San Bruno Cinema Redevelopment at 400-418 San Mateo Avenue

Traffic Impact Analysis

Draft Report

Prepared for

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EXECUTIVE SUMMARY

This report provides an evaluation of traffic and transportation issues related to the proposed mixed use development site located at 400-418 San Mateo Avenue in the City of San Bruno, California. The proposed project consists of forty-two condominium units and 15,800 square feet of retail space. The project site is currently occupied by a dental office at the former cinema building and various other vacant commercial uses.

The proposed project would result in a net increase of 64 AM peak hour trips (28 inbound, 36 outbound), 68 PM peak hour trips (41 inbound, 27 outbound). During the midday peak period, the proposed project would generate approximately 76 peak hour trips (37 inbound, 39 outbound) and 92 peak hour trips (47 inbound, 45 outbound) during a weekday and weekend respectively. On a typical weekday, the proposed project would generate approximately 982 new daily trips.

Each of ten study intersections currently operate at acceptable levels of service (LOS D or better) during each of the four peak periods analyzed. The addition of trips related to planned or approved, but yet to be occupied projects in the area are anticipated to result in minimal increases in average delay, and each of the study intersections are anticipated to operate at the same LOS for each of the four analysis periods.

The addition of project related traffic would result in additional minimal increases in average delay. However each of the study intersections would continue to operate at acceptable levels of service. Therefore, no significant project impacts are anticipated at the study intersections.

The proposed project would provide approximately 153 parking spaces. Based on City of San Bruno Municipal Code requirements, the project is required to provide 152 parking spaces. Therefore the project would meet the City's parking requirement.

Counts and observations in the vicinity of the project site show that pedestrian and bicycle activity is common, and pedestrians occasionally make illegal crossings. Traffic collision history also shows that approximately 66 collisions have occurred over the last two years, and approximately four of them involved pedestrians.

There are currently five SamTrans bus routes that operate within reasonable walking distance of the proposed project. Rail service is available via BART or Caltrain. The San Bruno Caltrain station is less than a half-mile away while the San Bruno BART station is approximately one mile north. Due to the available capacity on the nearby local buses, and the anticipated minimal generation of new transit trips, transit operations would not be adversely impacted.

Cumulative growth by the year 2030 is anticipated to result in substantial traffic increases at the study intersections. Several of the study intersections would deteriorate to a deficient LOS E or F based on the projected growth. The addition of project related traffic at these intersections would result in minimal increases in average delay (less than two seconds). Therefore, the proposed project is not anticipated to significantly contribute to the cumulative deficiencies.

Based on the analysis conducted for this report and significance criteria for both the City of San Bruno and the C/CAG, no significant transportation impacts associated with the proposed project are anticipated.

1.0 INTRODUCTION

This study provides an evaluation of traffic and transportation issues related to the proposed mixed-use development consisting of forty-two condominiums and 15,800 square feet of retail space in the City of San Bruno. Particular attention is given to impacts on vehicular traffic at local intersections, transit, pedestrian, and bicycle operations, and site access and circulation.

The existing buildings at 400-418 San Mateo Avenue are currently vacant with the exception of one dental office within the former cinema building.

1.1 Study Methodology

The project site is located on the south side of San Mateo Avenue between El Camino Real, Mastick Avenue, and Taylor Avenue.

Access to the proposed project will be from a driveway along Mastick Avenue. Based on consultation with City of San Bruno staff, the following intersections were analyzed as part of the City of San Bruno traffic impact analysis:

1. San Mateo Avenue/El Camino Real/Taylor Avenue
2. Mastick Avenue/Taylor Avenue
3. Crystal Springs Road/El Camino Real
4. Crystal Springs Road/Cunningham Road (I-280 Access)
5. San Bruno Avenue/San Mateo Avenue
6. San Bruno Avenue/US 101 SB Ramps
7. San Bruno Avenue/US 101 NB Ramps
8. San Bruno Avenue/El Camino Real
9. I-380 EB Off-Ramp/El Camino Real
10. I-380 WB Off-Ramp/El Camino Real

The project location, the surrounding roadway network, and the existing lane geometries at the study intersections are illustrated in **Figure 1**. Operations of these intersections were analyzed during the weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods as well as weekday midday (11:30 AM – 1:30 PM) and weekend midday (12:00 PM – 2:00 PM) and evaluated for the following scenarios:

Scenario 1: Existing Conditions – Level of Service based on existing peak-hour and midday volumes.

Scenario 2: Background Conditions – Existing peak-hour and midday volumes plus growth from approved developments in the vicinity of the proposed project.

Scenario 3: Project Conditions – Background Conditions peak-hour and midday volumes plus net new project generated traffic estimated for the proposed project at 400-418 San Mateo Avenue.

Scenario 4: Cumulative No Project Conditions – Background Conditions plus traffic growth projected by the City/County Association of Governments of San Mateo County.

Scenario 5: Cumulative Project Conditions – Project Conditions plus traffic growth projected by the City/County Association of Governments of San Mateo County.

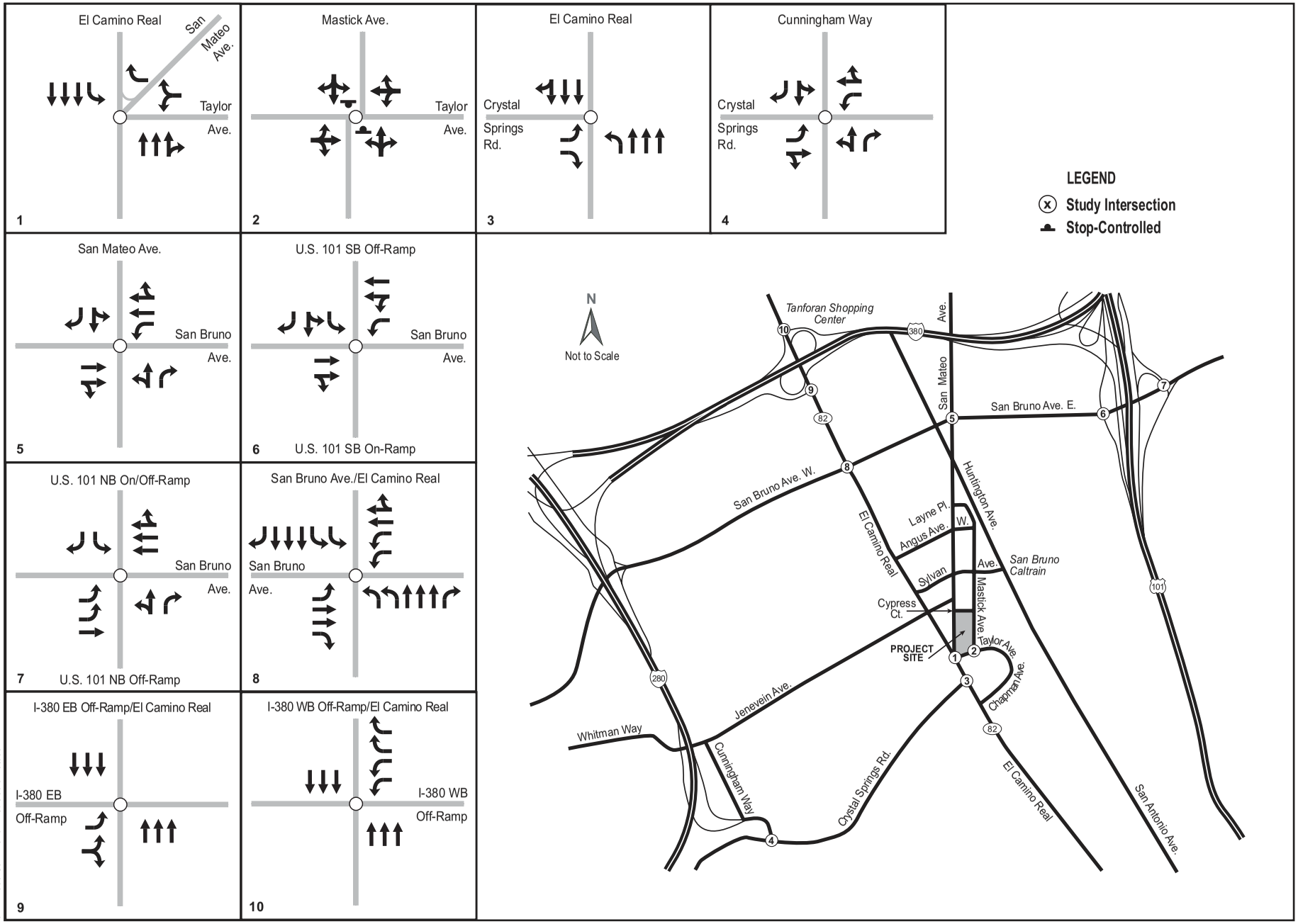

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Figure 1
Project Study Area and Study Intersection Configuration

1.2 Data Collection

Turning movement counts were collected for the ten study intersections during a typical weekday AM and PM peak period, as well as weekday midday and weekend midday time periods in September 2007. In addition, pedestrian and bicycle counts were also taken at the intersection of El Camino Real / San Mateo Avenue / Taylor Avenue. Turning movement counts are provided in **Appendix A**.

1.3 Intersection Level of Service Methodology

To evaluate the existing traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, the intersection Level of Service (LOS) was evaluated at the identified study intersections.

The City of San Bruno requires that LOS D be maintained. Significant traffic impacts at intersections are defined to occur when the addition of net new project traffic causes traffic operating conditions to deteriorate from an acceptable level of service to an unacceptable level. An intersection found to operate at LOS E or F would constitute a significant impact. Intersections which operate at LOS E or F in a base condition must maintain that level of service.

In the City of San Bruno, the intersection of El Camino Real and San Bruno Avenue is a San Mateo County Congestion Management Program (CMP) intersection with a standard of LOS E[1]. Significant traffic impacts at CMP intersections are defined to occur when the addition of net new project traffic causes traffic operating conditions to violate the adopted CMP standard (LOS E in this case). Cumulative traffic impacts are defined to occur when the combination of project and future cumulative traffic demand cause the intersection to violate the adopted CMP standard, and the project will increase average control delay at the intersection by 4 seconds or more[2].

The analysis was performed using the *TRAFFIX* software program. *TRAFFIX* is the designated intersection Level of Service analysis software. *TRAFFIX* evaluates signalized intersection operation on the basis of average stopped delay for all vehicles at the intersection. The analysis uses procedures from the 2000 Transportation Research Board *Highway Capacity Manual* (HCM) method for signalized intersections. In addition, *TRAFFIX* evaluates un-signalized intersections on the basis of average stopped delay for all-way stop-controlled intersections, and for the worst case approach for two-way stop controlled intersections. The correlation between average stopped delay and level of service for both signalized and unsignalized intersections is shown in **Table 1**.

[1] City/County Association of Governments of San Mateo County Draft Congestion Management Program for 2007
[2] City/County Association of Governments of San Mateo County Adopted Traffic Impact Analysis Policy (2006)

Table 1 Intersection LOS Thresholds

Level of Service	Vehicle Delay (seconds/vehicle)		Description
	Signalized Intersections	Unsignalized Intersections	
A	Delay ≤ 10.0	Delay ≤ 10.0	Free Flow/Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	10 < Delay ≤ 20.0	10.0 < Delay ≤ 15.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers design to feel somewhat restricted within platoon of vehicles.
C	20.0 < Delay ≤ 35.0	15.0 < Delay ≤ 25.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	35.0 < Delay ≤ 55.0	25.0 < Delay ≤ 35.0	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	55.0 < Delay ≤ 80.0	35.0 < Delay ≤ 50.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues from upstream from intersection.
F	Delay > 80.0	Delay > 50.0	Forced flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Transportation Research Board *Highway Capacity Manual* (HCM) 2000

2.0 EXISTING CONDITIONS

This section summarizes existing conditions in the project vicinity including a description of the existing project site, the roadway network, vehicular traffic conditions, and operational characteristics within the project vicinity.

Project Site

The existing building at 400-418 El Camino Real is currently occupied by a dental office at 550 Taylor Avenue, an electronics retail store at 412 El Camino Real, and a lounge/bar at 418 El Camino Real. The project site is located on the east side of El Camino Real between San Mateo Avenue, Taylor Avenue, and Mastick Avenue.

Roadway Network

Regional access to and from the project site is provided by U.S. Route 101, Interstate 280, Interstate 380. Local access is provided by El Camino Real, San Mateo Avenue, Taylor Avenue, and Mastick Avenue. The project location and the surrounding roadway network are illustrated in **Figure 1**.

Regional Access

US Route 101. US Route 101 is an eight lane freeway that provides regional access to San Francisco, the Peninsula, and to destinations along the West Coast of the United States. Local access to the project site is provided off of the San Bruno Avenue interchange. In the vicinity of the project, US Route 101 serves approximately 240,000 vehicles a day (Caltrans, 2006).

Interstate 280. Interstate 280 is an eight lane freeway that provides regional access to San Francisco and the Peninsula. Local access to the project site is provided off of the San Bruno Avenue interchange or the Crystal Springs Road interchange (southbound only). In the vicinity of the project, I-280 serves approximately 114,000 vehicles a day (Caltrans, 2006).

Interstate 380. Interstate 380 is a six lane freeway that provides regional access to the San Francisco International Airport, Interstate 280, and U.S. Route 101. Local access to the project site is provided off of the El Camino Real interchange. In the vicinity of the project site, I-380 serves approximately 129,000 vehicles during a typical week day (Caltrans, 2006).

Local Access

El Camino Real. El Camino Real is a north-south, state-controlled facility (State Route 82) which extends through San Mateo County and Santa Clara County. In the project vicinity it is six lanes wide with left-turn bays, a divided median, and on-street parking. Land use along El Camino real varies from restaurants, shopping centers, and retail stores, most with on-site parking available.

San Mateo Avenue. San Mateo Avenue is a north-south arterial roadway serving the City of San Bruno's Central Business District. In the project vicinity, the roadway is two lanes wide with on-street

parking, wide sidewalks, and pedestrian bulb-outs. Retail and restaurant developments with street frontages dominate the land use along San Mateo Avenue. Free parking is provided on lots located behind the developments on Mastick Avenue.

Taylor Avenue. Taylor Avenue is an east-west local roadway that connects El Camino Real to Mastick Avenue. In the vicinity of the project site, it is two lanes wide and provides access to the existing parking lot behind the theater site. Land use along Taylor Avenue is mostly residential.

Mastick Avenue. Mastick Avenue is a north-south local roadway that runs parallel to San Mateo Avenue and terminates at the intersection with Taylor Avenue. In the vicinity of the project site, it is two lanes wide and provides access to the existing parking lots that serve the developments fronting San Mateo Avenue. Land use along Mastick Avenue consists of residential apartments and houses on the east side, and parking lots on the west side.

2.1 Intersection Level of Service

Turning movement counts for each of the study intersections were collected in September 2007 for each of the peak analysis periods. Intersection geometry and timing parameters are based on information collected during recent field observations. For the study intersections in this analysis, the City of San Bruno has a level of service standard of LOS D.

Figure 2 illustrates the existing weekday AM, midday, and PM peak hour turning movement counts at each of the ten study intersections. Weekend midday turning movement counts are shown in **Figure 3.** The existing LOS for the study intersections are presented in **Table 2**. According to the intersection level of service standards, each of the study intersections currently operate at an acceptable LOS D or better during each of the scenarios analyzed.

Table 2 Existing Conditions Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour		Weekday Midday		Weekend Midday	
	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. San Mateo Avenue / El Camino Real / Taylor Avenue	11.0	B	13.7	B	13.9	B	15.0	B
2. Mastick Avenue / Taylor Avenue[c]	9.7	A	10.4	B	10.0	B	9.9	A
3. Crystal Springs Road / El Camino Real	28.8	C	27.7	C	25.0	C	22.2	C
4. Crystal Springs Road / Cunningham Road	29.4	C	24.0	C	20.8	C	18.9	B
5. San Bruno Avenue / San Mateo Avenue	20.5	C	26.3	C	27.2	C	22.8	C
6. San Bruno Avenue / US Route 101 Southbound Ramps	17.7	B	27.3	C	22.9	C	22.3	C
7. San Bruno Avenue / US Route 101 Northbound Ramps	28.1	C	29.3	C	28.3	C	28.2	C
8. San Bruno Avenue / El Camino Real[d]	38.8	D	39.4	D	36.3	D	38.7	D
9. I-380 Eastbound Off-Ramp / El Camino Real	10.2	B	13.8	B	11.9	B	11.0	B
10. I-380 Westbound Off-Ramp / El Camino Real	21.7	C	30.7	C	26.1	C	26.4	C

Notes: a. Delay = average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
c. Unsignalized side street stop controlled intersection
d. San Mateo County CMP intersection

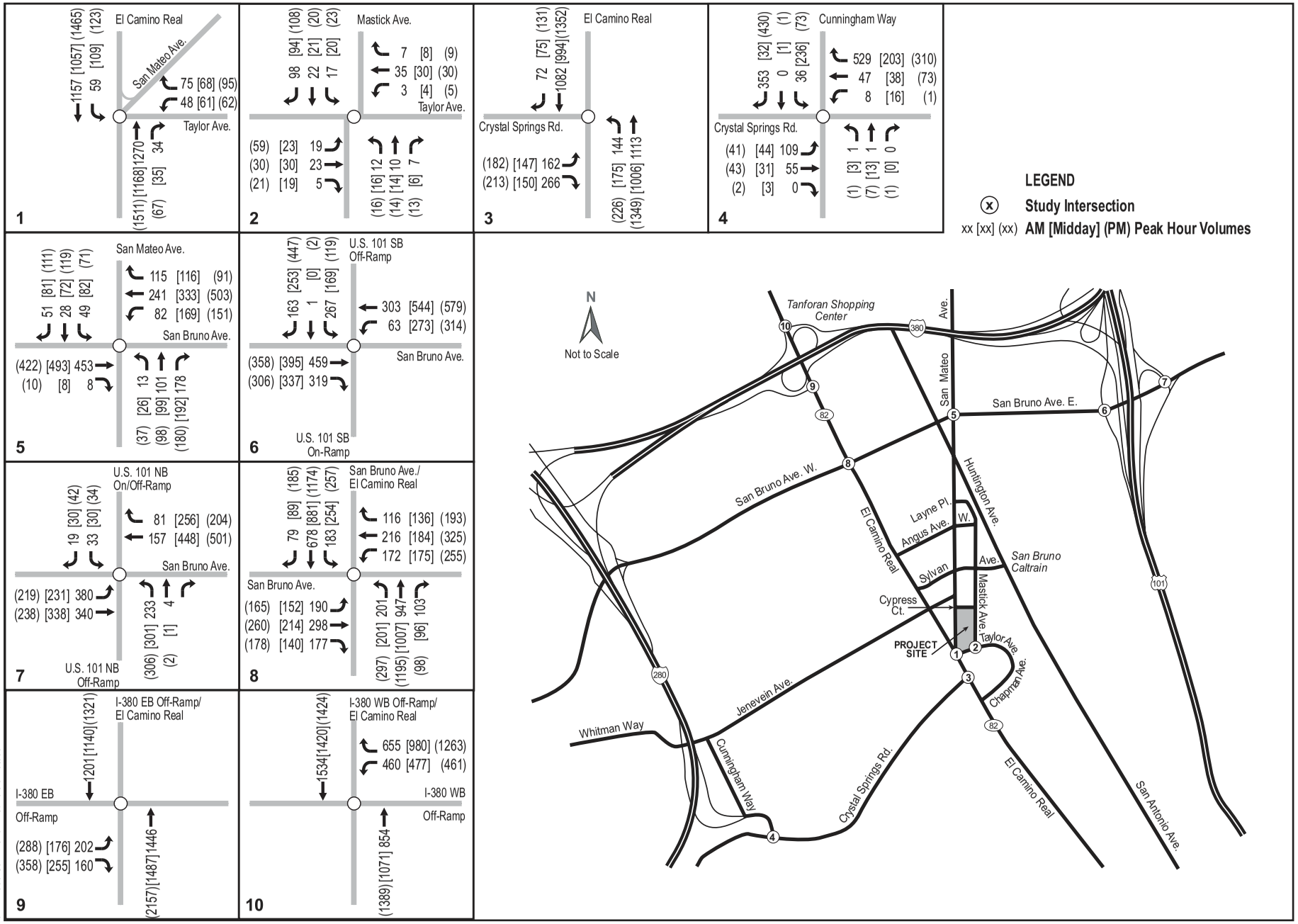

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Figure 2
Existing Conditions – Weekday Traffic Volumes

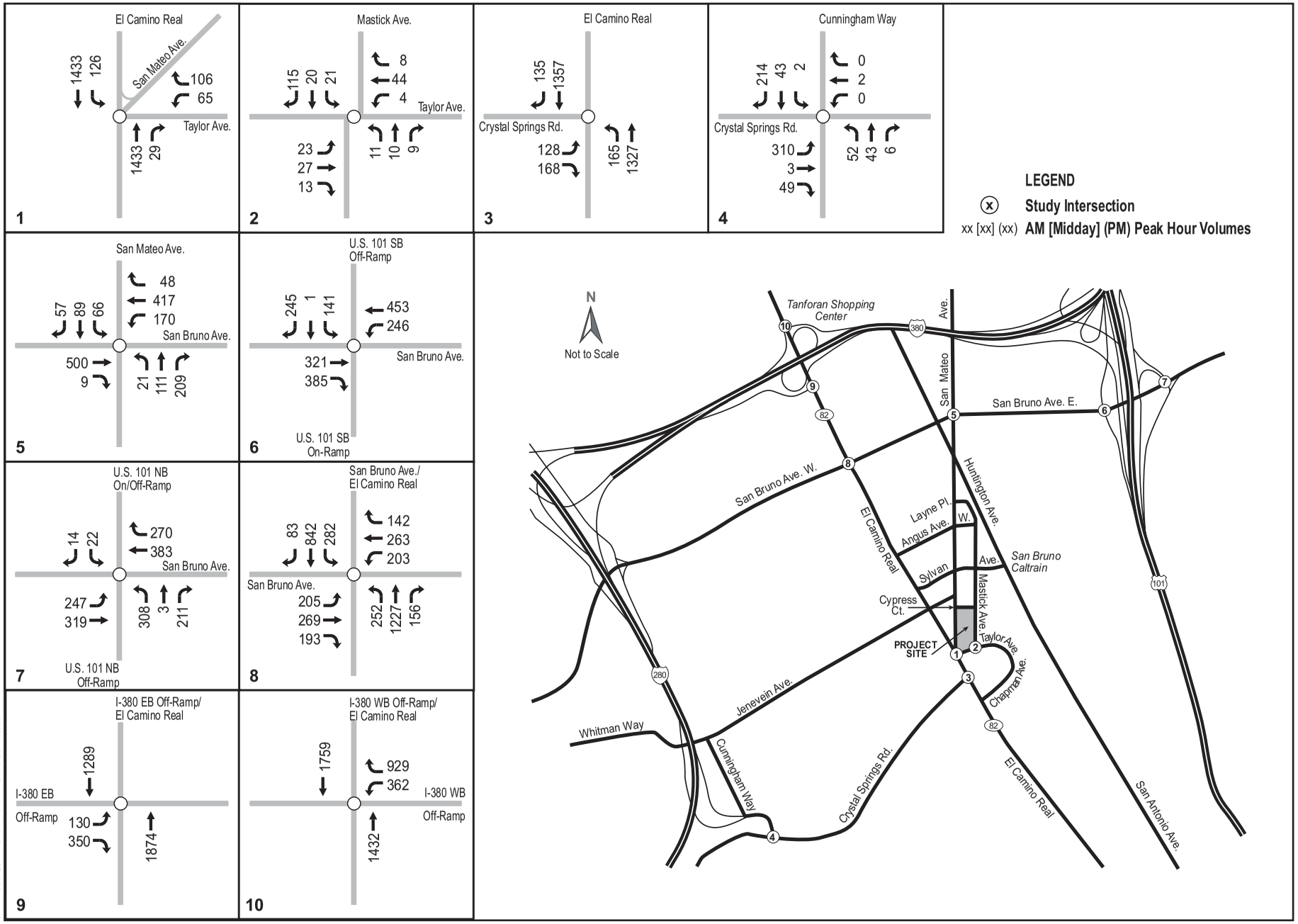

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Figure 3
Existing Conditions – Weekend Midday Traffic Volumes

2.2 Traffic Collision Analysis

Traffic collision data records, spanning approximately a two year period from January 2006 to October 2007, were provided by the City of San Bruno Police Department and analyzed as part of the existing conditions. The collision records include data from five major intersections in the vicinity of the project site:

- San Mateo Avenue / El Camino Real / Taylor Avenue
- Crystal Springs Road / El Camino Real
- El Camino Real / Jenevein Avenue
- El Camino Real / San Bruno Avenue
- El Camino Real / I-380

As shown in **Table 3**, during the two year analysis period, there were a total of 66 reported traffic collisions at the five selected intersections. Approximately 39 percent of these occurred at the intersection of El Camino Real and San Bruno Avenue, a high volume, eight-phase intersection with multiple left-turn lanes. Of the 66 reported traffic collisions, four involved a pedestrian. Two of these occurred at the intersection of San Mateo Avenue, El Camino Real, and Taylor Avenue.

Table 3 Traffic Collisions at Nearby Intersections, 2006-2007

Intersection	Number of Collisions	Percent of Total Collisions	Number of Collisions Involving Pedestrians	Percent of Total Pedestrian Collisions
San Mateo Avenue / El Camino Real / Taylor Avenue	9	14%	2	50%
Crystal Springs Road / El Camino Real	17	26%	0	0%
El Camino Real / Jenevein Avenue	12	18%	1	25%
El Camino Real / San Bruno Avenue	26	39%	1	25%
El Camino Real / I-380	2	3%	0	0%
Total	66	100%	4	100%

Source: City of San Bruno Police Department, November 2007

Pedestrian collisions include the reported injury severity sustained by the pedestrian. The two traffic collisions that involved pedestrians at San Mateo Avenue, El Camino Real, and Taylor Avenue were each reported to occur due to a failure to yield, with one pedestrian suffering a severe injury.

2.3 Pedestrian and Bicycle Operations

Pedestrian Operations

Due to the project site being located in the Central Business District of San Bruno, pedestrian sidewalks are present on all streets in the vicinity of the project site. A pedestrian push button activated crosswalk is in place at the San Mateo Avenue / El Camino Real / Taylor Avenue intersection on the south leg (crossing El Camino Real) and the west leg (crossing Taylor Avenue). Five marked crosswalks are in place along San Mateo Avenue between El Camino Real and Jenevein Avenue.

Weekday peak hour, midday, and Saturday midday pedestrian counts were taken for the intersection of San Mateo Avenue / El Camino Real / Taylor Avenue. As shown in **Figure 4**, the PM peak hour (4:00 PM to 5:00 PM for pedestrians) has the highest weekday pedestrian volume. The weekend midday peak hour (12:00 PM to 1:00 PM), however, has the highest overall pedestrian volumes. During each of the four survey time periods, at least one pedestrian was observed to cross the north leg of El Camino Real where pedestrian crossings are prohibited.

Bicycle Operations

Bicycle facilities in San Bruno consist of routes that share roadways with motorized vehicles (Class III), which are signed as bicycle routes, but do not have bicycle lane markings on the pavement. According to the 2000 San Mateo County Comprehensive Bicycle Route Plan, the primary bicycle routes in San Bruno include Sneath Lane, San Mateo Avenue, and Crystal Springs Avenue. There are no Class I or Class II bicycle facilities within San Bruno. Class I bicycle facilities are completely separated from motor vehicle traffic, such as an off-street pathway. Class II bicycle facilities, or bike lanes, are portions of the roadway that are marked with a line for use by bicyclists.

Weekday peak hour, midday, and Saturday midday bicycle counts were taken for the intersection of San Mateo Avenue / El Camino Real / Taylor Avenue. As shown in **Figure 5**, the AM peak hour (7:00 AM to 8:00 AM for bicyclists) has the highest overall bicycle volume among the four surveyed time periods.

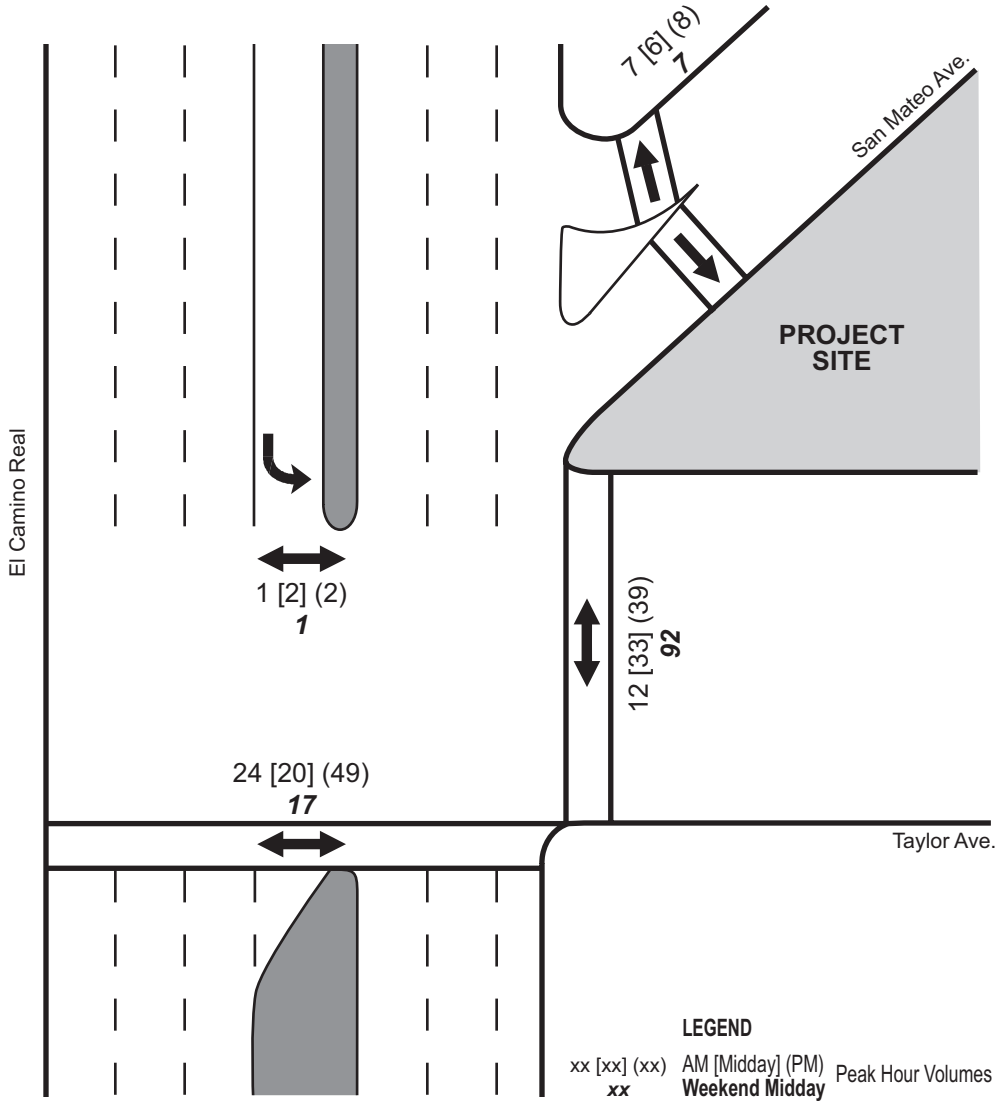

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Figure 4
Existing Pedestrian Counts

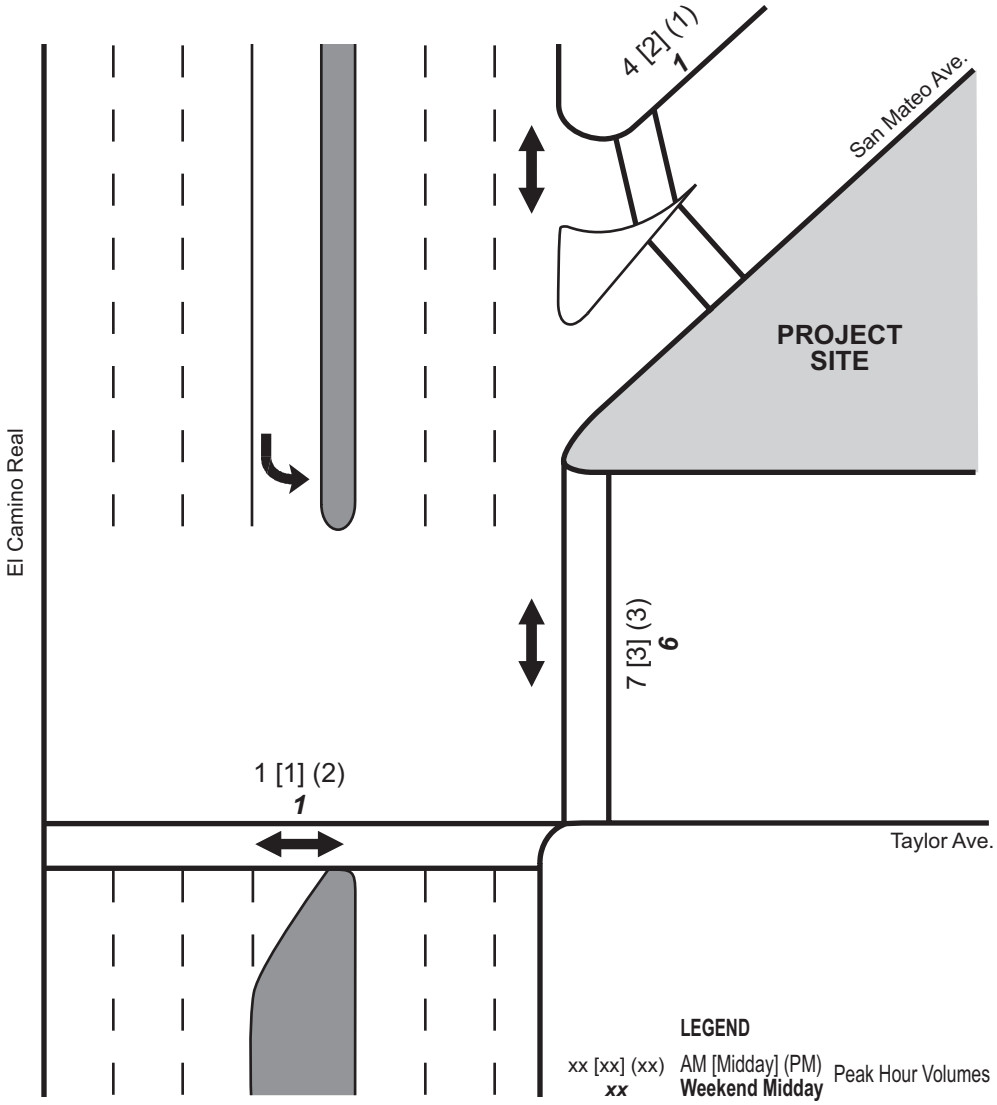

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Figure 5
Existing Bicycle Counts

2.4 Transit Operations

Existing Transit Operations

Bay Area Rapid Transit (BART) provides commuter rail services between Millbrae, San Francisco, and various parts of the East Bay. The closest BART Station is the San Bruno BART Station, located on Huntington Avenue in the vicinity of the Tanforan Shopping Center.

Caltrain provides commuter heavy rail services between San Francisco and Santa Clara Counties along the peninsula, through the City of San Bruno. The closest Caltrain Station is the San Bruno Station located on Huntington Avenue near Sylvan Avenue, four-tenths of a mile from the project site.

The San Mateo Country Transit District (SamTrans) operates the public transportation service in San Mateo County. In the vicinity of the project site, SamTrans operates Routes 43, 141, 390, 391, and MX. Transit routes in the vicinity of the project site are shown in **Figure 6**.

Route 43 connects the Burlingame Plaza and Millbrae Community Center with the San Bruno BART station. In the vicinity of the project site, Route 43 travels along El Camino Real with a stop located between Taylor Boulevard and Crystal Springs Road in both directions. Route 43 runs only one trip on school days, leaving Burlingame at 3:25 PM and arriving at the San Bruno BART at 3:55 PM.

Route 141 connects the San Bruno Senior Center with the San Bruno BART station. In the vicinity of the project site, Route 141 travels along Jenevein Avenue and San Mateo Avenue. The route runs approximately one block to the north of the project site with a stop on San Mateo Avenue. Route 141 typically runs between 6:00 AM and 7:00 PM with 30 minute headways on weekdays only.

Route 390 is a multi-city service route that connects the Palo Alto Caltrain station with the Daly City BART station in the City of Daly City. In the vicinity of the project site, Route 390 travels along El Camino Real with a stop located between Taylor Boulevard and Crystal Springs Road in both directions. Route 390 typically runs between 5:30 AM and 1:00 AM with 30 minute headways on weekdays and between 6:00 AM and 2:30 AM with 30 to 60 minute headways on weekends.

Route 391 is a multi-city service route that connects the Redwood City Caltrain station with downtown San Francisco. In the vicinity of the project site, Route 391 travels along El Camino Real with a stop located between Taylor Boulevard and Crystal Springs Road in both directions. Route 391 typically runs between 4:30 AM and 2:30 AM with 30 minute headways on weekdays and between 5:00 AM and 2:30 AM with 30 to 60 minute headways on weekends.

Route MX is an express route serving San Mateo, San Francisco, and the cities in between. In the vicinity of the project site, Route MX travels along El Camino Real with a stop located between Taylor Boulevard and Crystal Springs Road in both directions. Route MX runs on weekdays only from 6:00 AM to 8:30 AM, and from 4:00 PM to 6:30 PM.

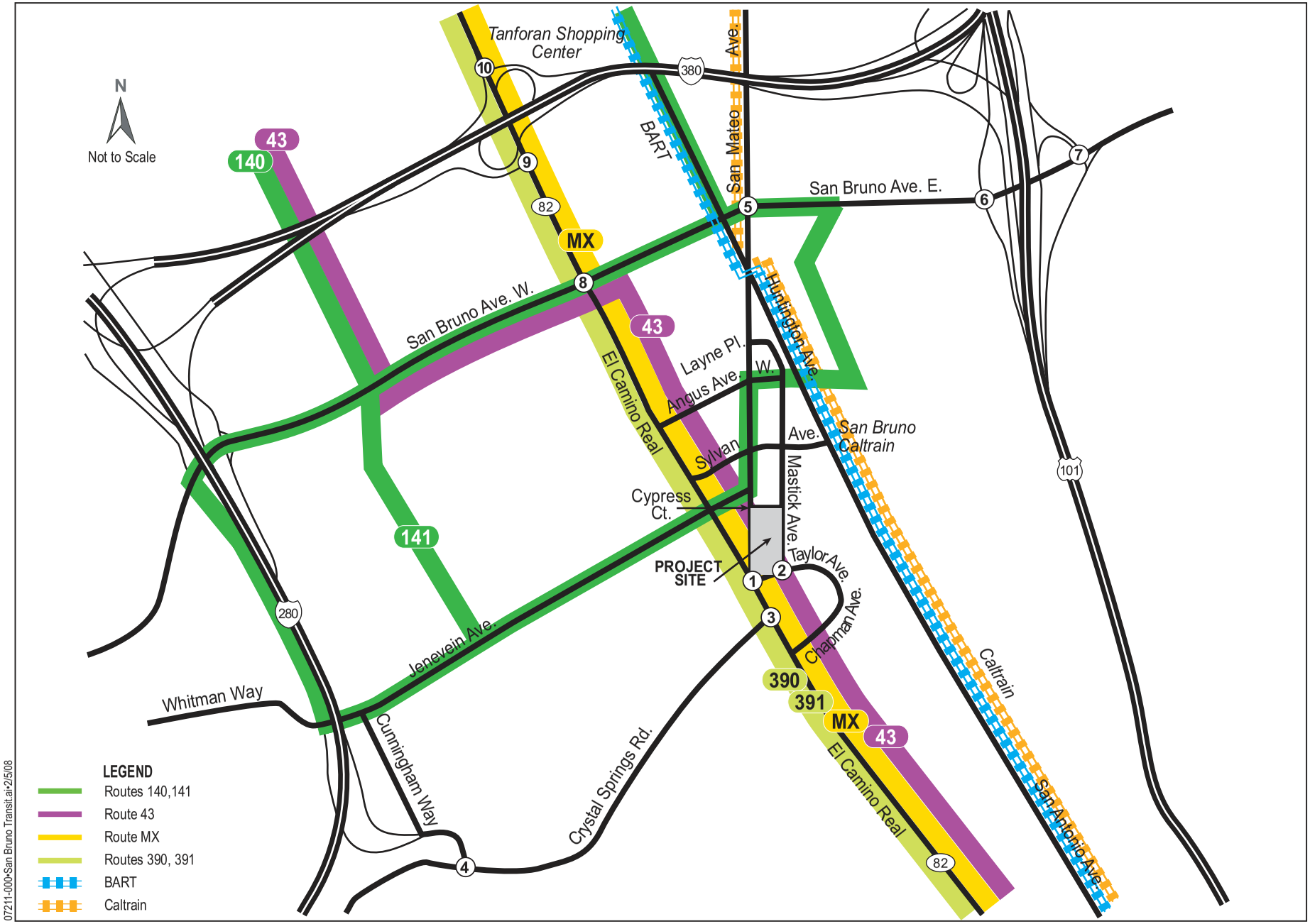

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Figure 6
Transit Service

3.0 BACKGROUND CONDITIONS

Per City of San Bruno staff, there are five approved or planned projects in the vicinity of the proposed project that are anticipated to add traffic to the study. Traffic related to the following five developments were included as part of the Background Conditions scenario:

- Glenview Terraces – 16 attached residential units, located on the north side of San Bruno Avenue near Skyline Drive.
- Skycrest Project – 27 single family residential units to replace 23,500 square feet of commercial use, located south of San Bruno Avenue near Skyline Boulevard.
- The Crossings Parcels 3 & 4 – 350 residential units, of which 187 will be condominium units and 163 will be apartment units, located at El Camino Real north of I-380.
- 599 Cedar Avenue (Cedar Grove) – 14 town homes with a new private access road, located on Cedar Avenue between San Bruno Avenue and Jenevein Avenue.
- Tanforan Cinema – 20-screen movie theatre megaplex expansion at the Tanforan Mall, located at El Camino Real, north of I-380.

Figure 7 shows the location of each Background Condition project on the study area map. Additional information related to the five Background Condition projects is provided in Appendix C.

3.1 Background Trip Generation, Distribution and Assignment

The trip generation, distribution, and assignment numbers for each of the background projects were taken from their respective traffic studies, as available. Where this information was not available, the Institute of Transportation Engineers Trip Generation Manual, 7th Edition (2004), was used to estimate trip generation. Trip distribution and trip assignment was based on prevailing traffic patterns and a screenline analysis around the study area. **Table 4** summarizes the data sources for the background condition projects. **Figure 7** illustrates the locations of the planned and approved projects in the study area.

For many of the background condition projects, a weekday midday or weekend midday analysis scenario was not included in the cited traffic study. For these scenarios, the ITE Trip Generation Manual was used for trip generation, and trip distribution and trip assignment was based on the peak hour distribution and assignment.

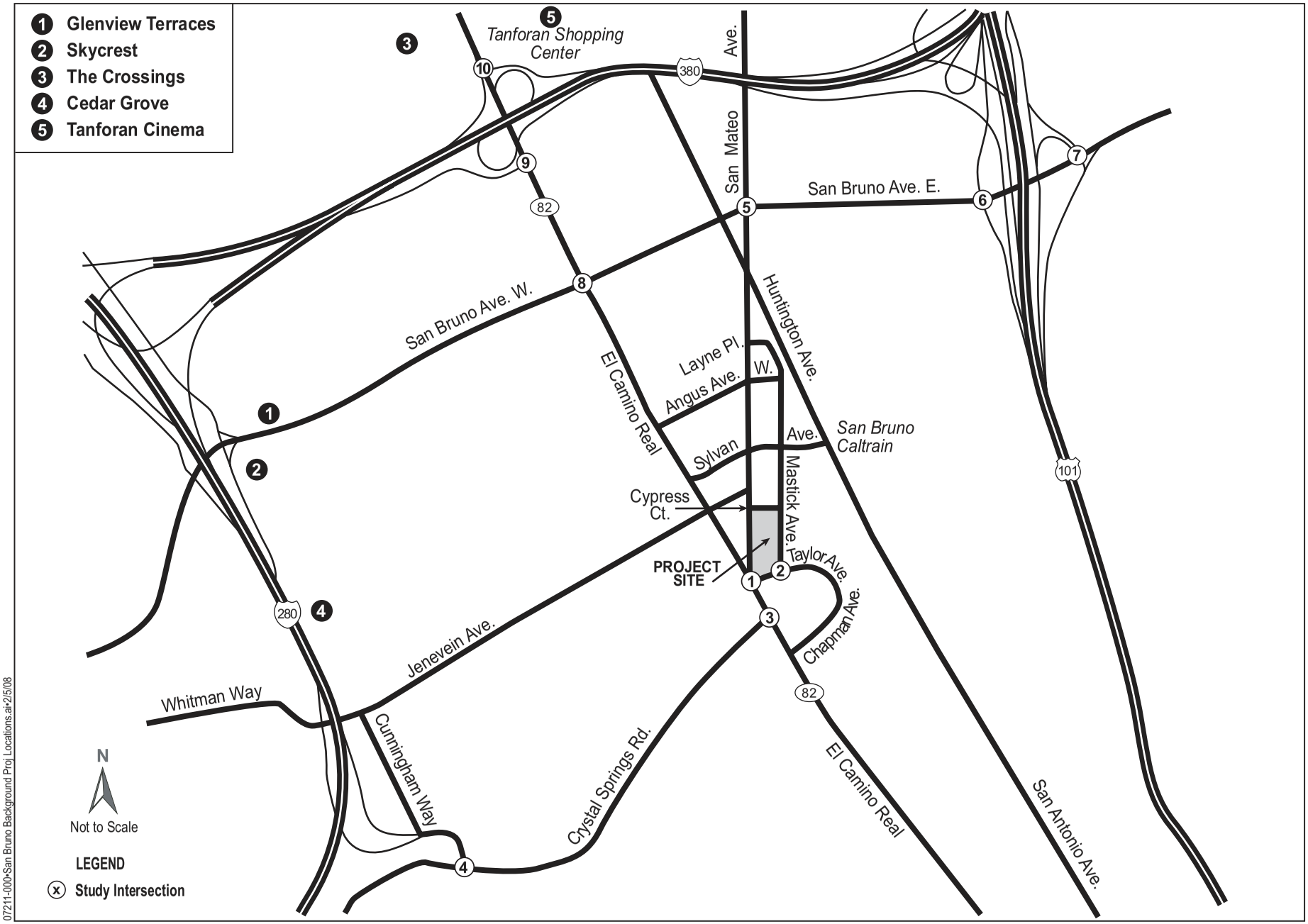
The Glenview Terraces and Skycrest Project contributed fewer than 3 trips to the study intersections during the weekday peak hour. Therefore, it was assumed that they would add an insignificant amount of trips during weekday and weekend midday periods.

The Cedar Grove project and the Tanforan Cinema project were assumed to add an insignificant amount of trips to the study intersections during the weekday AM peak and weekday midday periods due to the nature of the anticipated land uses.

Table 4 Sources for Trip Generation, Distribution and Assignment for Background Condition

Background Condition Project	Project Description	Trip Generation	Trip Distribution	Trip Assignment
Glenview Terraces	Korve Engineering. *Glenview Terraces - Traffic Study.* November 4, 2005.	Korve Engineering. *Glenview Terraces - Traffic Study.* November 4, 2006.	Korve Engineering. *Glenview Terraces - Traffic Study.* November 4, 2007.	Prevailing traffic patterns.
Skycrest	LSA Associates, Inc. *Skycrest Project IS/Draft MND.* January 2005.	LSA Associates, Inc. *Skycrest Project IS/Draft MND.* January 2005.	LSA Associates, Inc. *Skycrest Project IS/Draft MND.* January 2005.	Prevailing traffic patterns.
The Crossings Parcels 3 & 4	City of San Bruno Current Development Projects, 2007.	Institute of Transportation Engineers Trip Generation Manual, 7th Edition, 2004.	Environmental Science Associates. *U.S. Navy Site and its Environs Specific Plan Draft EIR*. 2000.	Prevailing traffic patterns.
Cedar Grove	Fehr and Peers. *Peninsula Christian Fellowship Church Draft Report.* January 12, 2005.	Fehr and Peers. *Peninsula Christian Fellowship Church Draft Report.* January 12, 2005.	Fehr and Peers. *Peninsula Christian Fellowship Church Draft Report.* January 12, 2005.	Fehr and Peers. *Peninsula Christian Fellowship Church Draft Report.* January 12, 2005.
Tanforan Cinema	Fehr and Peers. *Peninsula Christian Fellowship Church Draft Report.* January 12, 2005.	Institute of Transportation Engineers Trip Generation Manual, 7th Edition, 2004.	DKS Associates. *Tanforan Park Mall Parking and Circulation Study.* January 12, 2000.	Prevailing traffic patterns.

Peak hour traffic related to the planned or approved projects were added to the study area. Traffic volumes for the weekday and weekend peak hours are shown in **Figure 8** and **Figure 9**, respectively.



07211-000•San Bruno Background Proj Locations.ai•2/5/08

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Figure 7
Background Project Locations

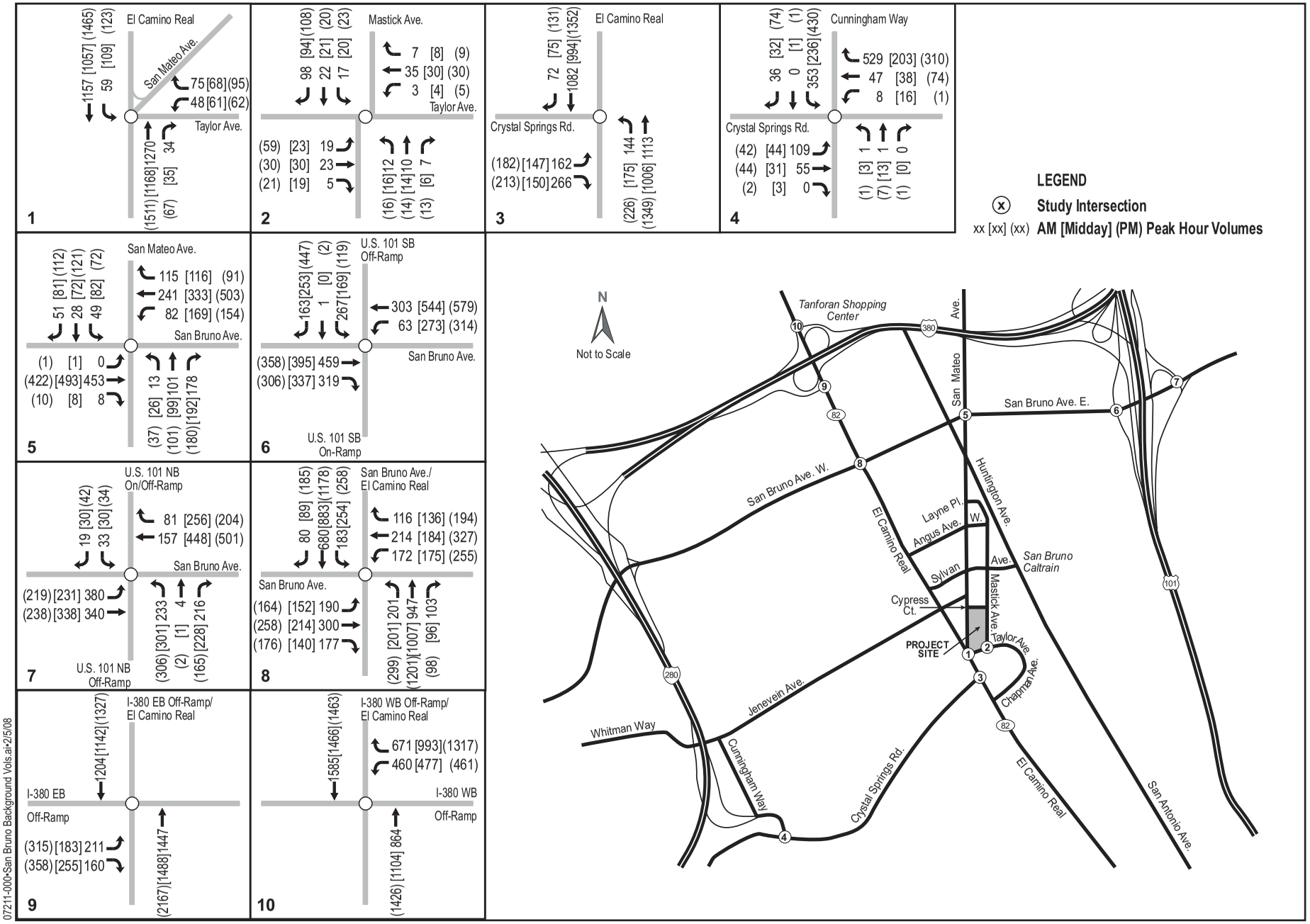

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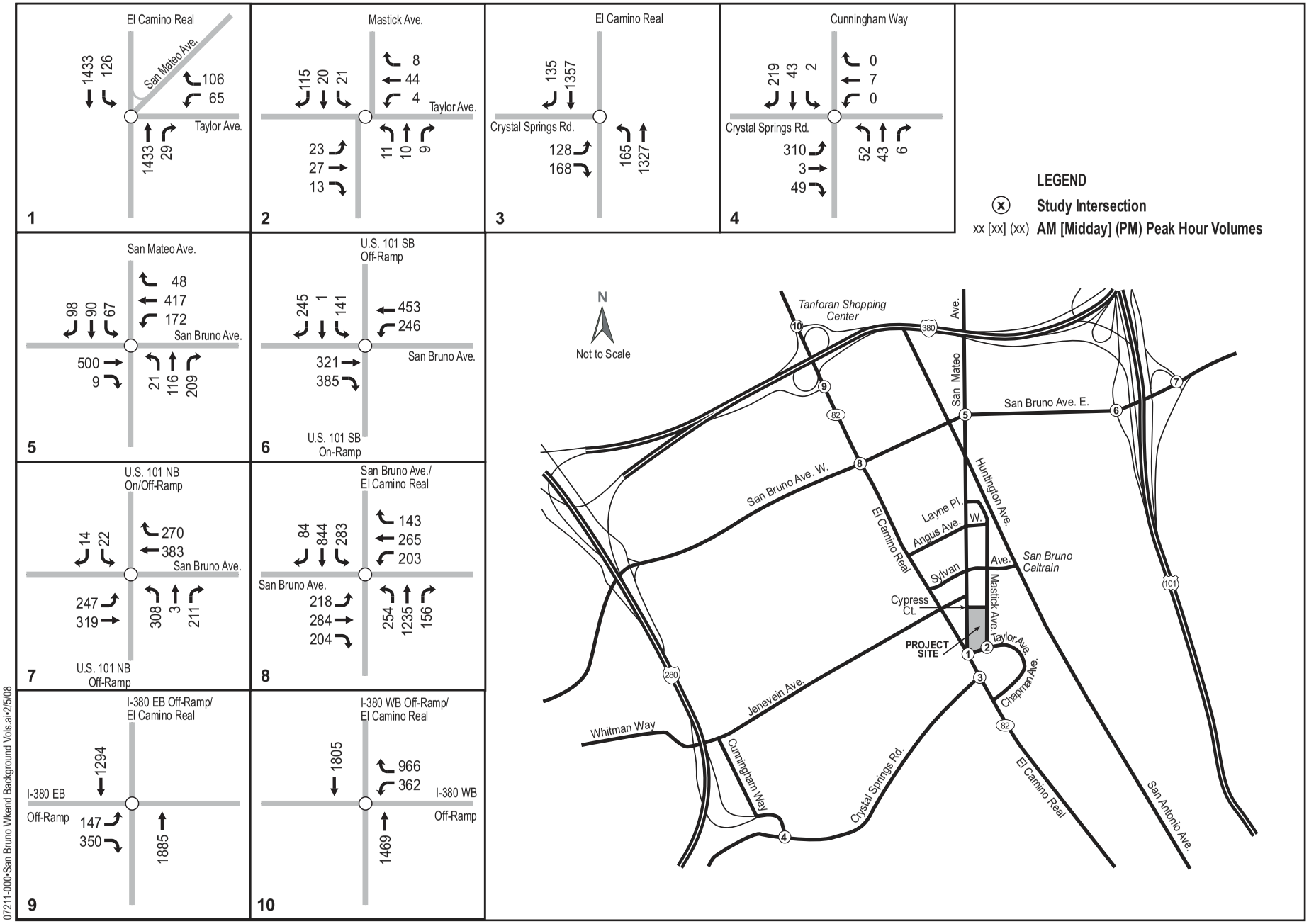
Figure 8
Background Conditions – Weekday Peak Hour Traffic Volumes



07211-000•San Bruno Wkend Background Vols.ai•2/5/08

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Figure 9
Background Conditions – Weekend Peak Hour Traffic Volumes

3.2 Intersection Operations– Background Conditions

The Background levels of service for the study intersections are presented in **Table 5**. According to the intersection level of service standards for both the City of San Bruno and the C/CAG of San Mateo County, the study intersections would continue to operate at acceptable levels of service. Although average delays at some of the study intersections would increase slightly, the LOS at each of the study intersections would not change. The study intersections are not anticipated to operate at deficient levels under the Background Conditions scenario.

Table 5 summarizes the intersection operating conditions for the Background Scenario. Background Conditions intersection operating calculations are provided in **Appendix B**.

Table 5 Background Conditions Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour		Weekday Midday		Weekend Midday	
	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. San Mateo Avenue / El Camino Real / Taylor Avenue	11.0	B	13.7	B	13.9	B	15.0	B
2. Mastick Avenue / Taylor Avenue[c]	9.7	A	10.4	B	10.0	B	9.9	A
3. Crystal Springs Road / El Camino Real	28.8	C	27.7	C	25.0	C	22.2	C
4. Crystal Springs Road / Cunningham Road	29.4	C	24.1	C	20.8	C	19.1	B
5. San Bruno Avenue / San Mateo Avenue	20.5	C	26.4	C	27.2	C	22.8	C
6. San Bruno Avenue / US Route 101 Southbound Ramps	17.7	B	27.3	C	22.9	C	22.3	C
7. San Bruno Avenue / US Route 101 Northbound Ramps	28.1	C	29.3	C	28.3	C	28.2	C
8. San Bruno Avenue / El Camino Real[d]	38.7	D	39.4	D	36.3	D	39.1	D
9. I-380 Eastbound Off-Ramp / El Camino Real	10.4	B	14.1	B	12.0	B	11.2	B
10. I-380 Westbound Off-Ramp / El Camino Real	21.9	C	31.6	C	26.3	C	27.3	C

Notes: a. Delay = average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
c. Unsignalized side street stop controlled intersection
d. San Mateo County CMP intersection

4.0 PROJECT CONDITIONS

This scenario evaluates the background traffic conditions with the addition of net-new traffic estimated from the proposed project. The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation is the process of predicting the number of peak hour trips a proposed development would contribute to the roadways, and whether these trips would be entering or exiting the site. After the number of trips is determined, the distribution process projects the direction these trips use to approach and depart the site from a regional perspective. Trip assignment involves determining which specific roadways a vehicle would use to travel between its origin and destination.

Significance Criteria and Project Impacts

The significance criteria for this analysis follow the guidelines adopted by the City of San Bruno. A significant impact for a project is defined as:

- When the addition of the project traffic causes an intersection LOS under the base condition to deteriorate from acceptable level of service D or better to LOS E or LOS F, or
- Intersections which already operate at unacceptable LOS E or F must maintain that LOS with the addition of net-new project traffic

For the intersection of El Camino Real and San Bruno Avenue, a San Mateo County CMP intersection, a significant impact for a project is defined as:

- When the addition of the project traffic causes an intersection LOS under the base condition to deteriorate from acceptable level of service E or better to LOS F, or
- The combination of cumulative traffic demand and net new project traffic causes an intersection LOS under to deteriorate from acceptable level of service E or better to LOS F and the net new project traffic will increase average control delay at the intersection by 4 seconds or more

4.1 Project Trip Generation

Estimated trip generation of trips for the proposed project was based on rates obtained from the Institute of Transportation Engineers *Trip Generation* Manual, 7th Edition, 2003 for the AM and PM peak hours. As a conservative estimate, vehicle trip credits were not applied to the estimated trip generation for the partially occupied cinema building, and vacant commercial land uses.

Table 6 indicates that the proposed project would result in a net increase of 64 vehicle trips (28 inbound, 36 outbound) during the AM peak hour, 68 vehicle trips (41 inbound, 27 outbound) during the PM peak hour, 76 vehicle trips (37 inbound, 39 outbound) during the weekday midday peak hour, and 92 vehicle trips (47 inbound, 45 outbound) during the weekend midday peak hour. There would also be a net increase in total daily traffic of approximately 982 vehicle trips.

Table 6 Project Trip Generation

				Daily		AM Peak					PM Peak					Weekday Midday					Weekend Midday				
							Percent		Trips			Percent		Trips			Percent		Trips			Percent		Trips	
ITE Code	Project Site	Size	Unit	Rate	Trips	Rate[1]	In	Out	In	Out	Rate	In	Out	In	Out	Rate[2]	In	Out	In	Out	Rate[3]	In	Out	In	Out
230	Residential Condominiums	48	D.U.	5.86	281	0.44	17%	83%	4	18	0.52	67%	33%	17	8	0.42	50%	50%	10	10	0.54	54%	46%	14	12
814	Specialty Retail Center	15.8	1000 Sq Ft	44.32	700	2.71	56%	44%	24	19	2.71	56%	44%	24	19	3.55	48%	52%	27	29	4.24	50%	50%	33	33
	Total New Trips				**982**				**28**	**36**				**41**	**27**				**37**	**39**				**47**	**45**

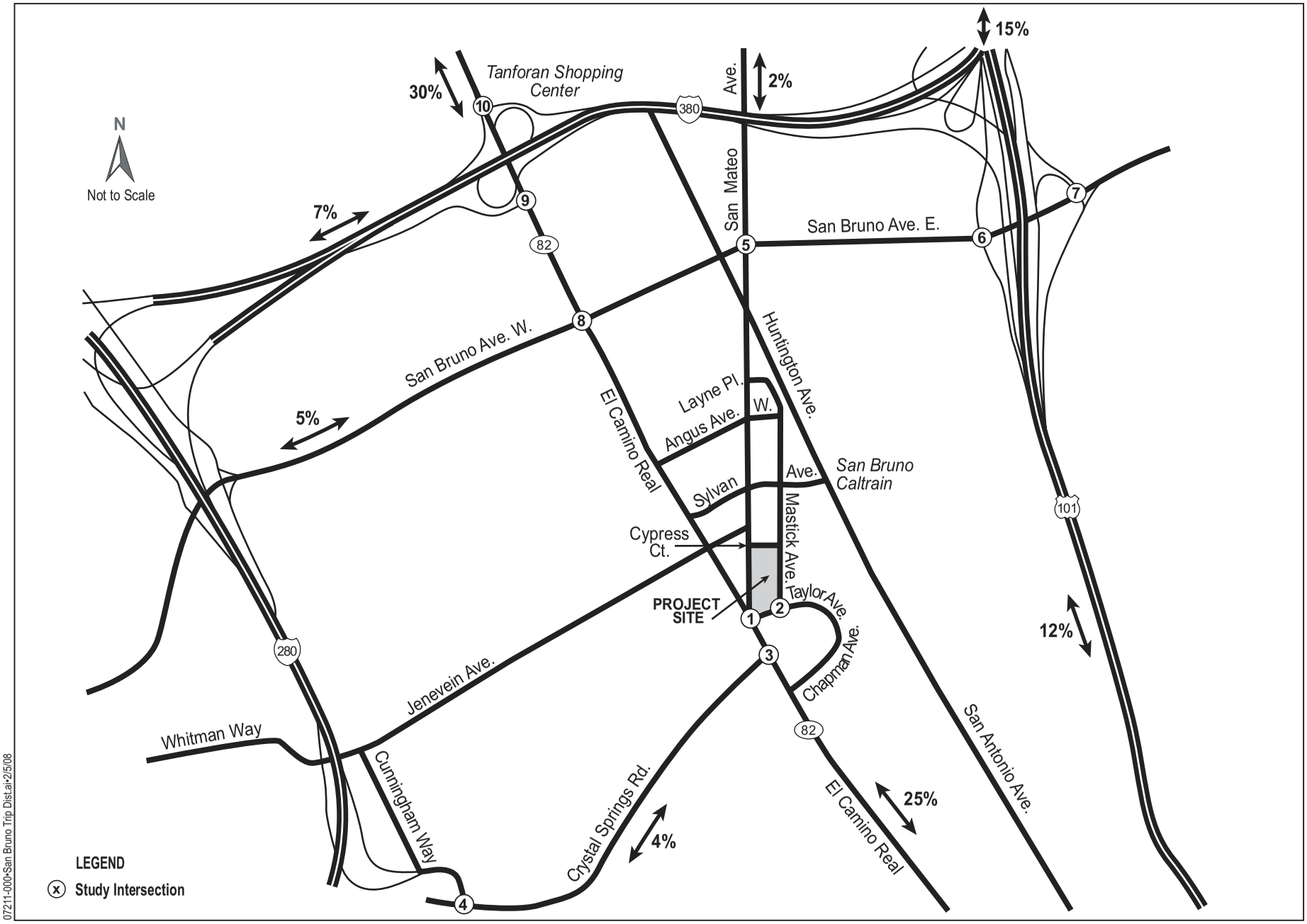
Source: DKS Associates, 2007
Notes:
1 No AM peak hour rate published for Specialty Retail Center as stores generally open after the peak hour. PM peak hour rate is used for a conservative estimate to account for employees and deliveries
2 Weekday midday residential trip generation is based on surveys of similar projects by DKS Associates
3 Specialty Retail Center weekday and weekend midday trip generation is based on ITE land use code 820 (shopping center) trip generation by hour as percentage of daily trips

4.2 Trip Distribution and Trip Assignment

The proposed distribution patterns used for this analysis are based on the prevailing traffic patterns around the study area. Based on the peak hour traffic volumes, a screenline analysis was conducted to estimate vehicular trip patterns. Existing turning movement counts at the study gateway intersections were analyzed for traffic to and from the vicinity of the proposed project. An estimate of total existing volumes from El Camino Real (north and south), San Mateo Avenue, US 101 (north and south) via San Bruno Avenue, I-280 (north and south) via Crystal Springs Road and San Bruno Avenue, and I-380 (east and west) via El Camino Real were assumed to be the origin or destination of project related trips. In general, approximately 30 percent of the trips go to and from El Camino Real north, 25 percent go to and from El Camino Real south, seven percent travel on I-380 west, 15 percent use US 101 north, 12 percent use US 101 south, five percent travel on San Bruno Avenue west, four percent travel on Crystal Springs Road west, and two percent use San Mateo Avenue north. **Figure 10** illustrates the trip distribution patterns for the proposed project and the net new project trips at each of the analysis intersections. **Figure 11** and **Figure 12** illustrate the Project Conditions peak hour traffic volumes for a weekday and weekend respectively. **Table 6** summarizes the intersection operating conditions for the Background Scenario.

4.3 Intersection Operations– Project Conditions

The project levels of service for the study intersections are presented in **Table 7**. According to the intersection level of service standards for both the City of San Bruno and the C/CAG of San Mateo County, the study intersections that would operate at acceptable levels of service under the Background Conditions would continue to operate at acceptable levels of service under the project condition for both the AM and PM peak periods as well as the weekday midday and weekend midday peak periods. The study intersections are not anticipated to experience any significant impacts.



07211-000•San Bruno Trip Dist.ai•2/5/08

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Figure 10
Project Trip Distribution

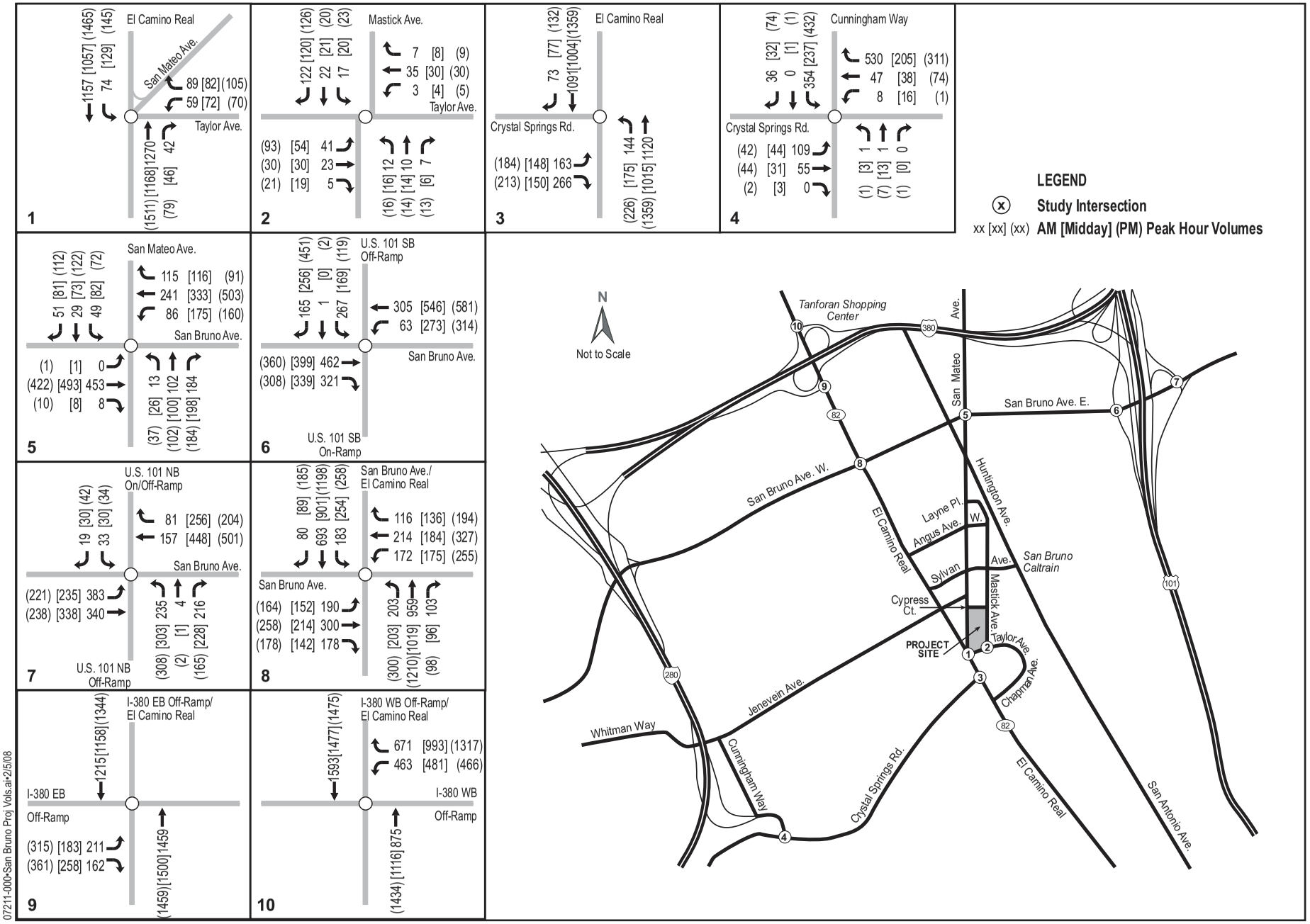

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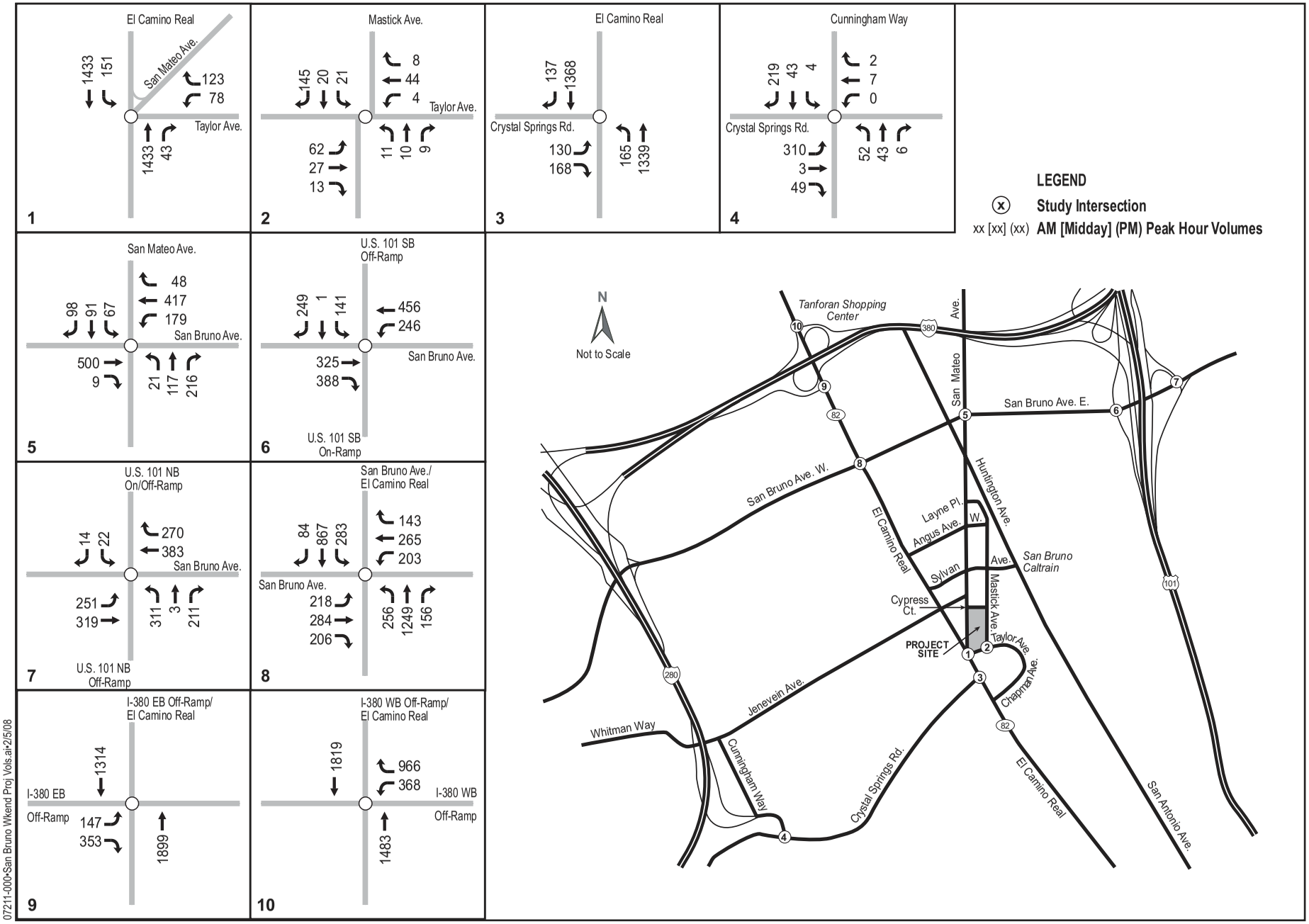
Figure 11
Background plus Project Conditions – Weekday Peak Hour Traffic Volumes



07211-000•San Bruno Wkend Proj Vols.ai•2/5/08

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Figure 12
Background plus Project Conditions – Weekend Peak Hour Traffic Volumes

Table 7 Project Conditions Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour		Weekday Midday		Weekend Midday	
	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. San Mateo Avenue / El Camino Real / Taylor Avenue	13.1	B	15.3	B	16.0	B	17.2	B
2. Mastick Avenue / Taylor Avenue[c]	10.2	B	11.1	B	10.7	B	10.6	B
3. Crystal Springs Road / El Camino Real	28.7	C	27.7	C	24.9	C	22.2	C
4. Crystal Springs Road / Cunningham Road	29.5	C	24.1	C	20.8	C	19.1	B
5. San Bruno Avenue / San Mateo Avenue	20.8	C	26.5	C	27.4	C	23.0	C
6. San Bruno Avenue / US Route 101 Southbound Ramps	17.7	B	27.5	C	22.9	C	22.4	C
7. San Bruno Avenue / US Route 101 Northbound Ramps	28.2	C	29.3	C	28.3	C	28.3	C
8. San Bruno Avenue / El Camino Real[d]	38.7	D	39.4	D	36.3	D	39.0	D
9. I-380 Eastbound Off-Ramp / El Camino Real	10.4	B	14.1	B	12.1	B	11.3	B
10. I-380 Westbound Off-Ramp / El Camino Real	21.9	C	31.7	C	26.3	C	27.3	C

Notes: a. Delay = average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
c. Unsignalized side street stop controlled intersection
d. San Mateo County CMP intersection

During each of the analysis peak hours, the addition of traffic due to the proposed project would result in minimal increases in average delay at the study intersections. During weekday AM and Midday peak hours, the operating LOS would remain the same at each of the study intersections. During the weekday PM peak hour and weekend midday peak hour, the intersection of Mastick Avenue and Taylor Avenue would decrease from LOS B to LOS C; however this is still considered an acceptable level of service. Each of the ten study intersections would continue to operate at acceptable levels of service during each of the of the study periods. No significant project impacts are anticipated at the study intersections.

4.3 Project Site Plan, Parking and Circulation Analysis

Project Site Circulation

The project site is located on the corner of Mastic Avenue, Taylor Avenue, and San Mateo Avenue (At El Camino Real). The proposed site plan is illustrated in **Figure 13**. Based on the current site plan, the access driveway to the garage is located on Mastic Avenue and the driveway is estimated to be 19 feet wide. Per the City of San Bruno's Municipal Code[3] "*The minimum width for single-family and multiple family residential driveways shall be twelve feet for single driveways and twenty-four feet for double driveways, measured at the face of the curb*". Therefore the project driveway access would not satisfy the City's Code in this regard.

Off-Street Parking

The City of San Bruno Municipal Code requires that residential, multi-dwelling units with one or more bedrooms have at least two covered parking spaces per unit plus 0.1 spaces per unit for guest parking. For general retail uses, the parking requirement is one space for every 250 square feet of gross floor area[4]. With 48 dwelling units and 15,800 square feet of retail space, the proposed project would require 165 parking spaces. Six of the dwelling units, however, would be built as "affordable units" and would be exempt from the parking requirements. This lowers the number of required parking spaces to 152.

[3] San Bruno Municipal Code, Title 12, Article III, Chapter 12.100.080 "Design standards for parking facilities"
[4] San Bruno Municipal Code, Title 12, Article III, Chapter 12.100.900 "Number of parking space required"

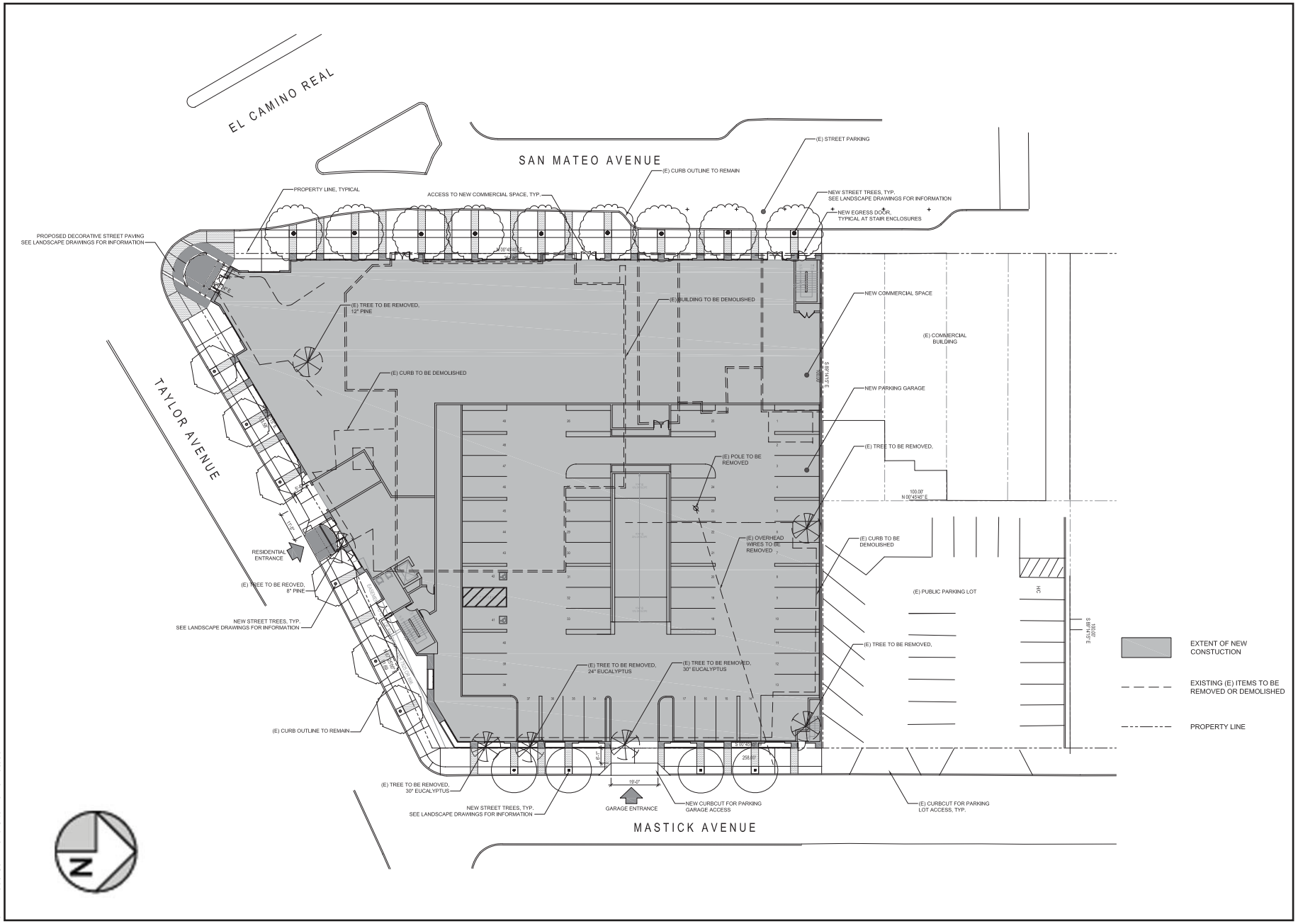

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Figure 13
Proposed Site Plan

Based on the Institute of Transportation Engineers (ITE) Parking Generation Manual, 3rd Edition, 2004, the estimated average peak parking demand for residential condominiums/townhouses is 1.46 spaces per unit. For a shopping center (general or specialty retail uses were not included in the Manual), the Friday, Non-December average peak period parking demand is 3.02 spaces per 1,000 square feet of gross leasable area. Transit service to a shopping center, however, was shown to reduce peak parking demand by up to eight percent, based on limited data. Since the proposed project is in a downtown setting that includes a pedestrian and transit oriented environment, the eight percent reduction in estimated peak parking demand could be applied. This would result in a total demand of approximately 114 parking spaces.

The proposed condominium and retail development would have 104 basement parking spaces and 49 ground level parking spaces. The proposed off-street parking supply of 153 parking spaces would meet the City of San Bruno parking requirements and would be at 97 percent of the estimated ITE parking demand. No significant parking impacts are anticipated. **Table 8** summarizes the off-street parking conditions

Table 8 Parking Conditions

	Proposed Project		City of San Bruno Municipal Code			Estimated ITE Parking Demand		
Land Use	Units	Provided	Code	Required	Difference	Rate	Estimated	Difference
Residential	48 du	104	2.1 spaces per unit	88[1]	+16	1.83 spaces per unit	114	-10
Retail	15,800 sq ft	49	1 space per 250 sq ft	64	-15	3.02 spaces per 1000 sq ft	44[2]	+5
TOTAL		153		152	+1		158	-5

Notes: 1. Only 42 units count towards City of San Bruno Municipal Code since six*1.08 units qualify as "affordable units" and are exempt from the parking requirement. All 48, however, are included in the estimated parking demand.
2. The estimated parking demand for the retail land use includes an eight percent reduction due to transit access.

On-Street Parking

On-street parking in the vicinity of the project is very limited. Eight parallel parking spaces which are free but limited to one hour are provided off of San Mateo Avenue directly adjacent to the project site. These spaces are typically used by downtown visitors coming from outside of the immediate area. On Mastick Avenue, there are approximately eight parallel parking spaces, also free, located behind the project site on the far side (east side) of the street. These spaces are most likely utilized by the adjacent residential uses or downtown visitors. On-street parking is also available, for free, on Mastick Avenue south of Taylor Avenue, and Taylor Avenue east of Mastick Avenue.

Most residents and visitors to the project site are anticipated to use the provided off-street parking spaces.

4.4 Transit Operations

Residential uses within the City of San Bruno typically have a transit mode share of approximately six percent for bus trips (San Bruno 2025: General Plan Environmental Impact Report, October 2003). Trips related to BART or Caltrain were not estimated as it is likely that trips destined to BART or Caltrain will utilize a vehicle trip to access the stations. A mode share of six percent would result in less than five peak hour transit trips. The current bus operations would be anticipated to easily serve the estimated transit demands, without affecting the load factors on bus lines or BART. Thus, no adverse transit impacts are anticipated.

4.5 Pedestrian and Bicycle Analysis

Pedestrian Access and Circulation

The proposed project would typically have a six to eight foot sidewalk along the property frontages on San Mateo Avenue, Taylor Avenue, and Mastick Avenue. The proposed sidewalks would be consistent with adjacent areas, and provide adequate pedestrian circulation facilities. For developments of this size and setting, a mode split of pedestrian specific trips during the peak periods is anticipated to be less than ten percent, which would result in less than ten pedestrian trips per hour.

Bicycle Mode Share and Circulation

Estimation of a mode share related to bicycle use is typically reserved for employment type developments. For residential developments of this size and setting, a mode split of bicycle specific trips during the AM and PM peak periods is anticipated to be negligible. The total number of peak hour bicycle trips would be minimal, and would not exceed the available capacity on the pedestrian and bicycle facilities. Based on a review of the proposed site plan, the proposed project would not create any features which would be unsafe or hinder pedestrian or bicycle travel. Therefore, the proposed project is not anticipated to result in any potentially significant bicycle impacts.

4.6 Regional Roadways

There are four state highways in the vicinity of the project site; State Route 82 (El Camino Real), U.S. Route 101, I-280, and I-380. Because the proposed project is anticipated to generate less than 100 net-new peak hour trips, a formal analysis of the routes of regional significance is not required. Therefore, the following is provided for informational purposes only.

Based on the estimated trip generation and trip distribution patterns, each of the regional roadways would experience a slight increase in traffic from the proposed project when compared to the existing conditions. In general, the number of trips added to El Camino Real would be less than 25 vehicles per direction of travel to the north, and less than 12 to the South. On U.S. 101, I-280, or I-380, less than eight vehicles per hour are anticipated in any direction of travel. No adverse impacts to the regional roadways are anticipated.

5.0 CUMULATIVE CONDITIONS

The Cumulative and Cumulative plus Project scenarios are based on anticipated growth in the long range forecast. This scenario represents year 2030 conditions, and is based on the County of San Mateo's C/CAG travel demand model.

5.1 Planned Roadway Improvements

Planned roadway improvements are typically included in the analysis of future long range conditions. However, for the study intersections, there are no planned improvements. Therefore, the analysis for the Cumulative Conditions assumes that the roadway network and intersection geometries would remain the same.

5.2 Traffic Volumes and Intersection Levels of Service

For the Cumulative Conditions scenario, specific link traffic volume estimates from the County-wide traffic model were provided by City of San Bruno Staff for the years 2030 and 2005. The intersection traffic volumes for the long range forecast are based on annual growth estimated using the 2005 and 2030 travel demand models. The growth rates were applied to the existing traffic counts for 23 years to estimate year 2030 conditions. Trips related to planned and approved projects (Background Conditions) were assumed to be included in the year 2030 traffic model.

Using the travel demand models, an annual growth rate of 2.8 percent and 2.5 percent were estimated for the AM and PM peak periods respectively. The growth rates were applied to the 2007 traffic count data for 23 years to estimate 2030 conditions. For the weekday and weekend midday periods, travel demand forecasts are not available, therefore an average of the AM and PM peak period growth rates was applied (2.66 percent). **Figure 14** and **Figure 15** illustrates the Cumulative No Project Conditions peak hour traffic volumes for a typical weekday and weekend respectively.

Based on the estimated traffic volumes, and using analysis methodology similar to the previously analyzed scenarios, operating conditions for the year 2030 conditions were estimated. Of the ten study intersections, nine would operate at LOS D or better during the AM peak hour, and five would operate at LOS D or better during the PM peak hour. Intersections that are projected to operate at LOS E or F were considered to be cumulatively deficient.

During the weekday midday period, all ten study intersections would operate at an acceptable LOS D or better. During the weekend midday period, nine of the ten study intersections would operate at an acceptable LOS D or better. **Table 9** summarizes the intersection operating conditions for the Cumulative (No Project) Conditions.

The estimated traffic volumes based on the travel demand models represent an aggressive growth pattern for the area. With a substantial increase in traffic, several intersections would deteriorate to deficient levels during three of the four analysis periods for the Cumulative No Project scenario.

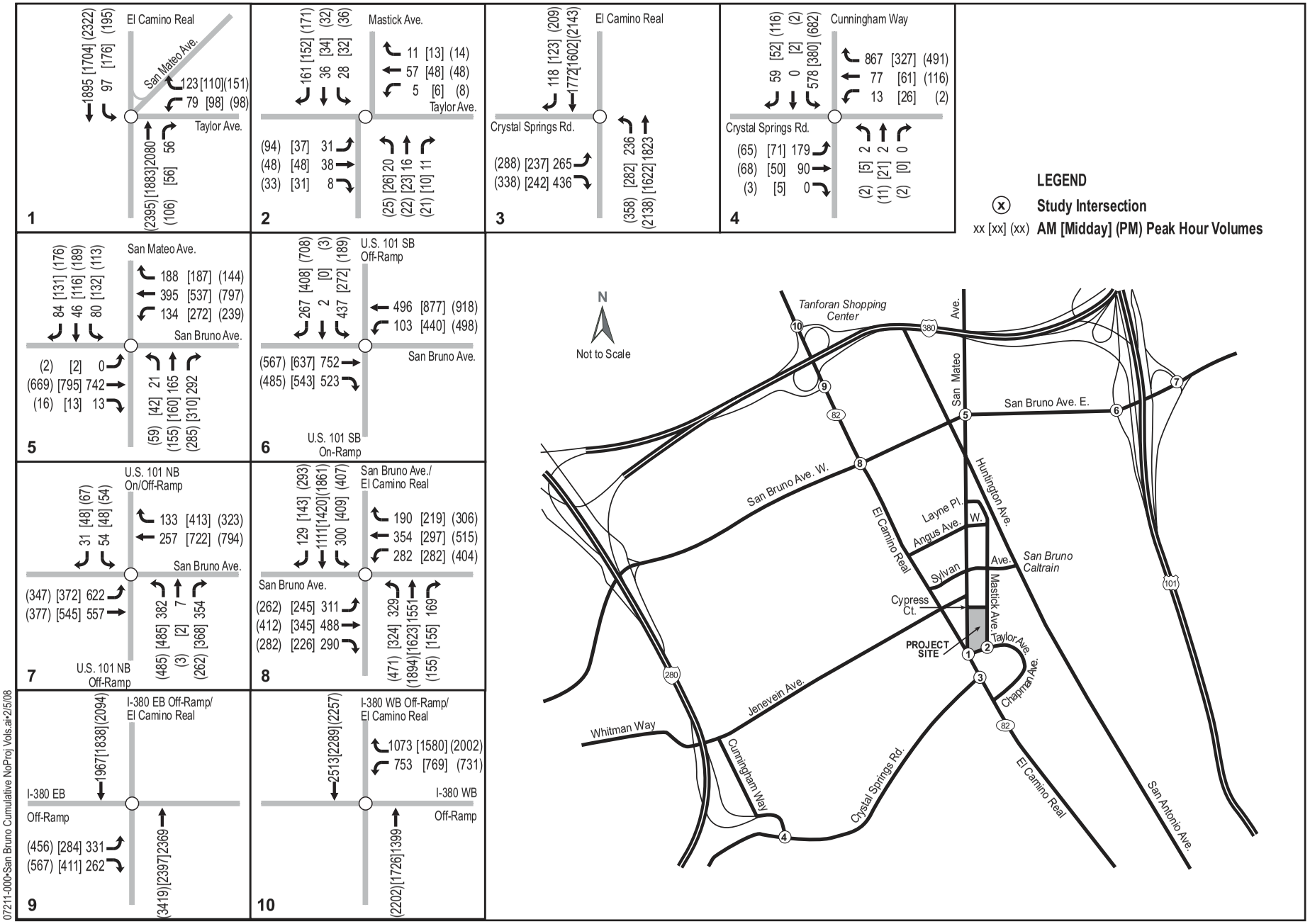

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Figure 14
Cumulative No Project Conditions – Weekday Peak Hour Traffic Volumes

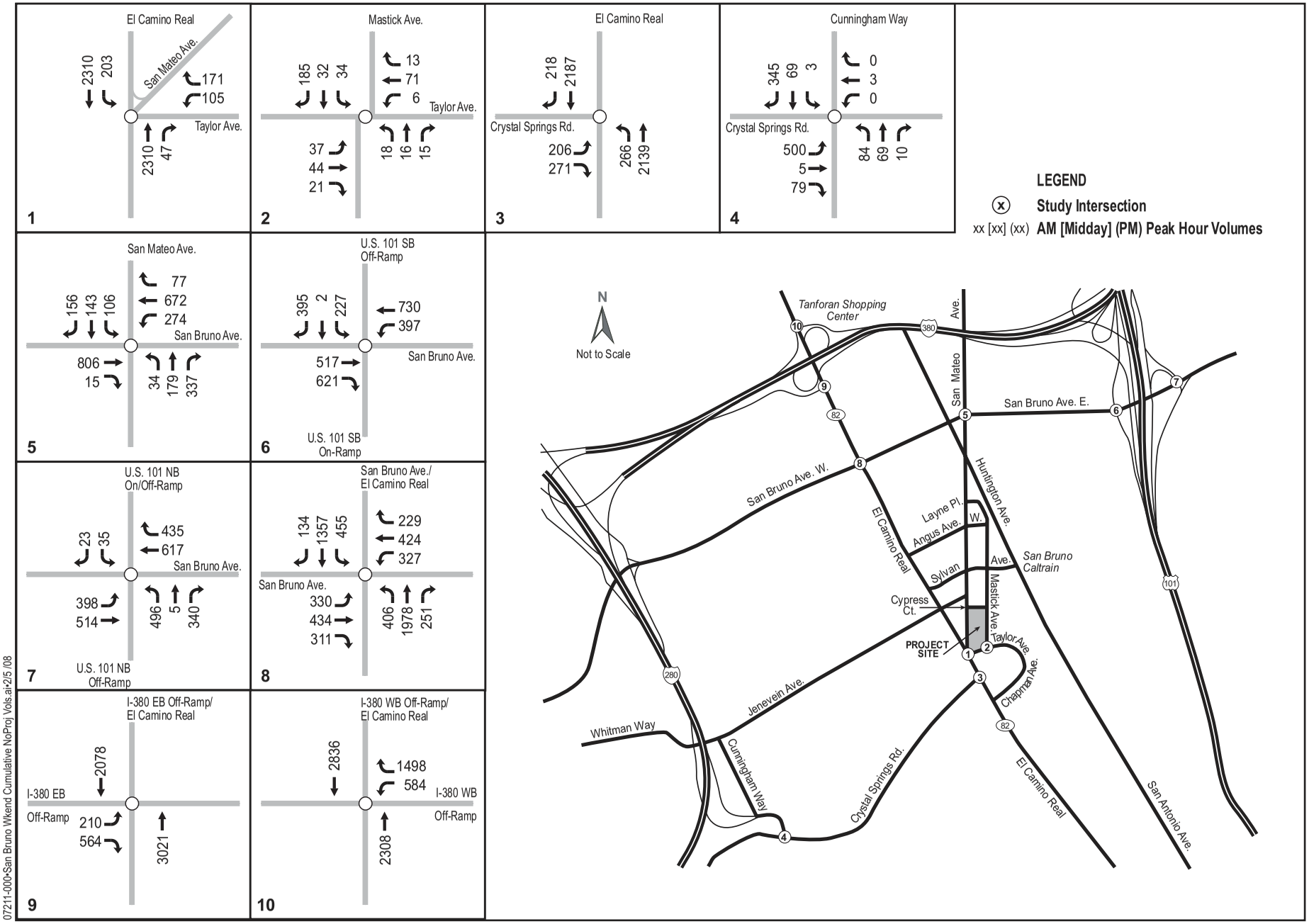

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Figure 15
Cumulative No Project Conditions – Weekend Peak Hour Traffic Volumes

Table 9 Cumulative (without Project) Conditions Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour		Weekday Midday		Weekend Midday	
	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. San Mateo Avenue / El Camino Real / Taylor Avenue	13.5	B	18.8	B	16.7	B	20.3	C
2. Mastick Avenue / Taylor Avenue[c]	10.8	B	12.4	B	11.3	B	11.1	B
3. Crystal Springs Road / El Camino Real	47.4	D	67.0	E	32.1	C	37.1	D
4. Crystal Springs Road / Cunningham Road	134.9	F	71.0	E	24.3	C	21.8	C
5. San Bruno Avenue / San Mateo Avenue	22.4	C	32.3	C	32.8	C	26.3	C
6. San Bruno Avenue / US Route 101 Southbound Ramps	20.6	C	74.7	E	35.5	D	32.1	C
7. San Bruno Avenue / US Route 101 Northbound Ramps	31.1	C	34.8	C	34.9	C	36.1	D
8. San Bruno Avenue / El Camino Real[d]	43.9	D	58.4	E	42.9	D	55.7	E
9. I-380 Eastbound Off-Ramp / El Camino Real	12.0	B	21.5	C	14.2	B	20.8	C
10. I-380 Westbound Off-Ramp / El Camino Real	30.8	C	114.4	F	53.2	D	117.3	F

Notes: a. Delay = average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
c. Unsignalized side street stop controlled intersection
d. San Mateo County CMP intersection

During the AM peak hour, the intersection of Crystal Springs Road and Cunningham Road would deteriorate to a deficient LOS F. During the PM peak hour, five of the ten study intersections would deteriorate to a deficient LOS E or F. All ten study intersections are anticipated to operate at acceptable levels during the weekday midday period.

During the Weekend midday peak, the intersection of San Bruno Avenue and El Camino Real is anticipated to deteriorate to LOS E, and the intersection of the I-380 Westbound Off-Ramp at El Camino Real is anticipated to operate at a deficient LOS F.

6.0 CUMULATIVE PLUS PROJECT CONDITIONS

This section evaluates cumulative traffic conditions plus project-generated traffic estimated for the proposed project. New traffic associated with the proposed project was described previously in Section 4.0, and the project related trips were added to the study intersections using consistent trip generation and distribution patterns.

6.1 Significance Criteria and Project Impacts

The significance criteria used for the Cumulative plus Project scenario are the same as those previously described in Section 5.0. Potentially significant project related cumulative impacts were determined based on the changes in traffic operating conditions in comparisons to the Cumulative (without project) conditions.

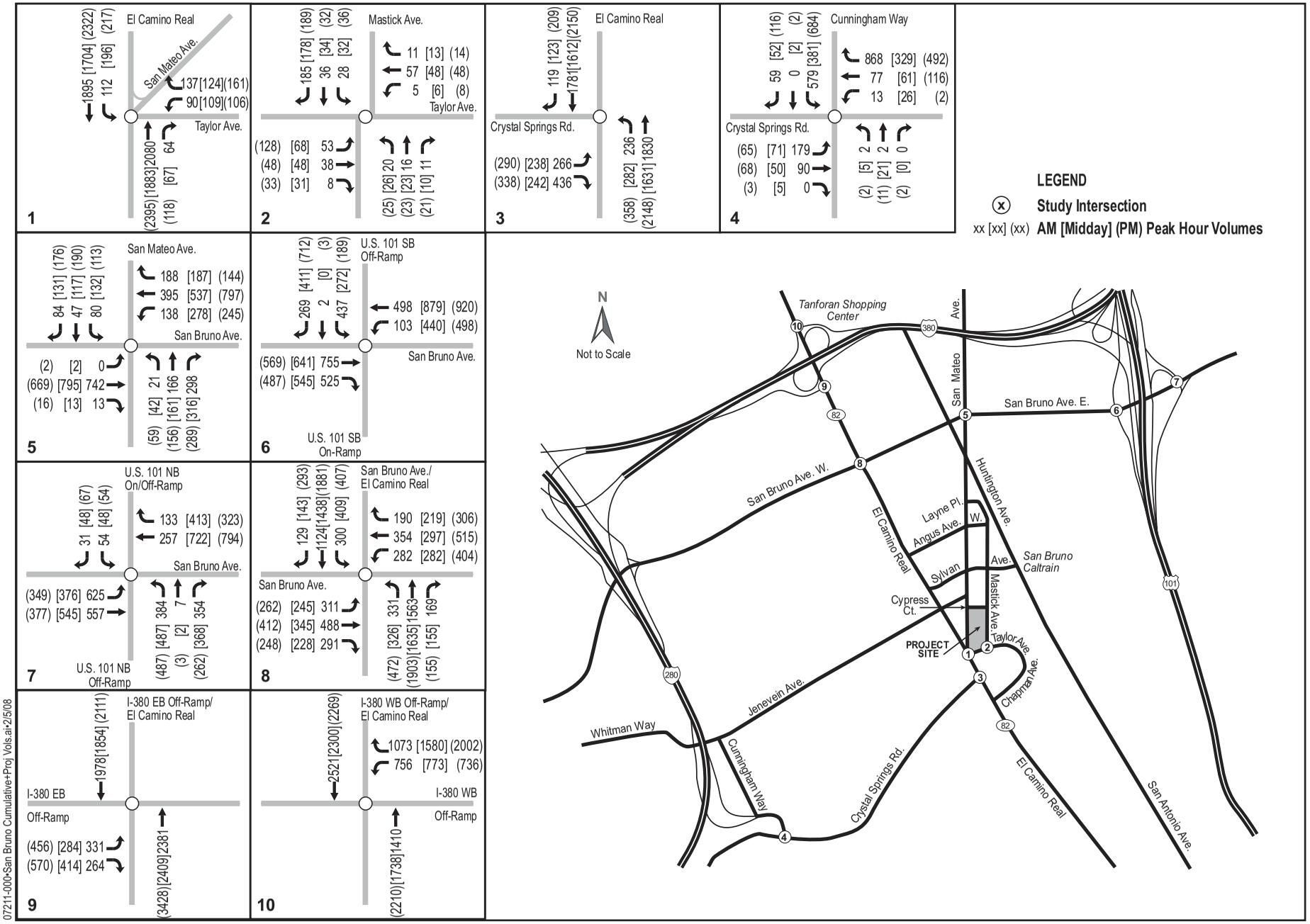
Trip generation, trip distribution, and trip assignment methodology assumptions were assumed to remain consistent with the methodologies described in Section 4.

The project trips were added to each of the study intersections for the weekday AM and PM peak hours and the weekday and weekend midday peak periods. **Figure 16 and 17** illustrates the Cumulative plus Project scenario traffic volumes at each of the study intersections for each of the analysis periods during a weekday and weekend respectively.

6.2 Cumulative plus Project Intersection Operation

In comparison to the Cumulative No Project scenario, all of the study intersections would continue to operate at the same levels of service with the addition of project related trips. At intersections that are estimated to operate at deficient LOS E or F, the addition of project related traffic would result in average delay increases of less than two seconds. Therefore, the proposed project would not result in any significant cumulative impacts, nor significantly contribute to anticipated cumulative deficiencies. **Table 10** provides a summary of the Cumulative plus Project scenario intersection service levels for each of the peak hours analyzed.

The proposed project would not result in any potentially significant cumulative impacts at the study intersections.



07211-000•San Bruno Cumulative+Proj Vols.ai•2/5/08

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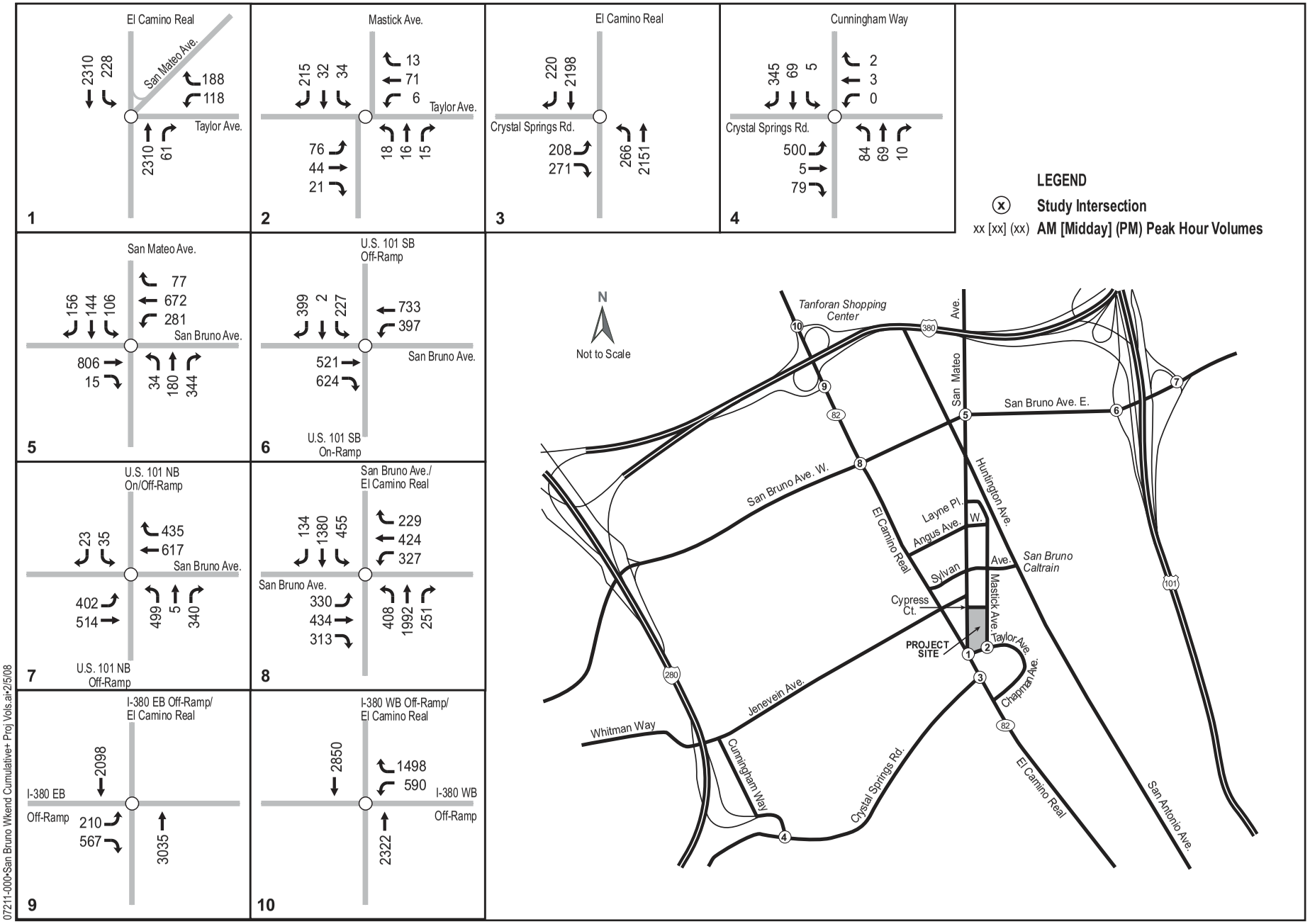
Figure 16
Cumulative Plus Project Conditions – Weekday Peak Hour Traffic Volumes



07211-000•San Bruno Wkend Cumulative+ Proj Vols.ai•2/5/08

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Figure 17
Cumulative plus Project Conditions – Weekend Peak Hour Traffic Volumes

Table 10 Cumulative plus Project Conditions Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour		Weekday Midday		Weekend Midday	
	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]	Delay[a]	LOS[b]
1. San Mateo Avenue / El Camino Real / Taylor Avenue	15.2	B	20.6	C	18.4	B	22.7	C
2. Mastick Avenue / Taylor Avenue[c]	11.4	B	13.5	B	12.3	B	12.1	B
3. Crystal Springs Road / El Camino Real	47.7	D	67.6	E	32.2	C	37.6	D
4. Crystal Springs Road / Cunningham Road	135.5	F	71.7	E	24.4	C	21.9	C
5. San Bruno Avenue / San Mateo Avenue	22.6	C	32.4	C	33.0	C	26.5	C
6. San Bruno Avenue / US Route 101 Southbound Ramps	20.7	C	75.9	E	36.0	D	32.5	C
7. San Bruno Avenue / US Route 101 Northbound Ramps	31.2	C	34.9	C	35.1	D	36.3	D
8. San Bruno Avenue / El Camino Real[d]	43.9	D	58.8	E	42.9	D	56.0	E
9. I-380 Eastbound Off-Ramp / El Camino Real	12.0	B	21.7	C	14.3	B	21.0	C
10. I-380 Westbound Off-Ramp / El Camino Real	30.9	C	115.0	F	53.7	D	118.4	F

Notes: a. Delay = average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents average for signalized intersections and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.
c. Unsignalized side street stop controlled intersection
d. San Mateo County CMP intersection

7.0 CONCLUSION

The proposed mixed use development site is located at 400-418 San Mateo Avenue in the City of San Bruno, California. The proposed project consists of forty-two condominium units and 15,800 square feet of retail space. The project site is currently occupied by a dental office at the former cinema building and various other vacant commercial uses.

The proposed project would result in a net increase of 64 AM peak hour trips (28 inbound, 36 outbound), 68 PM peak hour trips (41 inbound, 27 outbound). During the midday peak period, the proposed project would generate approximately 76 peak hour trips (37 inbound, 39 outbound) and 92 peak hour trips (47 inbound, 45 outbound) during a weekday and weekend respectively. On a typical weekday, the proposed project would generate approximately 982 new daily trips.

Each of ten study intersections currently operate at acceptable levels of service (LOS D or better) during each of the four peak periods analyzed and are anticipated to continue to operate at acceptable levels under the Background Conditions. The addition of project related traffic would result on additional minimal increases in average delay. However each of the study intersections would continue to operate at acceptable levels of service. Therefore, no significant project impacts are anticipated at the study intersections.

The proposed project would provide approximately 153 parking spaces, and would meet the City's Municipal Parking Code requirements. Based on the amount of estimated traffic generated by the proposed project, minimal amounts of pedestrian, bicycle and transit trips are anticipated.

Cumulative growth by the year 2030 is anticipated to result in several deficiently operating conditions (LOS E or F) based on the projected growth. The addition of project related traffic at these intersections would result in minimal increases in average delay (less than four seconds. Therefore, the proposed project is not anticipated to significantly contribute to the cumulative deficiencies.

Based on the analysis conducted for this report and significance criteria for both the City of San Bruno and the C/CAG, no significant transportation impacts associated with the proposed project are anticipated.

San Bruno Cinema Redevelopment at 400-418 San Mateo Avenue

Traffic Impact Analysis

Draft Report

Prepared for

Impact Sciences
2101 Webster Street, Suite 1825
Oakland, California 94612

and

City of San Bruno
555 El Camino Real
San Bruno, CA 94066

Prepared by

***DKS** Associates*
1000 Broadway, Suite 450
Oakland, CA 94607
(510) 763-2061

February 5, 2008

DKS *Associates*

TRANSPORTATION SOLUTIONS

MEMORANDUM

TO:	Shauna Stringham, Impact Sciences		
FROM:	Christopher A. Pangilinan, Mark E. Spencer, P.E.		
DATE:	April 7, 2008		
SUBJECT:	San Bruno Cinema Response to Comments	P/A No.	P07211-000

Comments on the draft traffic impact analysis report for the San Bruno Cinema Redevelopment project were received from Mark Sullivan, Housing & Redevelopment Manager at the City of San Bruno. This memorandum summarizes these comments and the responses.

Response to Comments (Draft Report, dated February 5, 2008):

1. **Comment: Executive Summary: Project consists of 48 condominium units and approximately 16,000 square feet of retail. Text incorrectly cites 42 units and 15,800 square feet of retail space.**

   Response: First paragraph of the Executive Summary has been changed to reflect the description**:**

   This report provides an evaluation of traffic and transportation issues related to the proposed mixed use development site located at 400-418 San Mateo Avenue in the City of San Bruno, California. The proposed project consists of forty-~~two~~ eight condominium units and ~~15,800~~ approximately 16,000 square feet of retail space. The project site is currently occupied by a dental office at the former cinema building and various other vacant commercial uses.

   Note: The transportation analysis conducted in this report was based on 48 condominium units and 15,800 square feet of retail space.

2. **Comment: Introduction, first paragraph: Project consists of 48 condominium units and approximately 16,000 square feet of retail. Text incorrectly cites 42 units and 15,800 square feet of retail space.**

   Response: First paragraph of the Introduction has been changed to reflect the description**:**

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Suite 450
Oakland, CA 94607

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This study provides an evaluation of traffic and transportation issues related to the proposed mixed-use development consisting of forty-~~two~~ eight condominiums and ~~15,800~~ approximately 16,000 square feet of retail space in the City of San Bruno. Particular attention is given to impacts on vehicular traffic at local intersections, transit, pedestrian, and bicycle operations, and site access and circulation.

3. **Comment: Existing Conditions: The dental office will be vacating soon, and the electronics retail store is already gone.**

   Response: Description of project site has been changed in the Executive Summary, Existing Conditions, and Conclusion:

   The existing building at 400-418 El Camino Real is currently occupied by ~~a dental office at 550 Taylor Avenue, an electronics retail store at 412 El Camino Real, and~~ a lounge/bar at 418 El Camino Real. The project site is located on the east side of El Camino Real between San Mateo Avenue, Taylor Avenue, and Mastick Avenue.

4. **Comment: Background conditions and Figure 7 should include the Merimont (2396 Evergreen Drive) development.**

   Response: Merimont project has been added to the list of background projects. However, upon further analysis, the trip generation and distribution of the development is such that there would be an insignificant number of trips passing through any study intersection during the AM and PM peak hours. This is described in the text under section 3.1:

   The Merimont by SummerHill Homes development is projected to result in a net decrease of trips. Only four percent of these trips, or about 3 trips, would no longer travel Sneath Lane and potentially through a study intersection on El Camino Real during the peak hours. This was considered insignificant due to the dispersion of trips. In addition, the Merimont Traffic Impact Analysis discusses the possibility of the Hoover Children's Daycare Center becoming re-occupied. Only four percent of these trips, or about 4 trips, would be added to Sneath Lane during the peak hours and is considered insignificant to the study intersections under the same reasoning.

   Figure 7 has been updated to show the location of the Merimont project and is provided as an attachment to this memorandum.

5. **Comment: Section 4.3: Rewrite the "off-street parking" requirements to include reference to the State's density bonus law. Also include the following text: *"Parking requirements for the proposed project may be further adjusted based on the fact that the existing buildings are non-conforming structures for which the number of parking spaces provided is less than required per San Bruno Municipal***

Code 12.92.020.C. The Municipal Code allows such nonconformity to continue provided that the physical change, enlargement, extension does not increase the nonconformity. In addition, the subject site is located within a downtown parking assessment district which provides for the reduction or elimination of off-street parking requirements if the Planning Commission finds that the parking needs for the particular structure or use are substantially met by the parking spaces provided in the district (Section 12.100.120.B). "

Response: Text referencing the State's density bonus law has been included in section 4.3. Language referring to affordable housing has been revised. State density bonus law parking requirements are now included in Table 8:

Off-Street Parking

The City of San Bruno Municipal Code requires that residential, multi-dwelling units with one or more bedrooms have at least two covered parking spaces per unit plus 0.1 spaces per unit for guest parking. For general retail uses, the parking requirement is one space for every 250 square feet of gross floor area[1]. With 48 dwelling units and ~~15,800~~ approximately 16,000 square feet of retail space, the proposed project would require 165 parking spaces. ~~Six of the dwelling units, however, would be built as "affordable units" and would be exempt from the parking requirements. This lowers the number of required spaces to 152.~~ The project, however, qualifies for a density bonus under the State of California Density Bonus Law[2] due to the provision of affordable units. Cities and counties are required to grant "concessions or incentives" that reduce development standards, depending on the percentage of affordable units provided. In the case of this project, new parking standards are applied and they are as follows:

- *Zero to one bedroom – One on-site parking space*
- *Two to three bedrooms – two on-site parking spaces*

*These numbers are inclusive of guest parking and handicap parking. The project, which will include 22 three-bedroom units, 18 two-bedroom units, and 8 one-bedroom units, will require 152 total parking spaces (residential and retail) under the new parking standards as summarized in **Table 8**.*

Parking requirements for the proposed project may be further adjusted based on the fact that the existing buildings are non-conforming structures for which the number of parking spaces provided is less than required per San Bruno Municipal Code 12.92.020.C. The Municipal Code allows such nonconformity to continue provided that the physical change, enlargement, extension does not increase the

[1] San Bruno Municipal Code, Title 12, Article III, Chapter 12.100.900 "Number of parking space required"
[2] SB 1818 Q&A, California Chapter American Planning Association, 2005

nonconformity. In addition, the subject site is located within a downtown parking assessment district which provides for the reduction or elimination of off-street parking requirements if the Planning Commission finds that the parking needs for the particular structure or use are substantially met by the parking spaces provided in the district (Section 12.100.120.B).

Based on the Institute of Transportation Engineers (ITE) Parking Generation Manual, 3rd Edition, 2004, the estimated average peak parking demand for residential condominiums/townhouses is 1.46 spaces per unit. For a shopping center (general or specialty retail uses were not included in the Manual), the Friday, Non-December average peak period parking demand is 3.02 spaces per 1,000 square feet of gross leasable area. Transit service to a shopping center, however, was shown to reduce peak parking demand by up to eight percent, based on limited data. Since the proposed project is in a downtown setting that includes a pedestrian and transit oriented environment, the eight percent reduction in estimated peak parking demand could be applied. This would result in a total demand of approximately 114 parking spaces (70 residential and 44 retail).

*The proposed condominium and retail development would have 104 basement parking spaces and 49 ground level parking spaces. The proposed off-street parking supply of 153 parking spaces would **not** meet the City of San Bruno parking requirements. With the State Density Bonus Law in effect, however, the project would meet the new parking requirements of 152 spaces. In addition, the project would provide more spaces than the ITE estimated parking demand. ~~and would be at 97 percent of the estimated ITE parking demand.~~ No significant parking impacts are anticipated. **Table 8** summarizes the off-street parking conditions.*

Table 1 Parking Conditions

	Proposed Project		City of San Bruno Municipal Code			Estimated ITE Parking Demand			State Density Bonus	
Land Use	Units	Provided	Code	Required	Difference	Rate	Estimated	Difference	Required	Difference
Residential	48 du	104	2.1 spaces per unit	~~88~~[1] 101	~~16~~+3	1.46 spaces per unit	~~114~~70	~~-10~~+34	88	+16
Retail	~~15,800~~ 16,000 sq ft	49	1 space per 250 sf	64	-15	3.02 spaces per 1000 sf	44[2]1	+5	64	-15
TOTAL		153		~~152~~165	~~+1~~ -12		~~158~~114	~~-5~~+39	152	+1

Notes: ~~1. Only 42 units count towards City of San Bruno Municipal Code since six*1.08 units qualify as "affordable units" and are exempt from the parking requirement. All 48, however, are included in the estimated parking demand.~~
~~2.~~ 1. The estimated parking demand for the retail land use includes an eight percent reduction due to transit access.

6. **Comment: Table 8: Clarify text above table to reference how 158 ITE spaces come from 114 residential demand and 44 retail demand. Show how City of San Bruno would require 2.1 spaces times 48 units and discuss how state density bonus law affects this requirement.**

   Response: The ITE estimated parking demand has been changed to correct a mathematical error in the initial analysis. The new estimated ITE demand is 114 spaces and is reflected in the text and Table 8. A comparison between the City's requirements and the State's as well as ITE's estimated demand is shown in Table 8 as well.

7. **Comment: Off street parking: Mention the City owned lot on Mastick (25 spaces).**

   Response: Text has been added which describes the location and availability of the City owned lot below Table 8:

   In addition to the 153 on-site parking spaces provided by the project, there are 25 spaces available on a city owned lot located on Mastick Avenue, adjacent to the project site. These spaces are free and are open to all downtown visitors.

8. **Comment: Conclusion, first paragraph: Project consists of 48 condominium units and approximately 16,000 square feet of retail. Text incorrectly cites 42 units and 15,800 square feet of retail space.**

   Response: First paragraph of the Conclusion has been changed to reflect the description**:**

   The proposed mixed use development site is located at 400-418 San Mateo Avenue in the City of San Bruno, California. The proposed project consists of forty-~~two~~ eight condominium units and ~~15,800~~ approximately 16,000 square feet of retail space. The project site is currently occupied by a dental ~~office at the former cinema building~~ lounge/bar and various other vacant commercial uses.

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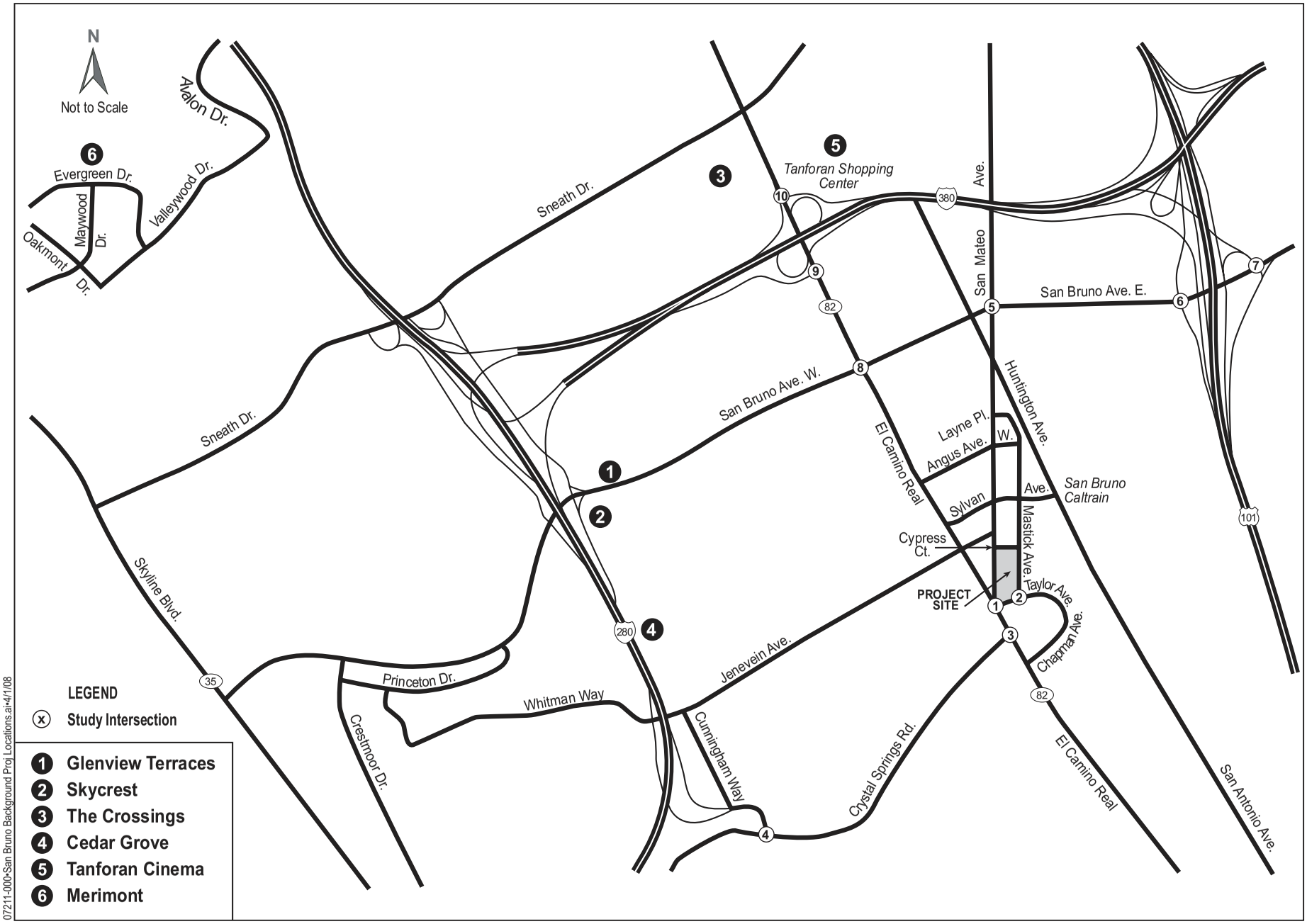

07211-000•San Bruno Background Proj Locations.ai•4/1/08

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Figure 7
Background Project Locations

APPENDICES

San Bruno Cinema Redevelopment at
400-418 San Mateo Avenue

Transportation Impacts Analysis

APPENDIX A

Existing Turning Movement Counts

WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN MATEO AVENUE/TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
700-715	115	4	3	0	0	0	3	9	7	4	26	120	291
715-730	175	3	5	3	0	0	0	10	10	3	39	182	430
730-745	194	1	2	1	0	0	0	12	21	6	41	228	506
745-800	241	2	1	1	0	0	0	13	22	6	56	321	663
800-815	313	8	10	1	0	0	2	11	18	12	42	266	683
815-830	370	7	19	7	0	0	0	11	21	11	46	234	726
830-845	233	5	7	4	0	0	0	13	12	5	46	259	584
845-900	236	3	7	4	0	0	1	10	10	8	39	237	555

HOUR TOTALS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
700-800	725	10	11	5	0	0	3	44	60	19	162	851	1890
715-815	923	14	18	6	0	0	2	46	71	27	178	997	2282
730-830	1118	18	32	10	0	0	2	47	82	35	185	1049	2578
745-845	1157	22	37	13	0	0	2	48	73	34	190	1080	2656
800-900	1152	23	43	16	0	0	3	45	61	36	173	996	2548

AM PEAK HOUR
745-845

PLEASE SEE ATTACHED GRAPHIC FOR
MOVEMENT DESIGNATIONS

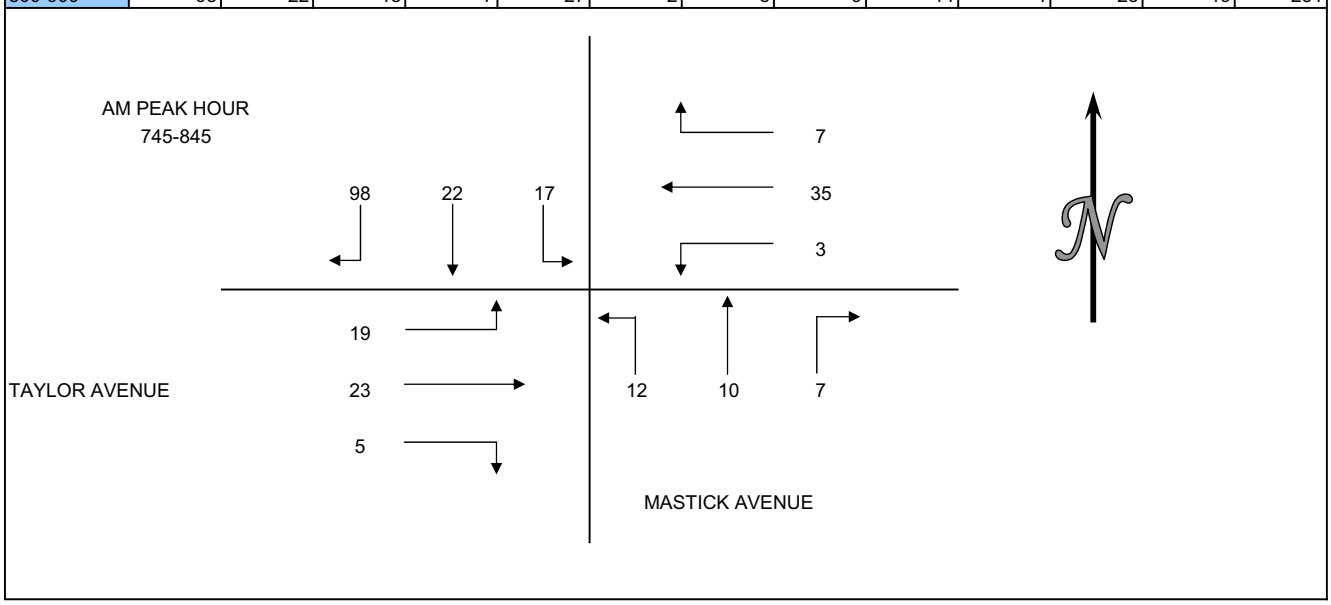
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	MASTICK AVENUE
	E/W	TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	19	2	3	1	5	0	1	2	2	2	7	5	49
715-730	24	4	4	3	9	1	1	1	3	1	3	4	58
730-745	21	2	7	1	11	0	1	2	3	1	8	6	63
745-800	21	5	4	2	12	1	2	3	2	1	7	4	64
800-815	20	4	4	3	6	0	1	3	2	2	4	5	54
815-830	24	6	4	1	7	1	1	1	4	1	6	5	61
830-845	33	7	5	1	10	1	3	3	4	1	6	5	79
845-900	21	5	5	2	4	0	3	2	4	0	7	4	57
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	85	13	18	7	37	2	5	8	10	5	25	19	234
715-815	86	15	19	9	38	2	5	9	10	5	22	19	239
730-830	86	17	19	7	36	2	5	9	11	5	25	20	242
745-845	98	22	17	7	35	3	7	10	12	5	23	19	258
800-900	98	22	18	7	27	2	8	9	14	4	23	19	251



WILTEC

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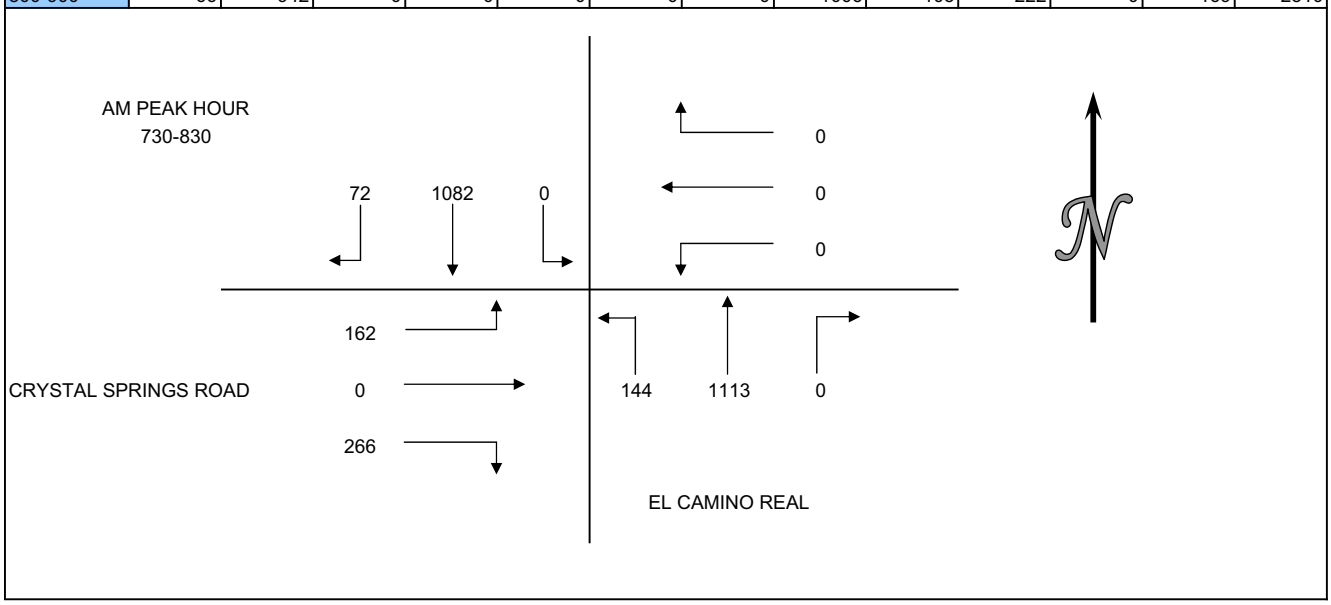
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	125	0	0	0	0	0	133	22	29	0	15	330
715-730	9	188	0	0	0	0	0	190	30	49	0	22	488
730-745	13	260	0	0	0	0	0	246	31	68	0	26	644
745-800	22	314	0	0	0	0	0	319	50	71	0	37	813
800-815	17	274	0	0	0	0	0	292	34	77	0	55	749
815-830	20	234	0	0	0	0	0	256	29	50	0	44	633
830-845	13	215	0	0	0	0	0	237	20	56	0	40	581
845-900	16	219	0	0	0	0	0	221	22	39	0	30	547
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	50	887	0	0	0	0	0	888	133	217	0	100	2275
715-815	61	1036	0	0	0	0	0	1047	145	265	0	140	2694
730-830	72	1082	0	0	0	0	0	1113	144	266	0	162	2839
745-845	72	1037	0	0	0	0	0	1104	133	254	0	176	2776
800-900	66	942	0	0	0	0	0	1006	105	222	0	169	2510



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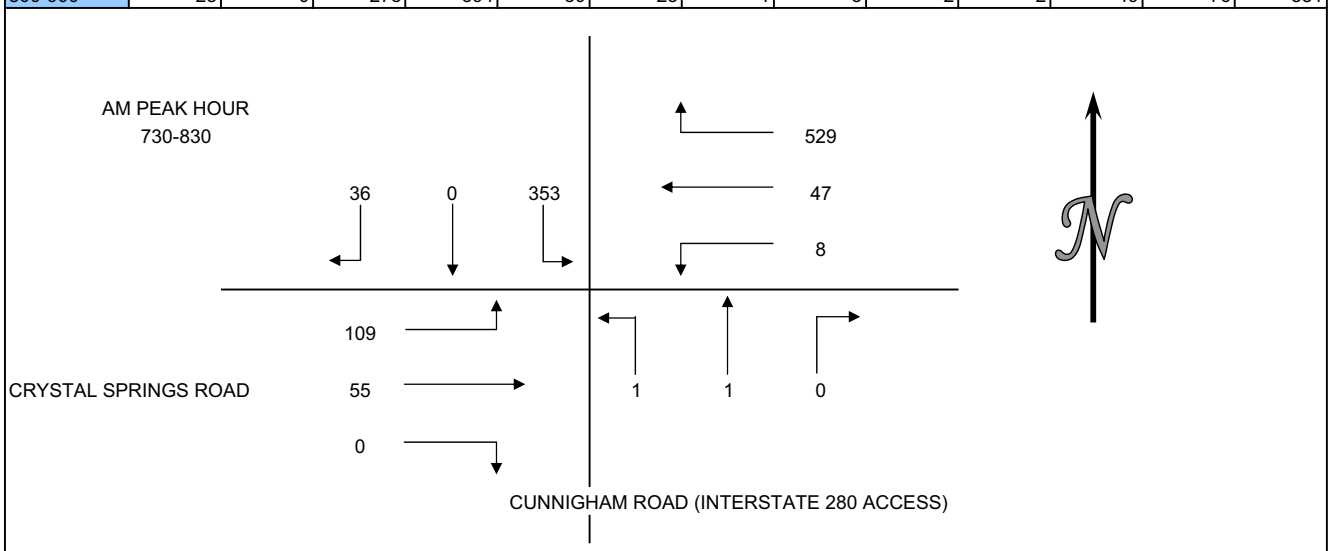
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	CUNNIGHAM ROAD (INTERSTATE 280 ACCESS)
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	4	0	41	80	1	4	1	0	1	0	6	26	164
715-730	4	0	68	106	6	0	0	0	0	0	7	33	224
730-745	6	0	99	110	3	0	0	0	0	0	9	25	252
745-800	13	0	105	178	20	1	0	0	1	0	14	39	371
800-815	8	0	80	134	20	5	0	1	0	0	18	25	291
815-830	9	0	69	107	4	2	0	0	0	0	14	20	225
830-845	6	0	66	89	2	7	1	1	0	1	6	19	198
845-900	5	0	58	64	4	9	0	1	2	1	11	12	167
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	27	0	313	474	30	5	1	0	2	0	36	123	1011
715-815	31	0	352	528	49	6	0	1	1	0	48	122	1138
730-830	36	0	353	529	47	8	0	1	1	0	55	109	1139
745-845	36	0	320	508	46	15	1	2	1	1	52	103	1085
800-900	28	0	273	394	30	23	1	3	2	2	49	76	881



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

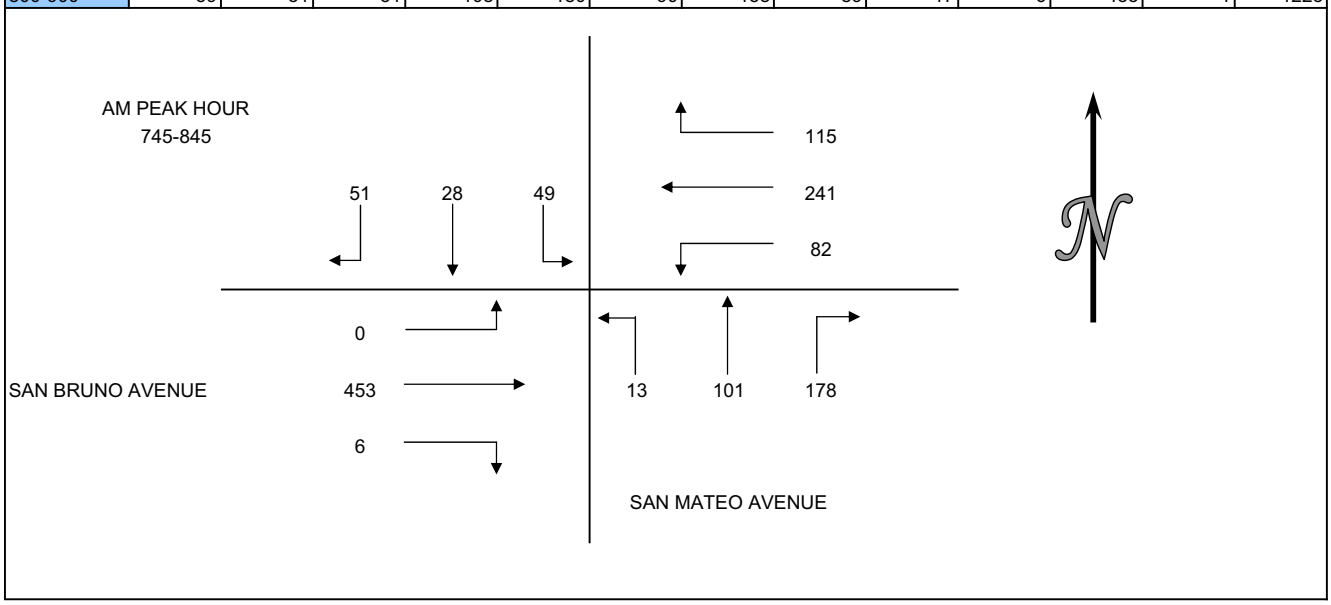
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	SAN MATEO AVENUE
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	10	11	25	50	18	37	16	3	2	69	0	248
715-730	6	4	9	29	68	13	47	20	2	2	82	0	282
730-745	12	8	9	22	55	23	34	38	2	3	87	0	293
745-800	9	11	15	24	85	21	52	34	4	1	121	0	377
800-815	10	5	11	30	53	17	47	25	2	2	106	0	308
815-830	14	5	8	26	56	19	37	22	2	0	124	0	313
830-845	18	7	15	35	47	25	42	20	5	3	102	0	319
845-900	17	14	17	17	24	29	32	22	8	1	101	1	283

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	34	33	44	100	258	75	170	108	11	8	359	0	1200
715-815	37	28	44	105	261	74	180	117	10	8	396	0	1260
730-830	45	29	43	102	249	80	170	119	10	6	438	0	1291
745-845	51	28	49	115	241	82	178	101	13	6	453	0	1317
800-900	59	31	51	108	180	90	158	89	17	6	433	1	1223



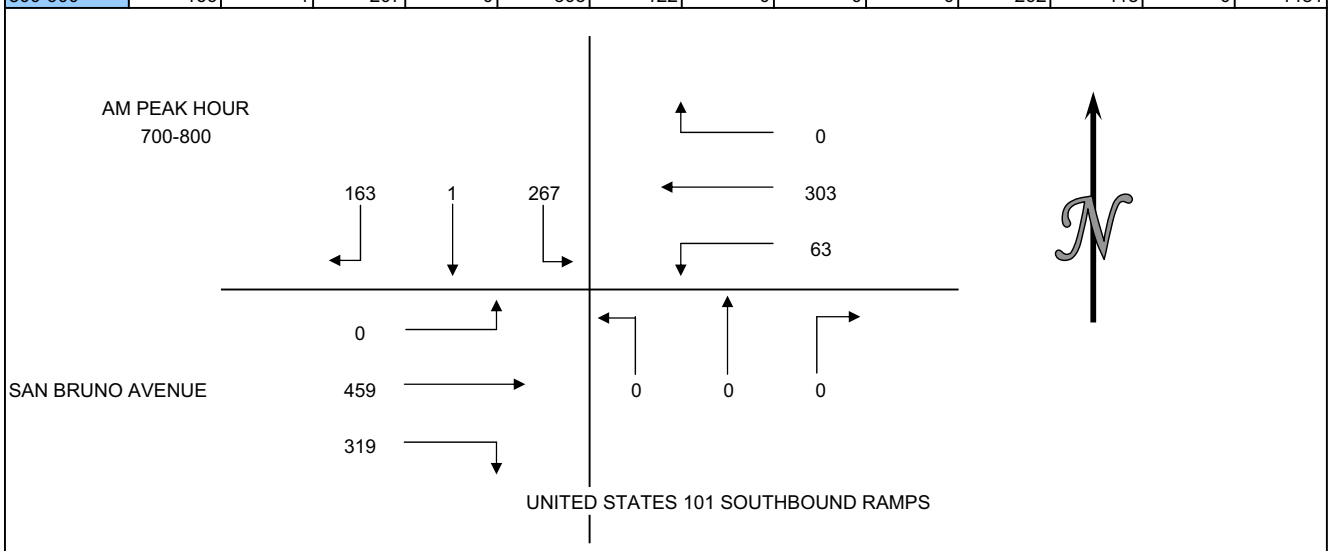
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	UNITED STATES 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	41	1	77	0	81	5	0	0	0	77	89	0	371
715-730	45	0	80	0	77	10	0	0	0	70	119	0	401
730-745	38	0	65	0	64	17	0	0	0	75	108	0	367
745-800	39	0	45	0	81	31	0	0	0	97	143	0	436
800-815	26	0	41	0	72	34	0	0	0	68	122	0	363
815-830	35	1	55	0	63	28	0	0	0	60	102	0	344
830-845	48	0	56	0	83	27	0	0	0	68	97	0	379
845-900	57	0	55	0	87	33	0	0	0	66	97	0	395
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	163	1	267	0	303	63	0	0	0	319	459	0	1575
715-815	148	0	231	0	294	92	0	0	0	310	492	0	1567
730-830	138	1	206	0	280	110	0	0	0	300	475	0	1510
745-845	148	1	197	0	299	120	0	0	0	293	464	0	1522
800-900	166	1	207	0	305	122	0	0	0	262	418	0	1481



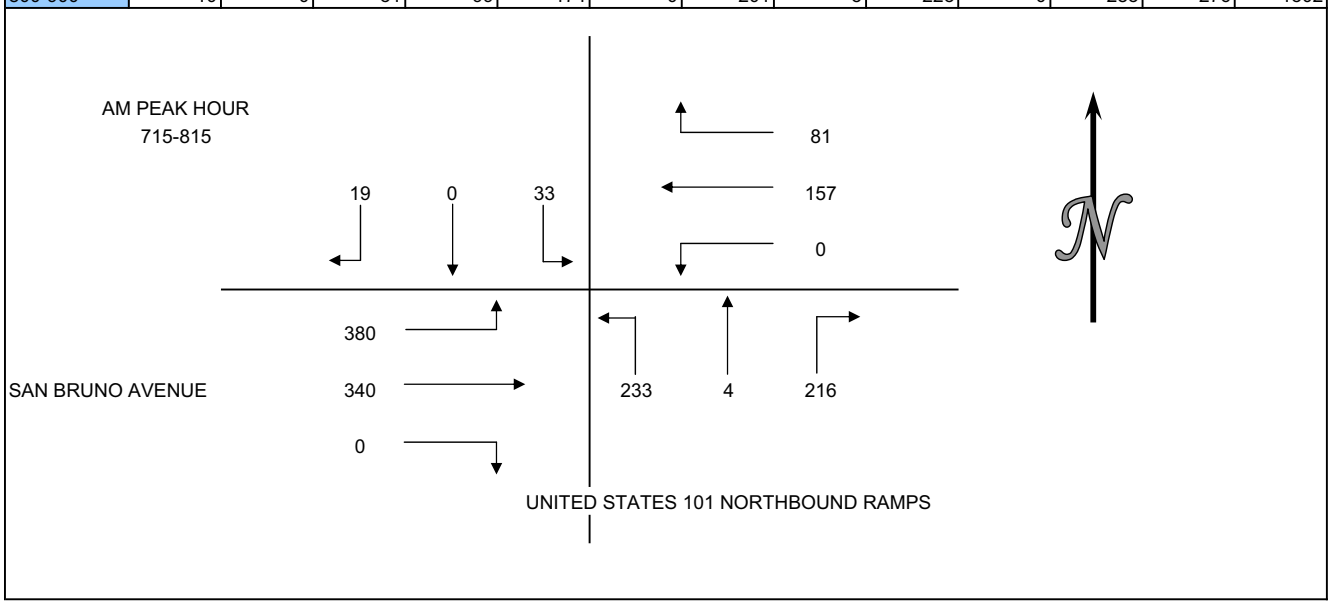
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	UNITED STATES 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	9	0	14	23	39	0	61	0	62	0	70	61	339
715-730	7	0	5	16	43	0	50	2	55	0	82	79	339
730-745	5	0	8	28	36	0	55	0	50	0	72	95	349
745-800	3	0	10	22	32	0	50	1	73	0	96	116	403
800-815	4	0	10	15	46	0	61	1	55	0	90	90	372
815-830	1	0	6	14	31	0	56	2	61	0	59	76	306
830-845	3	0	7	32	40	0	45	1	56	0	52	66	302
845-900	2	0	8	38	57	0	39	1	51	0	82	44	322
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	24	0	37	89	150	0	216	3	240	0	320	351	1430
715-815	19	0	33	81	157	0	216	4	233	0	340	380	1463
730-830	13	0	34	79	145	0	222	4	239	0	317	377	1430
745-845	11	0	33	83	149	0	212	5	245	0	297	348	1383
800-900	10	0	31	99	174	0	201	5	223	0	283	276	1302



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

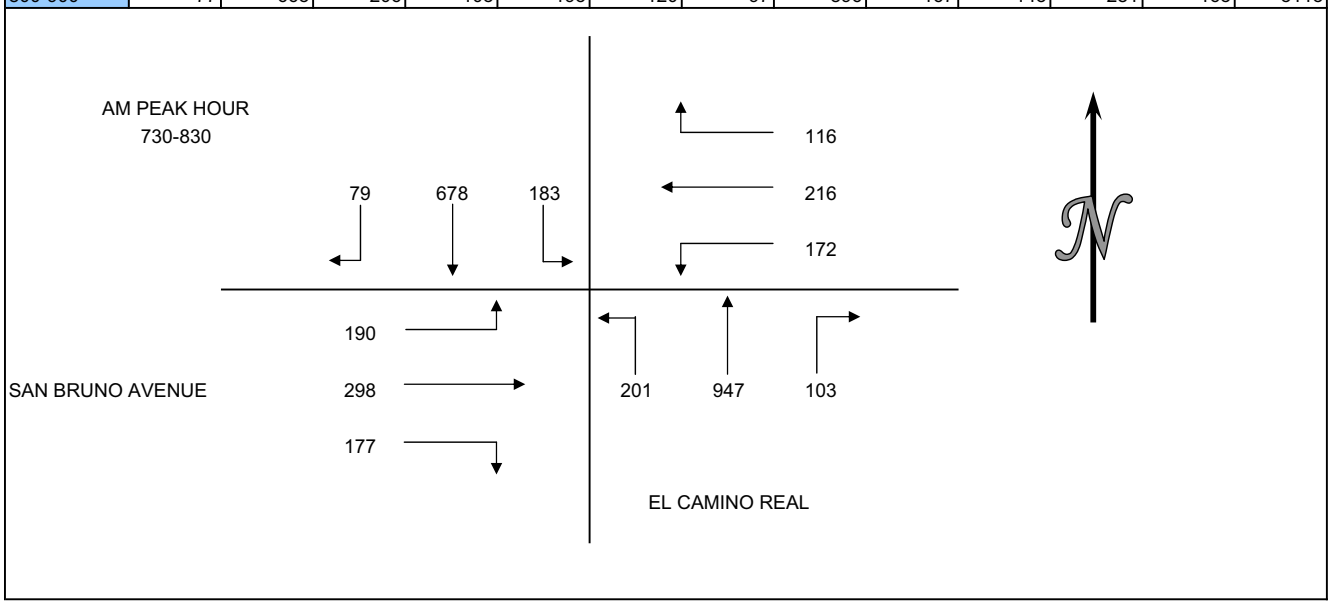
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	10	102	39	33	25	14	12	129	22	27	45	29	487
715-730	14	117	45	24	32	29	17	163	21	37	68	44	611
730-745	11	156	38	35	53	47	22	204	43	61	73	41	784
745-800	21	179	41	30	63	59	26	255	59	38	88	44	903
800-815	24	159	47	26	54	31	33	270	60	33	65	47	849
815-830	23	184	57	25	46	35	22	218	39	45	72	58	824
830-845	14	166	49	32	45	24	24	216	39	32	75	36	752
845-900	16	154	53	20	50	30	18	192	29	35	69	22	688

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	56	554	163	122	173	149	77	751	145	163	274	158	2785
715-815	70	611	171	115	202	166	98	892	183	169	294	176	3147
730-830	79	678	183	116	216	172	103	947	201	177	298	190	3360
745-845	82	688	194	113	208	149	105	959	197	148	300	185	3328
800-900	77	663	206	103	195	120	97	896	167	145	281	163	3113



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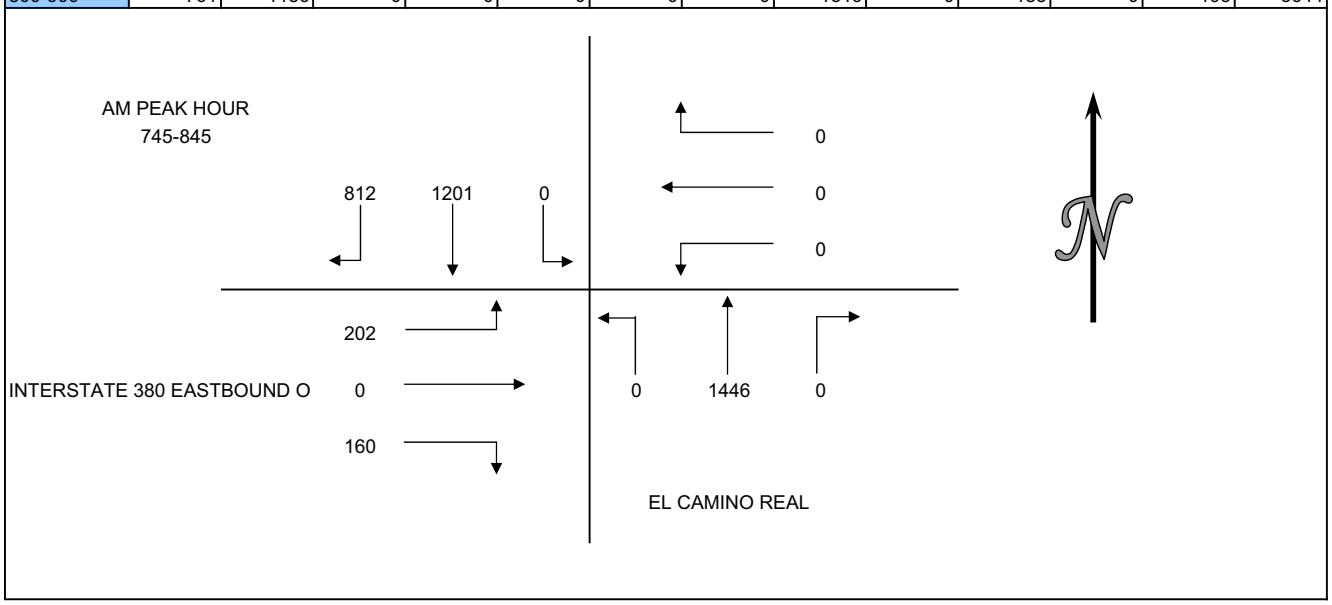
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 EASTBOUND OFF-RAMPS
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	141	158	0	0	0	0	0	229	0	39	0	43	610
715-730	207	182	0	0	0	0	0	284	0	50	0	61	784
730-745	178	249	0	0	0	0	0	321	0	37	0	40	825
745-800	201	298	0	0	0	0	0	378	0	36	0	52	965
800-815	208	288	0	0	0	0	0	373	0	38	0	54	961
815-830	208	325	0	0	0	0	0	336	0	45	0	46	960
830-845	195	290	0	0	0	0	0	359	0	41	0	50	935
845-900	150	283	0	0	0	0	0	251	0	59	0	45	788
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	727	887	0	0	0	0	0	1212	0	162	0	196	3184
715-815	794	1017	0	0	0	0	0	1356	0	161	0	207	3535
730-830	795	1160	0	0	0	0	0	1408	0	156	0	192	3711
745-845	812	1201	0	0	0	0	0	1446	0	160	0	202	3821
800-900	761	1186	0	0	0	0	0	1319	0	183	0	195	3644



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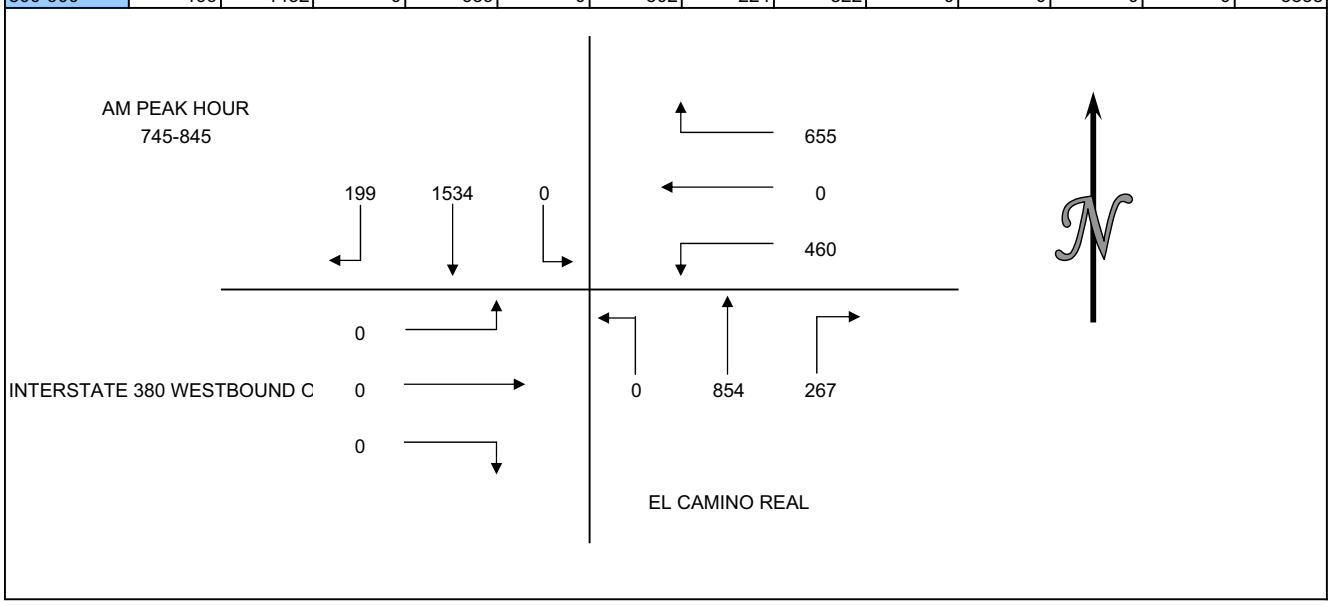
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		7:00 AM TO 9:00 AM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 WESTBOUND OFF-RAMPS
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	46	262	0	134	0	89	53	105	0	0	0	0	689
715-730	52	302	0	123	0	83	71	143	0	0	0	0	774
730-745	56	340	0	139	0	108	79	161	0	0	0	0	883
745-800	48	391	0	160	0	99	87	221	0	0	0	0	1006
800-815	43	381	0	183	0	117	69	235	0	0	0	0	1028
815-830	58	415	0	140	0	124	56	201	0	0	0	0	994
830-845	50	347	0	172	0	120	55	197	0	0	0	0	941
845-900	48	309	0	144	0	141	44	189	0	0	0	0	875
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	202	1295	0	556	0	379	290	630	0	0	0	0	3352
715-815	199	1414	0	605	0	407	306	760	0	0	0	0	3691
730-830	205	1527	0	622	0	448	291	818	0	0	0	0	3911
745-845	199	1534	0	655	0	460	267	854	0	0	0	0	3969
800-900	199	1452	0	639	0	502	224	822	0	0	0	0	3838



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: DKS ASSOCIATES
PROJECT: SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE: TUESDAY SEPTEMBER 25, 2007
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S EL CAMINO REAL
E/W SAN MATEO AVENUE/TAYLOR AVENUE
CITY: SAN BRUNO

15 MIN COUNTS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
400-415	310	10	18	13	0	0	0	15	18	7	37	314	742
415-430	374	10	13	19	0	0	2	16	19	13	26	286	778
430-445	337	8	19	14	0	0	2	13	18	7	43	271	732
445-500	293	19	19	22	0	0	5	15	13	8	42	285	721
500-515	357	16	14	16	0	0	2	19	17	20	56	336	853
515-530	368	15	19	25	0	0	3	13	17	12	57	319	848
530-545	359	16	17	14	0	0	8	16	20	20	52	317	839
545-600	381	9	17	9	0	0	4	14	24	15	50	324	847

HOUR TOTALS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
400-500	1314	47	69	68	0	0	9	59	68	35	148	1156	2973
415-515	1361	53	65	71	0	0	11	63	67	48	167	1178	3084
430-530	1355	58	71	77	0	0	12	60	65	47	198	1211	3154
445-545	1377	66	69	77	0	0	18	63	67	60	207	1257	3261
500-600	1465	56	67	64	0	0	17	62	78	67	215	1296	3387
	T	L	L	N/A	N/A	N/A	R	L	R	R	T	T	

PEAK HOUR
500-600

PLEASE SEE ATTACHED GRAPHIC FOR
MOVEMENT DESIGNATIONS

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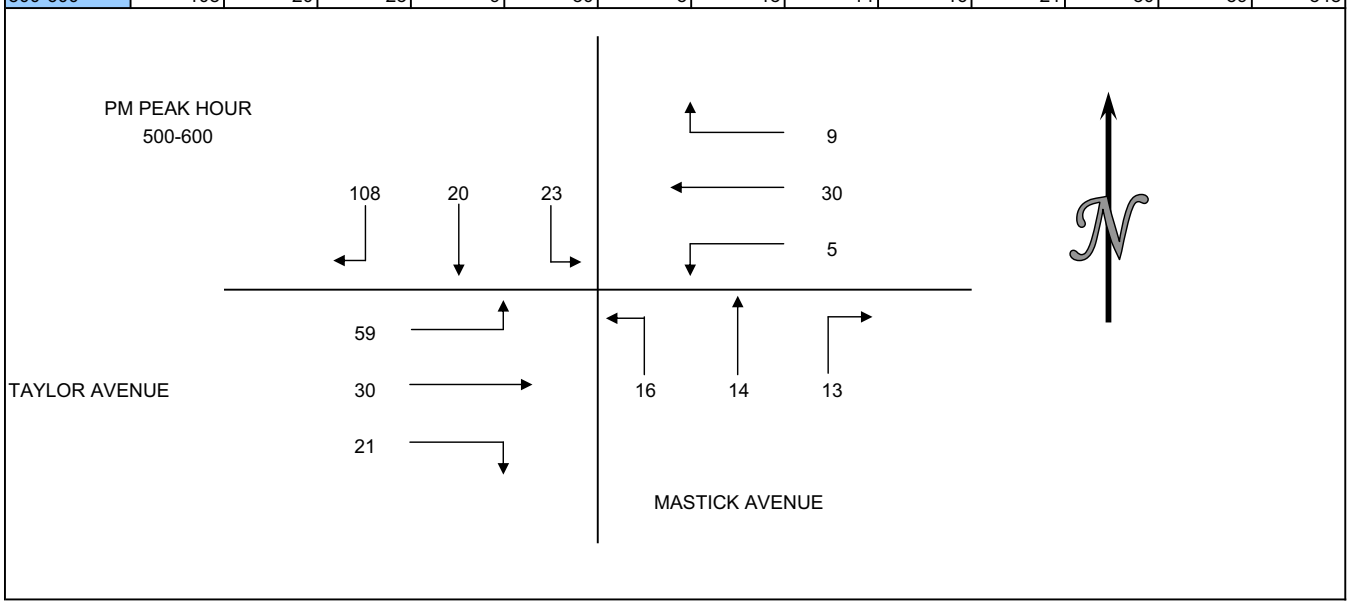
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	MASTICK AVENUE
	E/W	TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	21	4	3	4	8	2	2	2	3	4	9	16	78
415-430	25	6	5	2	8	0	1	2	2	6	9	15	81
430-445	23	7	7	2	9	2	1	3	3	3	4	18	82
445-500	19	5	4	3	13	0	1	4	4	7	5	15	80
500-515	25	5	6	1	5	2	0	2	4	3	4	15	72
515-530	26	4	3	2	7	1	6	3	3	10	8	15	88
530-545	37	6	6	2	12	1	3	3	4	6	11	14	105
545-600	20	5	8	4	6	1	4	6	5	2	7	15	83
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	88	22	19	11	38	4	5	11	12	20	27	64	321
415-515	92	23	22	8	35	4	3	11	13	19	22	63	315
430-530	93	21	20	8	34	5	8	12	14	23	21	63	322
445-545	107	20	19	8	37	4	10	12	15	26	28	59	345
500-600	108	20	23	9	30	5	13	14	16	21	30	59	348



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

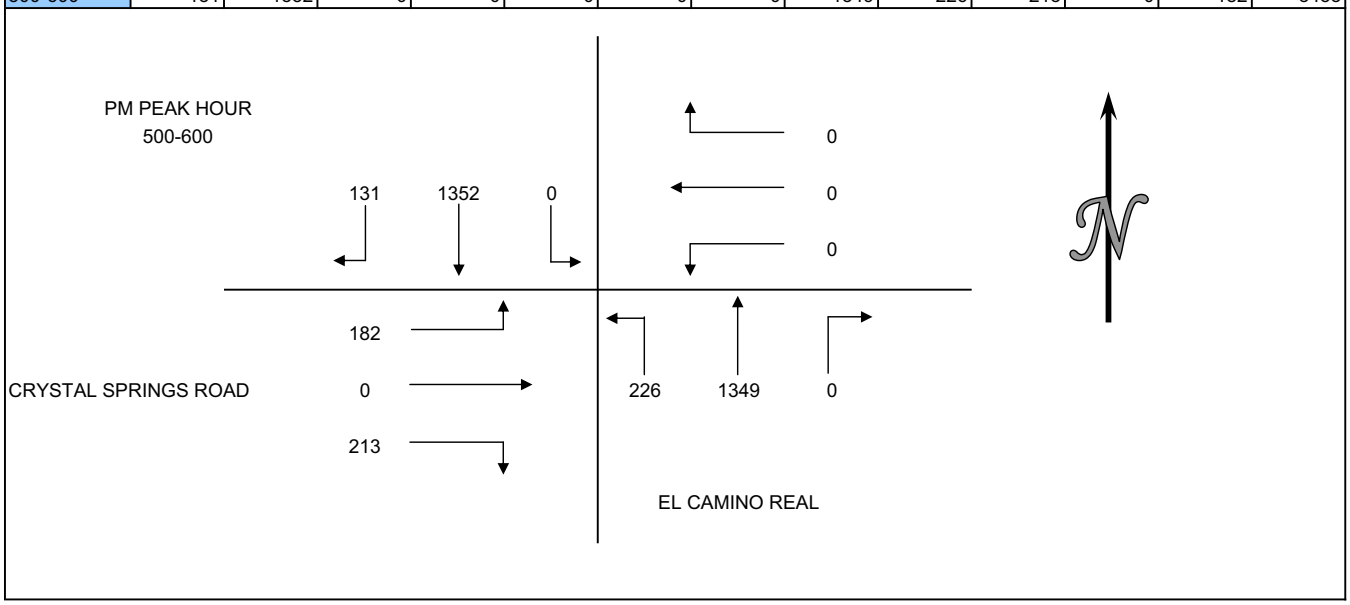
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	35	275	0	0	0	0	0	302	59	56	0	35	762
415-430	36	286	0	0	0	0	0	281	55	37	0	39	734
430-445	35	311	0	0	0	0	0	285	62	41	0	44	778
445-500	32	292	0	0	0	0	0	306	39	67	0	54	790
500-515	29	326	0	0	0	0	0	325	66	58	0	51	855
515-530	29	327	0	0	0	0	0	346	67	55	0	48	872
530-545	33	345	0	0	0	0	0	338	41	60	0	40	857
545-600	40	354	0	0	0	0	0	340	52	40	0	43	869

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	138	1164	0	0	0	0	0	1174	215	201	0	172	3064
415-515	132	1215	0	0	0	0	0	1197	222	203	0	188	3157
430-530	125	1256	0	0	0	0	0	1262	234	221	0	197	3295
445-545	123	1290	0	0	0	0	0	1315	213	240	0	193	3374
500-600	131	1352	0	0	0	0	0	1349	226	213	0	182	3453



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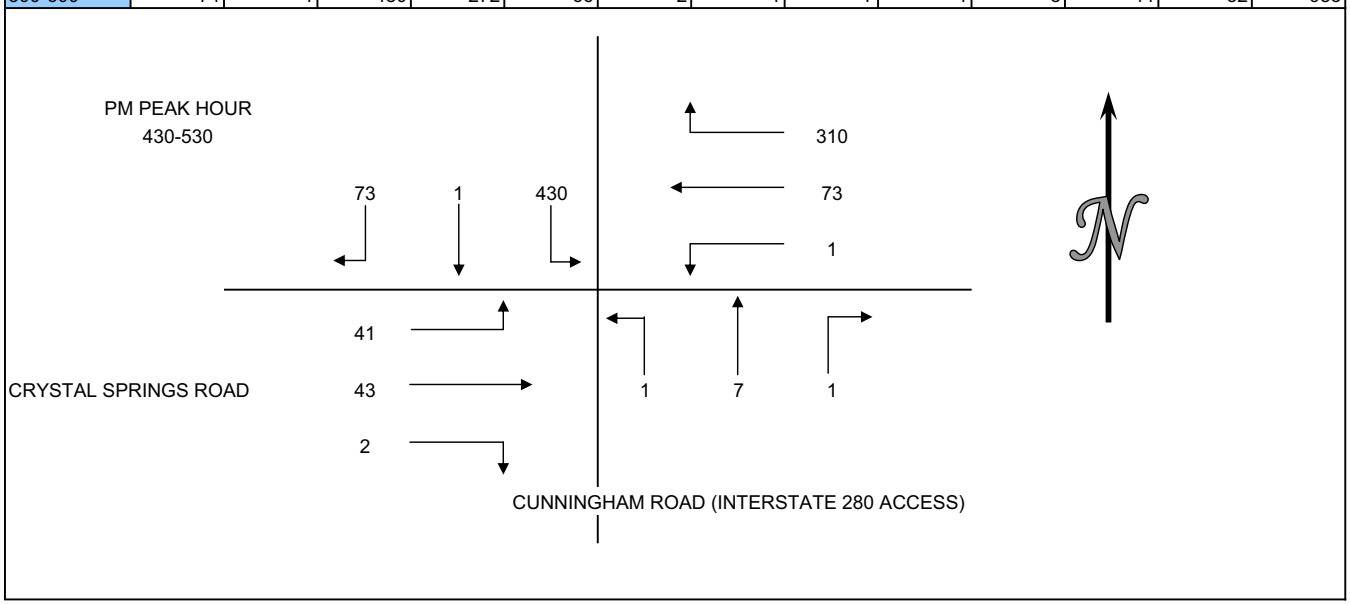
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	CUNNINGHAM ROAD (INTERSTATE 280 ACCESS)
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-415	12	0	81	51	13	3	0	5	0	0	9	11	185
415-430	15	0	107	68	18	0	0	0	0	0	15	11	234
430-445	16	0	96	87	25	0	0	0	0	0	8	12	244
445-500	19	0	102	85	17	0	0	0	0	0	11	6	240
500-515	16	0	110	79	15	0	1	6	0	2	17	9	255
515-530	22	1	122	59	16	1	0	1	1	0	7	14	244
530-545	17	0	128	54	12	0	0	0	0	0	10	7	228
545-600	19	0	120	80	23	1	0	0	0	1	10	2	256
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
400-500	62	0	386	291	73	3	0	5	0	0	43	40	903
415-515	66	0	415	319	75	0	1	6	0	2	51	38	973
430-530	73	1	430	310	73	1	1	7	1	2	43	41	983
445-545	74	1	462	277	60	1	1	7	1	2	45	36	967
500-600	74	1	480	272	66	2	1	7	1	3	44	32	983



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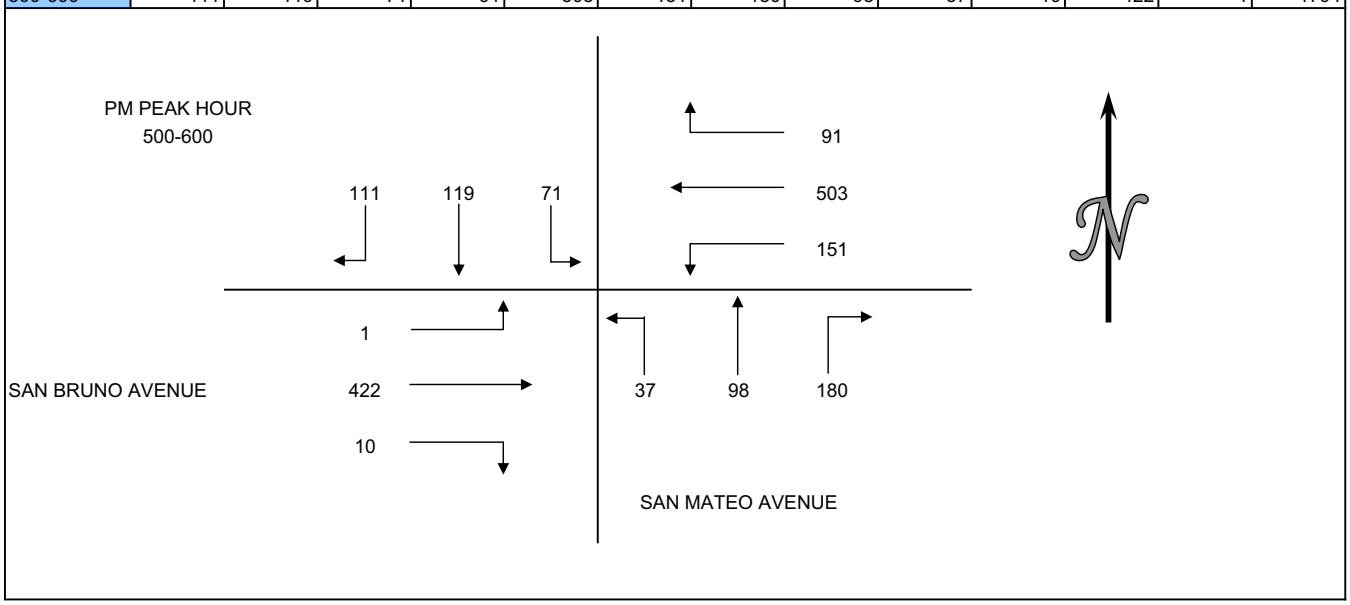
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	SAN MATEO AVENUE
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	19	26	24	26	112	44	38	23	8	3	116	0	439
415-430	14	27	17	23	99	42	32	23	4	2	94	0	377
430-445	13	28	21	20	120	36	35	21	5	3	118	0	420
445-500	22	20	16	13	133	38	35	19	4	8	96	0	404
500-515	28	32	20	19	118	41	55	28	5	5	100	1	452
515-530	25	24	16	17	133	35	47	16	6	1	89	0	409
530-545	37	35	17	19	136	50	46	20	11	2	112	0	485
545-600	21	28	18	36	116	25	32	34	15	2	121	0	448
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	68	101	78	82	464	160	140	86	21	16	424	0	1640
415-515	77	107	74	75	470	157	157	91	18	18	408	1	1653
430-530	88	104	73	69	504	150	172	84	20	17	403	1	1685
445-545	112	111	69	68	520	164	183	83	26	16	397	1	1750
500-600	111	119	71	91	503	151	180	98	37	10	422	1	1794



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

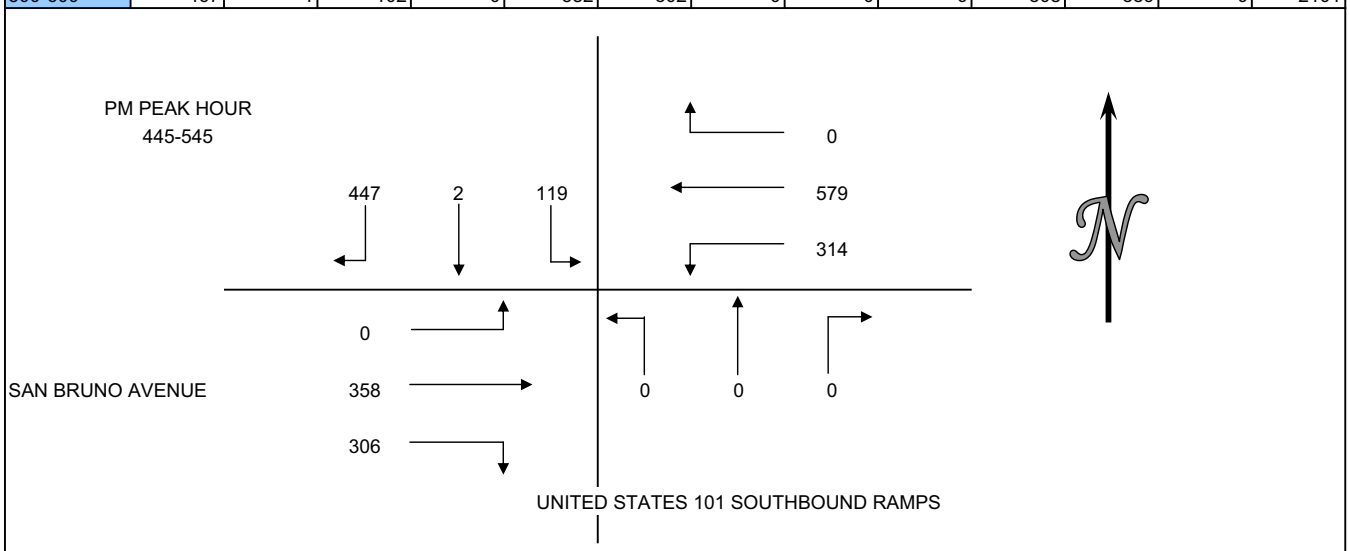
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	UNITED STATES 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	104	0	29	0	138	73	0	0	0	103	95	0	542
415-430	92	1	30	0	144	79	0	0	0	82	86	0	514
430-445	101	0	18	0	131	75	0	0	0	84	85	0	494
445-500	115	1	33	0	127	74	0	0	0	82	96	0	528
500-515	113	1	23	0	139	85	0	0	0	76	76	0	513
515-530	112	0	42	0	169	76	0	0	0	62	84	0	545
530-545	107	0	21	0	144	79	0	0	0	86	102	0	539
545-600	135	0	16	0	130	62	0	0	0	84	77	0	504

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	412	2	110	0	540	301	0	0	0	351	362	0	2078
415-515	421	3	104	0	541	313	0	0	0	324	343	0	2049
430-530	441	2	116	0	566	310	0	0	0	304	341	0	2080
445-545	447	2	119	0	579	314	0	0	0	306	358	0	2125
500-600	467	1	102	0	582	302	0	0	0	308	339	0	2101



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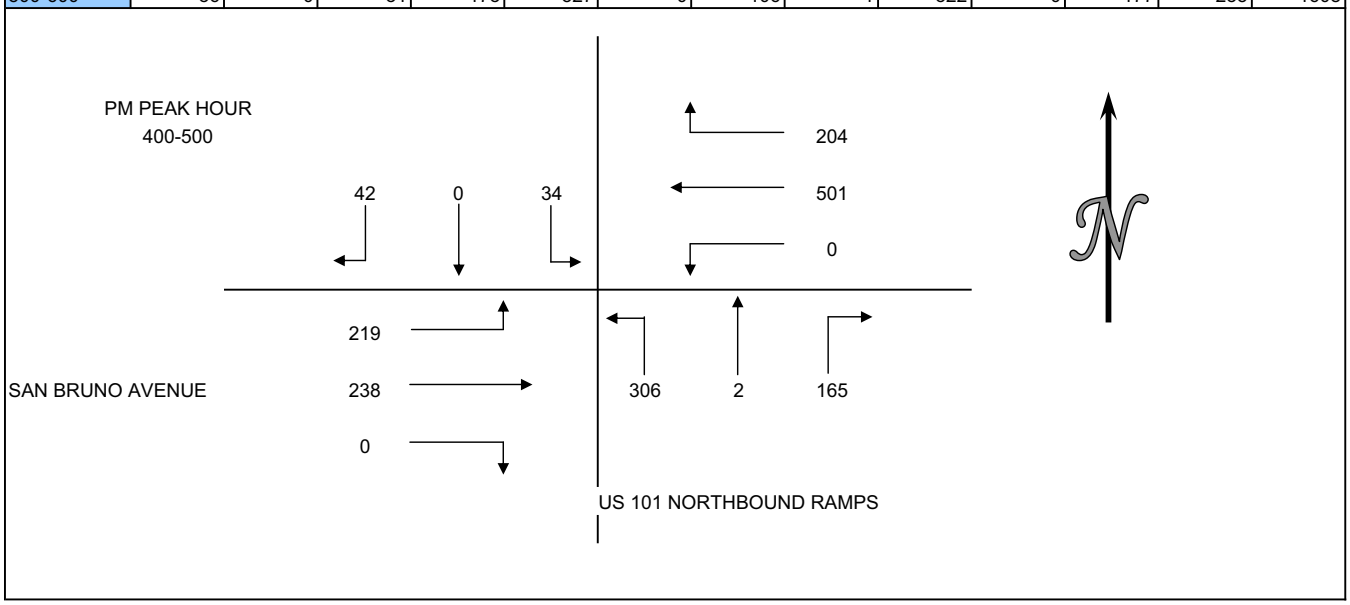
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	US 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	15	0	11	51	118	0	38	0	72	0	61	54	420
415-430	9	0	5	45	127	0	36	0	84	0	47	61	414
430-445	11	0	10	60	124	0	43	1	79	0	62	49	439
445-500	7	0	8	48	132	0	48	1	71	0	68	55	438
500-515	7	0	4	50	139	0	29	0	79	0	42	44	394
515-530	12	0	9	35	126	0	27	0	81	0	61	62	413
530-545	6	0	7	52	144	0	19	1	82	0	31	81	423
545-600	11	0	11	36	118	0	31	0	80	0	43	48	378
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	42	0	34	204	501	0	165	2	306	0	238	219	1711
415-515	34	0	27	203	522	0	156	2	313	0	219	209	1685
430-530	37	0	31	193	521	0	147	2	310	0	233	210	1684
445-545	32	0	28	185	541	0	123	2	313	0	202	242	1668
500-600	36	0	31	173	527	0	106	1	322	0	177	235	1608



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

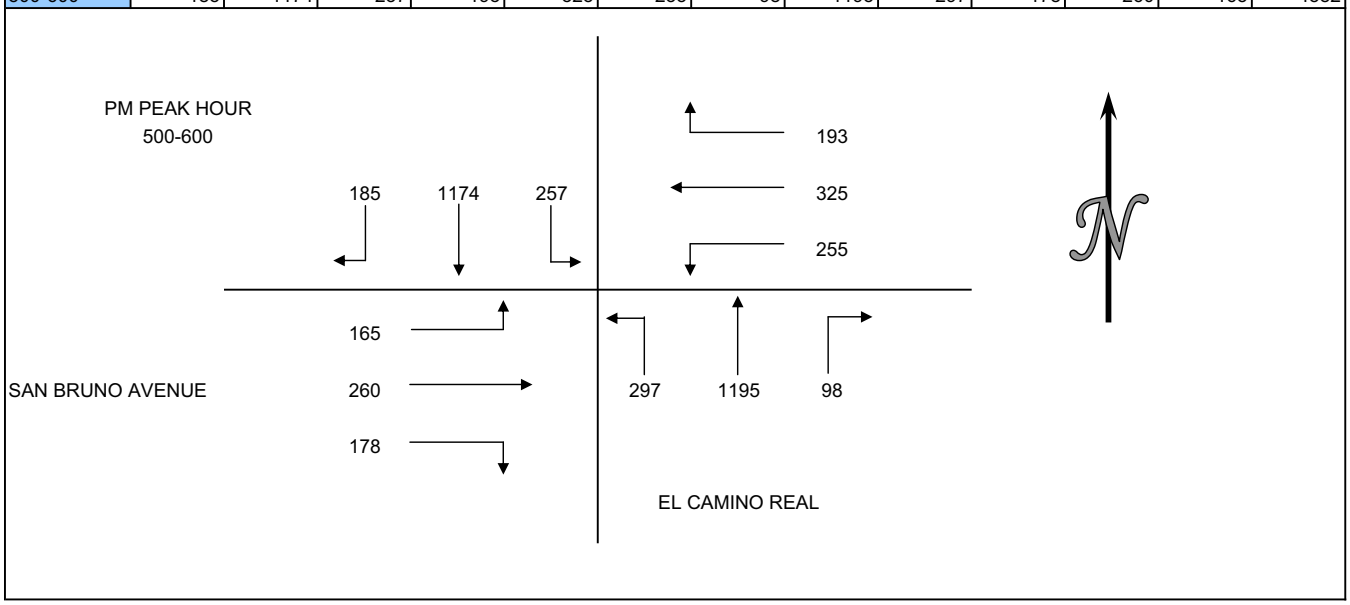
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	34	288	84	39	56	44	32	329	51	40	63	25	1085
415-430	44	254	60	38	64	52	25	217	53	33	50	31	921
430-445	34	252	92	43	71	53	22	243	60	33	49	32	984
445-500	46	253	62	36	64	57	20	286	63	52	60	48	1047
500-515	41	288	65	46	71	54	26	315	81	60	52	36	1135
515-530	56	291	70	43	69	58	24	292	74	35	71	45	1128
530-545	44	293	67	50	105	69	23	322	82	38	66	37	1196
545-600	44	302	55	54	80	74	25	266	60	45	71	47	1123

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	158	1047	298	156	255	206	99	1075	227	158	222	136	4037
415-515	165	1047	279	163	270	216	93	1061	257	178	211	147	4087
430-530	177	1084	289	168	275	222	92	1136	278	180	232	161	4294
445-545	187	1125	264	175	309	238	93	1215	300	185	249	166	4506
500-600	185	1174	257	193	325	255	98	1195	297	178	260	165	4582



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

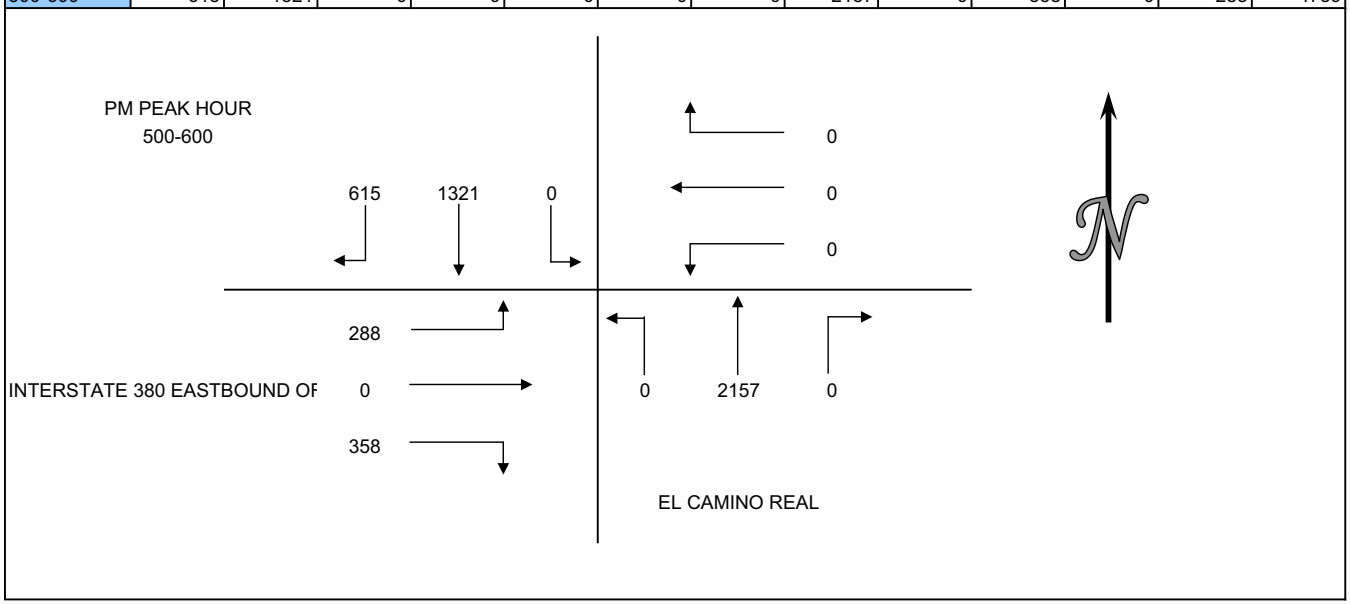
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 EASTBOUND OFF-RAMP
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	119	295	0	0	0	0	0	458	0	74	0	42	988
415-430	125	290	0	0	0	0	0	436	0	71	0	47	969
430-445	122	281	0	0	0	0	0	489	0	69	0	52	1013
445-500	146	305	0	0	0	0	0	497	0	79	0	69	1096
500-515	150	266	0	0	0	0	0	539	0	74	0	64	1093
515-530	143	358	0	0	0	0	0	544	0	98	0	75	1218
530-545	169	332	0	0	0	0	0	555	0	84	0	74	1214
545-600	153	365	0	0	0	0	0	519	0	102	0	75	1214

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	512	1171	0	0	0	0	0	1880	0	293	0	210	4066
415-515	543	1142	0	0	0	0	0	1961	0	293	0	232	4171
430-530	561	1210	0	0	0	0	0	2069	0	320	0	260	4420
445-545	608	1261	0	0	0	0	0	2135	0	335	0	282	4621
500-600	615	1321	0	0	0	0	0	2157	0	358	0	288	4739



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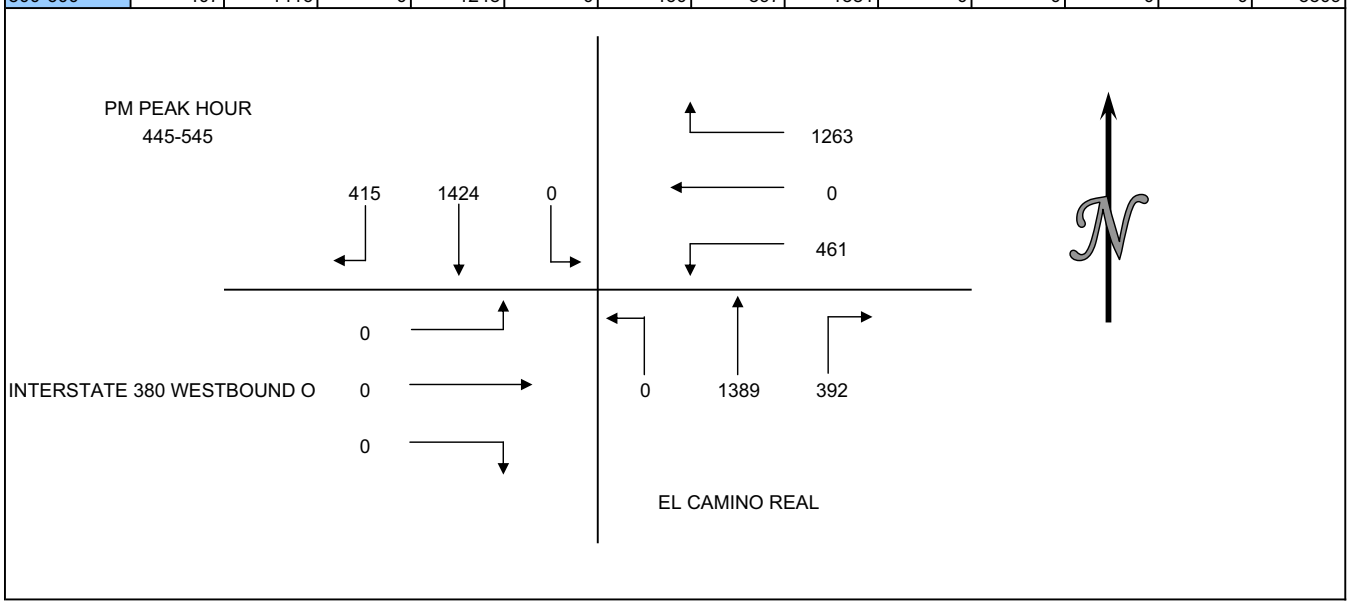
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		4:00 PM TO 6:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 WESTBOUND OFF-RAMP
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	112	399	0	243	0	88	111	295	0	0	0	0	1248
415-430	98	359	0	231	0	105	95	269	0	0	0	0	1157
430-445	90	319	0	279	0	100	97	280	0	0	0	0	1165
445-500	99	343	0	300	0	106	90	338	0	0	0	0	1276
500-515	118	368	0	323	0	121	102	333	0	0	0	0	1365
515-530	89	336	0	317	0	109	98	367	0	0	0	0	1316
530-545	109	377	0	323	0	125	102	351	0	0	0	0	1387
545-600	91	335	0	285	0	105	95	330	0	0	0	0	1241
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	399	1420	0	1053	0	399	393	1182	0	0	0	0	4846
415-515	405	1389	0	1133	0	432	384	1220	0	0	0	0	4963
430-530	396	1366	0	1219	0	436	387	1318	0	0	0	0	5122
445-545	415	1424	0	1263	0	461	392	1389	0	0	0	0	5344
500-600	407	1416	0	1248	0	460	397	1381	0	0	0	0	5309



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN MATEO AVENUE/TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
1130-1145	254	2	20	11	0	0	1	15	17	7	25	215	567
1145-1200	251	5	25	9	0	0	0	14	14	5	45	269	637
1200-1215	261	7	23	16	0	0	0	14	21	9	56	224	631
1215-1230	285	7	16	22	0	0	1	15	14	10	41	249	660
1230-1245	260	11	15	17	0	0	0	18	18	11	36	248	634
1245-100	221	8	24	6	0	0	0	13	13	12	39	233	569
100-115	186	4	15	14	0	0	3	18	15	5	32	220	512
115-130	213	9	19	19	0	0	1	18	13	6	47	258	603

HOUR TOTALS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
1130-1230	1051	21	84	58	0	0	2	58	66	31	167	957	2495
1145-1245	1057	30	79	64	0	0	1	61	67	35	178	990	2562
1200-100	1027	33	78	61	0	0	1	60	66	42	172	954	2494
1215-115	952	30	70	59	0	0	4	64	60	38	148	950	2375
1230-130	880	32	73	56	0	0	4	67	59	34	154	959	2318
	T	L	L	N/A	N/A	N/A	R	L	R	R	T	T	

PEAK HOUR
1145-1245

PLEASE SEE ATTACHED GRAPHIC FOR
MOVEMENT DESIGNATIONS

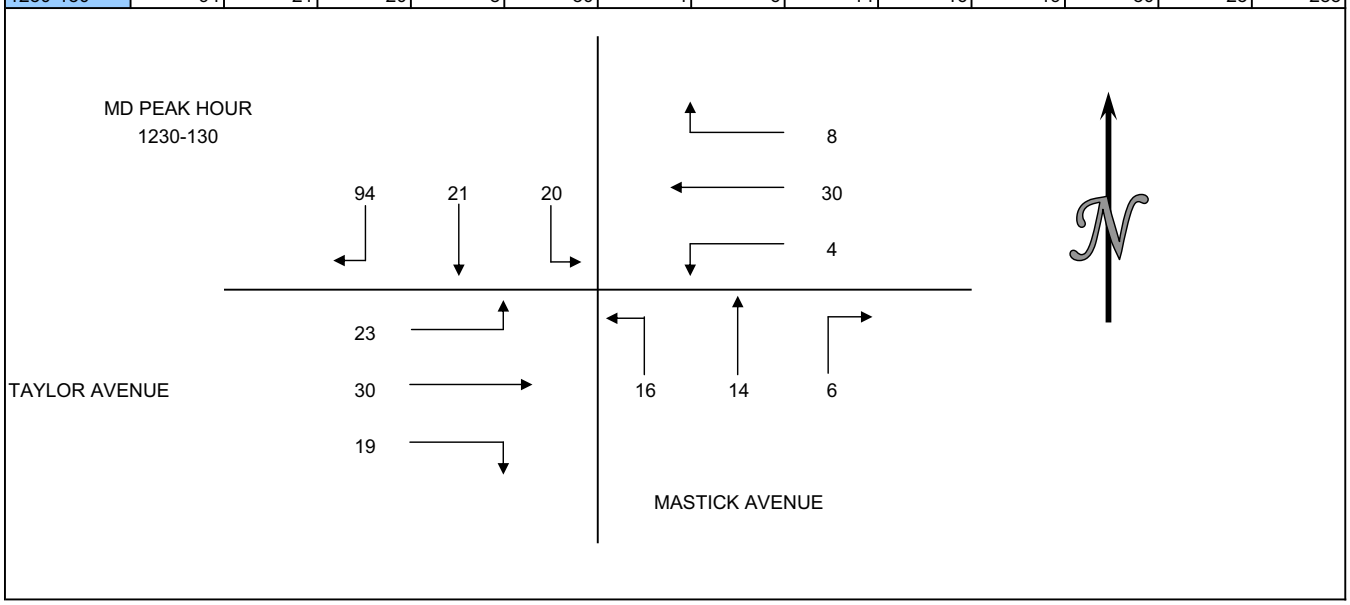
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	MASTICK AVENUE
	E/W	TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	20	3	5	2	4	0	1	1	2	3	10	8	59
1145-1200	22	5	4	1	8	0	2	3	2	3	5	4	59
1200-1215	19	5	5	4	12	1	2	4	3	4	7	11	77
1215-1230	14	5	6	2	12	2	3	2	3	8	7	4	68
1230-1245	21	7	4	1	9	2	2	3	4	5	4	5	67
1245-100	24	4	5	1	7	1	2	1	4	6	7	6	68
100-115	31	5	6	4	7	0	0	4	3	3	9	7	79
115-130	18	5	5	2	7	1	2	6	5	5	10	5	71
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	75	18	20	9	36	3	8	10	10	18	29	27	263
1145-1245	76	22	19	8	41	5	9	12	12	20	23	24	271
1200-100	78	21	20	8	40	6	9	10	14	23	25	26	280
1215-115	90	21	21	8	35	5	7	10	14	22	27	22	282
1230-130	94	21	20	8	30	4	6	14	16	19	30	23	285



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	17	226	0	0	0	0	0	227	29	36	0	37	572
1145-1200	7	232	0	0	0	0	0	242	48	37	0	35	601
1200-1215	25	238	0	0	0	0	0	268	40	32	0	50	653
1215-1230	19	266	0	0	0	0	0	244	49	38	0	30	646
1230-1245	24	258	0	0	0	0	0	252	38	43	0	32	647
1245-100	24	221	0	0	0	0	0	236	41	42	0	29	593
100-115	23	230	0	0	0	0	0	229	39	41	0	34	596
115-130	26	267	0	0	0	0	0	256	45	43	0	22	659
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	68	962	0	0	0	0	0	981	166	143	0	152	2472
1145-1245	75	994	0	0	0	0	0	1006	175	150	0	147	2547
1200-100	92	983	0	0	0	0	0	1000	168	155	0	141	2539
1215-115	90	975	0	0	0	0	0	961	167	164	0	125	2482
1230-130	97	976	0	0	0	0	0	973	163	169	0	117	2495

MD PEAK HOUR
1145-1245

						0
		75	994	0		0
						0
		147				
CRYSTAL SPRINGS ROAD		0			175	1006	0
		150				
					EL CAMINO REAL	

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

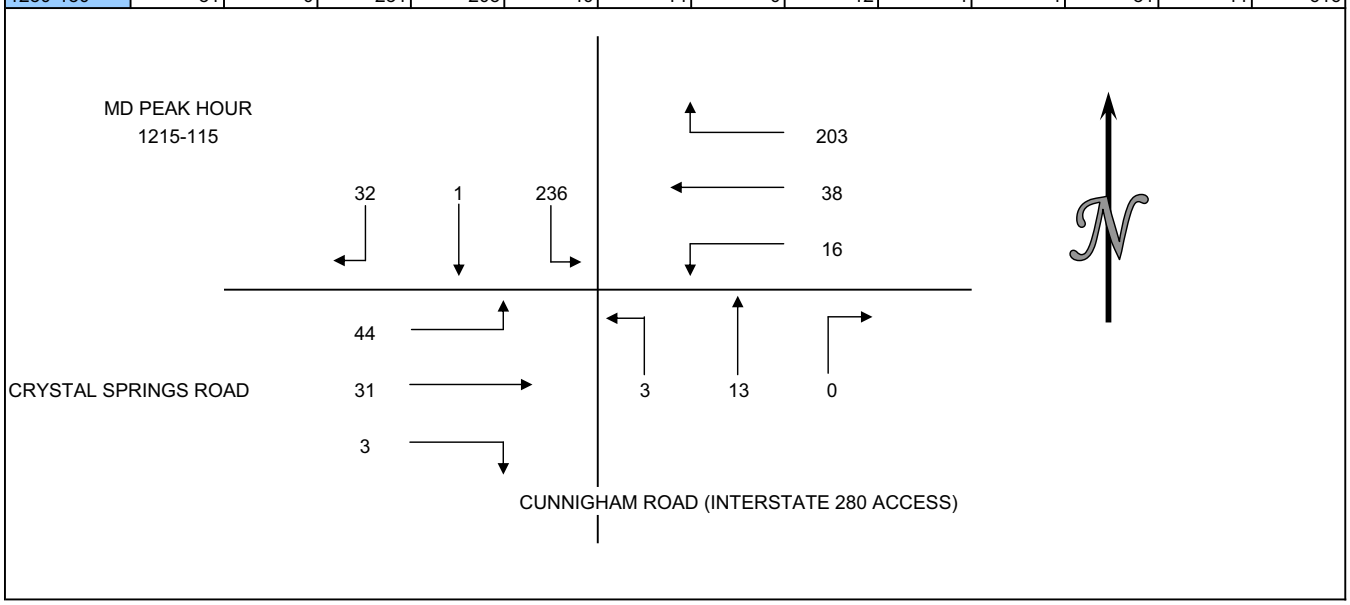
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	CUNNIGHAM ROAD (INTERSTATE 280 ACCESS)
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	6	0	49	48	14	7	0	0	1	0	7	9	141
1145-1200	8	0	54	34	4	8	0	7	0	0	8	9	132
1200-1215	14	0	48	52	9	3	0	5	0	0	10	7	148
1215-1230	12	1	50	52	11	4	0	3	0	1	8	8	150
1230-1245	10	0	64	50	9	5	0	5	2	2	8	13	168
1245-100	8	0	59	51	6	3	0	2	0	0	7	15	151
100-115	2	0	63	50	12	4	0	3	1	0	8	8	151
115-130	11	0	45	54	13	2	0	2	1	2	8	8	146

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	40	1	201	186	38	22	0	15	1	1	33	33	571
1145-1245	44	1	216	188	33	20	0	20	2	3	34	37	598
1200-100	44	1	221	205	35	15	0	15	2	3	33	43	617
1215-115	32	1	236	203	38	16	0	13	3	3	31	44	620
1230-130	31	0	231	205	40	14	0	12	4	4	31	44	616



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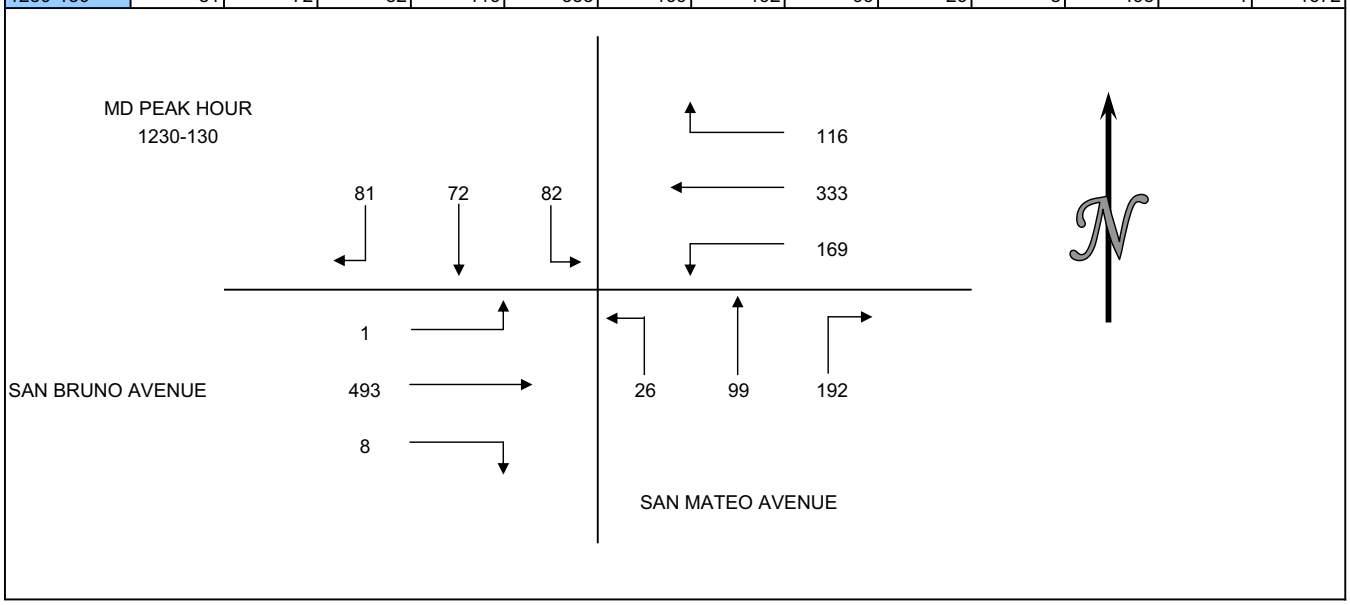
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	SAN MATEO AVENUE
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	16	16	30	30	82	38	38	23	3	2	104	0	382
1145-1200	20	21	21	30	81	38	45	24	9	3	89	1	382
1200-1215	17	17	18	25	105	41	44	25	6	3	100	1	402
1215-1230	32	21	21	22	82	45	38	30	8	4	107	0	410
1230-1245	18	15	22	36	94	56	38	23	3	0	123	0	428
1245-100	21	19	21	29	77	36	52	21	4	2	135	0	417
100-115	24	19	17	26	87	30	44	23	10	4	128	0	412
115-130	18	19	22	25	75	47	58	32	9	2	107	1	415
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	85	75	90	107	350	162	165	102	26	12	400	2	1576
1145-1245	87	74	82	113	362	180	165	102	26	10	419	2	1622
1200-100	88	72	82	112	358	178	172	99	21	9	465	1	1657
1215-115	95	74	81	113	340	167	172	97	25	10	493	0	1667
1230-130	81	72	82	116	333	169	192	99	26	8	493	1	1672



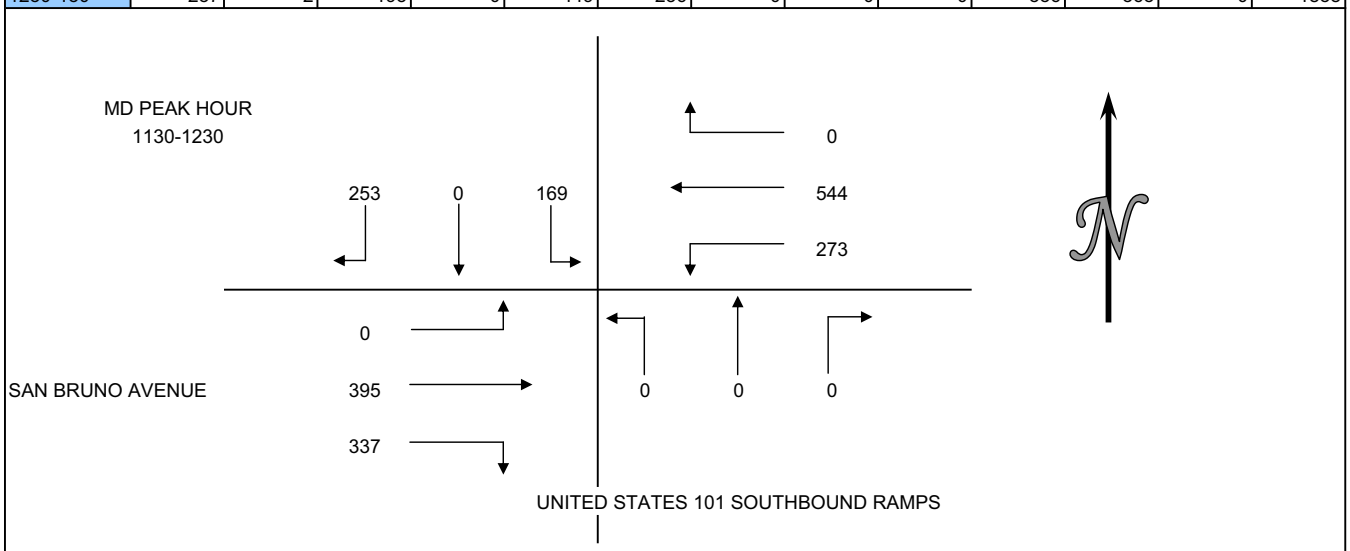
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	UNITED STATES 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	69	0	53	0	131	75	0	0	0	94	85	0	507
1145-1200	53	0	40	0	124	60	0	0	0	83	93	0	453
1200-1215	63	0	35	0	152	68	0	0	0	83	119	0	520
1215-1230	68	0	41	0	137	70	0	0	0	77	98	0	491
1230-1245	65	0	49	0	132	64	0	0	0	84	79	0	473
1245-100	54	1	57	0	102	64	0	0	0	84	93	0	455
100-115	53	1	36	0	111	61	0	0	0	90	97	0	449
115-130	65	0	53	0	104	67	0	0	0	78	94	0	461
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	253	0	169	0	544	273	0	0	0	337	395	0	1971
1145-1245	249	0	165	0	545	262	0	0	0	327	389	0	1937
1200-100	250	1	182	0	523	266	0	0	0	328	389	0	1939
1215-115	240	2	183	0	482	259	0	0	0	335	367	0	1868
1230-130	237	2	195	0	449	256	0	0	0	336	363	0	1838



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

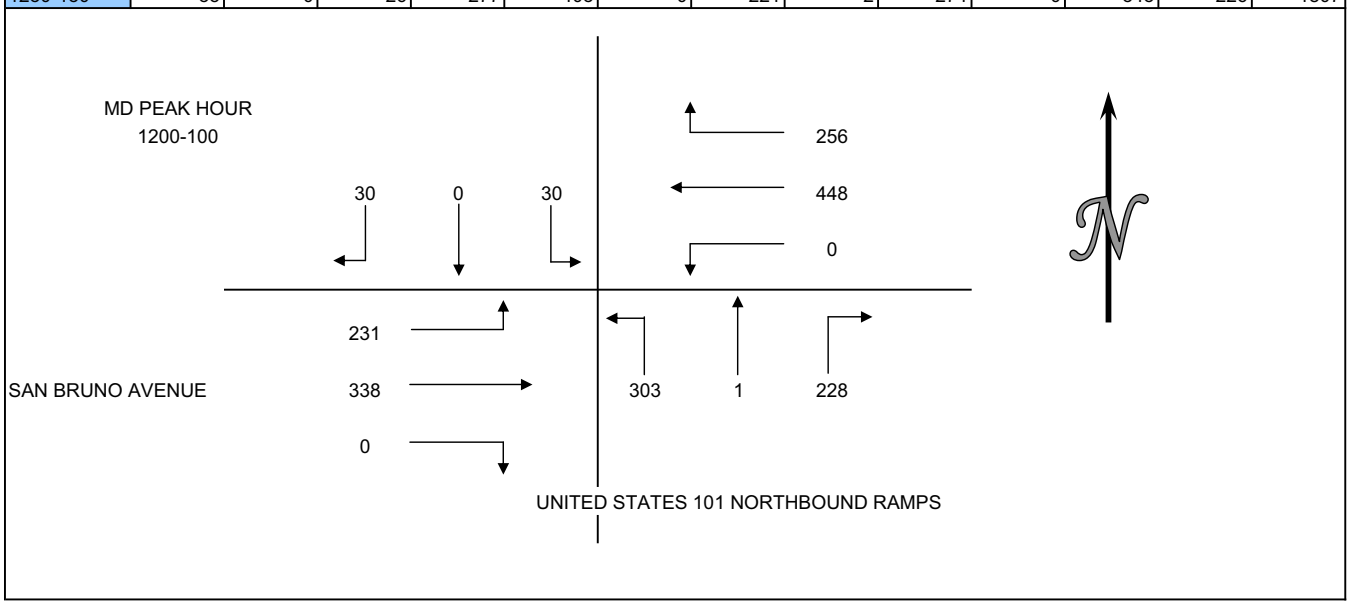
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	UNITED STATES 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	6	0	8	55	110	0	59	0	83	0	80	50	451
1145-1200	7	0	13	71	109	0	51	0	63	0	63	40	417
1200-1215	5	0	10	66	127	0	75	0	89	0	80	44	496
1215-1230	7	0	6	48	122	0	54	0	65	0	72	65	439
1230-1245	8	0	8	72	106	0	55	1	93	0	96	54	493
1245-100	10	0	6	70	93	0	44	0	56	0	90	68	437
100-115	10	0	10	73	103	0	57	0	57	0	82	56	448
115-130	7	0	2	62	101	0	65	1	68	0	75	48	429

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	25	0	37	240	468	0	239	0	300	0	295	199	1803
1145-1245	27	0	37	257	464	0	235	1	310	0	311	203	1845
1200-100	30	0	30	256	448	0	228	1	303	0	338	231	1865
1215-115	35	0	30	263	424	0	210	1	271	0	340	243	1817
1230-130	35	0	26	277	403	0	221	2	274	0	343	226	1807



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

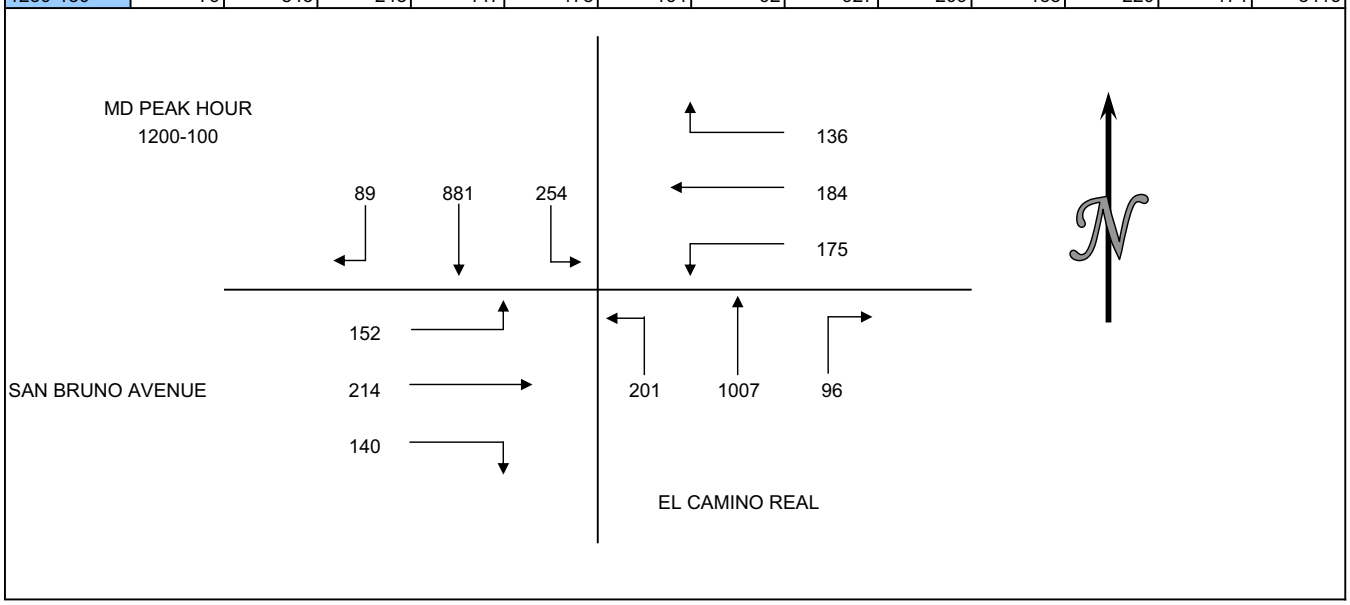
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	15	187	46	40	39	41	39	182	35	28	53	42	747
1145-1200	16	225	61	24	37	31	13	227	43	26	47	26	776
1200-1215	28	223	60	37	39	38	24	268	44	40	37	31	869
1215-1230	25	239	69	28	57	51	19	276	54	33	56	36	943
1230-1245	17	218	53	35	46	45	29	215	42	38	57	37	832
1245-100	19	201	72	36	42	41	24	248	61	29	64	48	885
100-115	19	190	60	39	42	46	18	233	52	26	54	59	838
115-130	24	234	63	37	48	32	21	231	54	42	45	30	861

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	84	874	236	129	172	161	95	953	176	127	193	135	3335
1145-1245	86	905	243	124	179	165	85	986	183	137	197	130	3420
1200-100	89	881	254	136	184	175	96	1007	201	140	214	152	3529
1215-115	80	848	254	138	187	183	90	972	209	126	231	180	3498
1230-130	79	843	248	147	178	164	92	927	209	135	220	174	3416



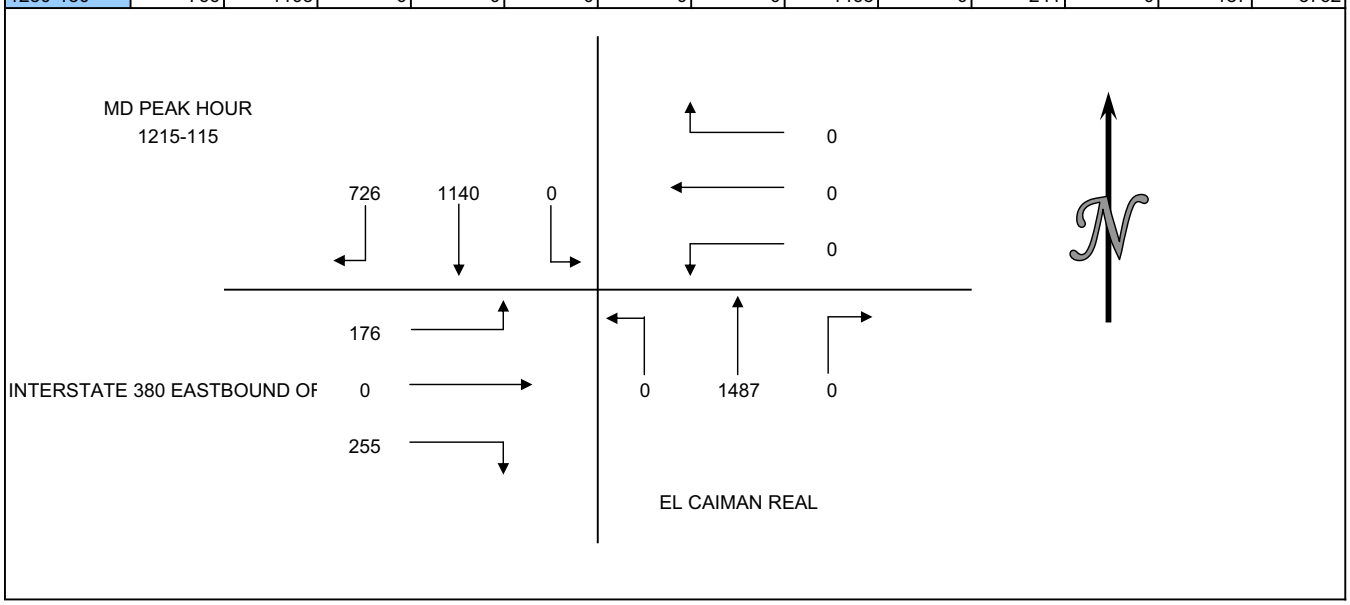
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	EL CAIMAN REAL
	E/W	INTERSTATE 380 EASTBOUND OFF-RAMPS
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1145	151	266	0	0	0	0	0	339	0	64	0	44	864
1145-1200	142	292	0	0	0	0	0	380	0	71	0	50	935
1200-1215	156	274	0	0	0	0	0	405	0	62	0	35	932
1215-1230	153	302	0	0	0	0	0	391	0	77	0	43	966
1230-1245	180	286	0	0	0	0	0	352	0	58	0	46	922
1245-100	201	289	0	0	0	0	0	380	0	53	0	39	962
100-115	192	263	0	0	0	0	0	364	0	67	0	48	934
115-130	193	267	0	0	0	0	0	367	0	63	0	54	944
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1130-1230	602	1134	0	0	0	0	0	1515	0	274	0	172	3697
1145-1245	631	1154	0	0	0	0	0	1528	0	268	0	174	3755
1200-100	690	1151	0	0	0	0	0	1528	0	250	0	163	3782
1215-115	726	1140	0	0	0	0	0	1487	0	255	0	176	3784
1230-130	766	1105	0	0	0	0	0	1463	0	241	0	187	3762



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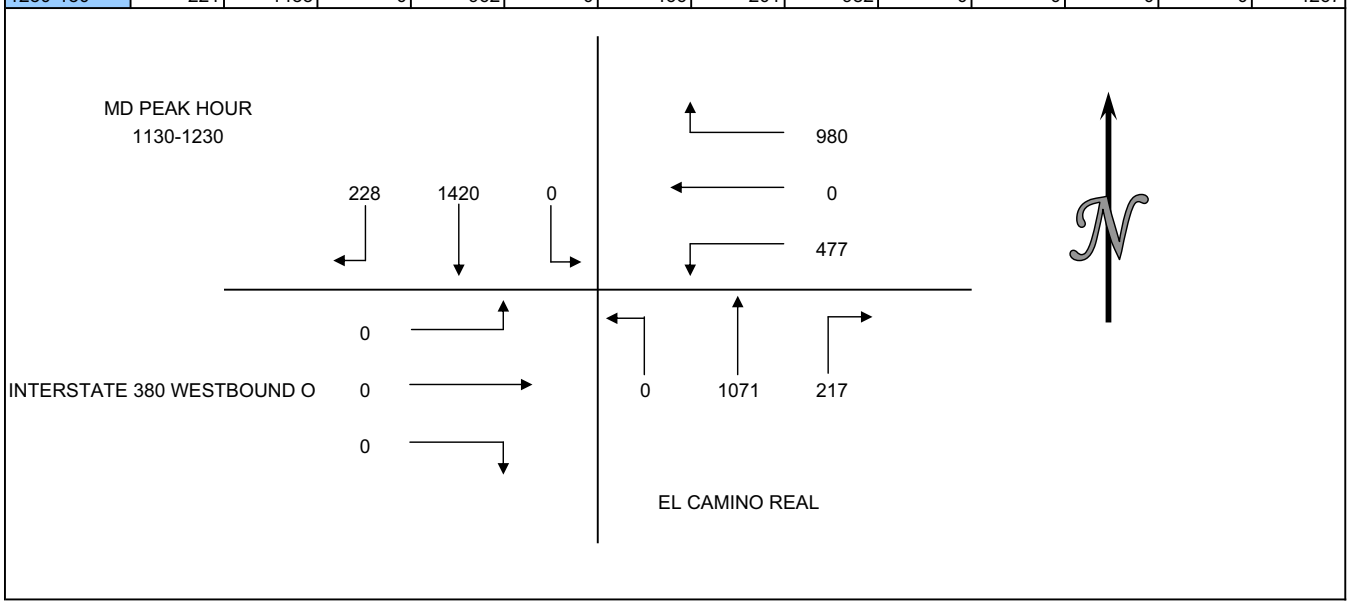
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		TUESDAY SEPTEMBER 25, 2007
PERIOD:		11:30 AM TO 1:30 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 WESTBOUND OFF-RAMPS
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1130-1145	52	337	0	236	0	109	55	254	0	0	0	0	1043
1145-1200	62	401	0	299	0	131	61	280	0	0	0	0	1234
1200-1215	60	311	0	214	0	108	36	267	0	0	0	0	996
1215-1230	54	371	0	231	0	129	65	270	0	0	0	0	1120
1230-1245	44	313	0	219	0	105	46	222	0	0	0	0	949
1245-100	59	349	0	233	0	132	41	249	0	0	0	0	1063
100-115	67	393	0	266	0	117	61	272	0	0	0	0	1176
115-130	51	380	0	244	0	112	53	239	0	0	0	0	1079
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1130-1230	228	1420	0	980	0	477	217	1071	0	0	0	0	4393
1145-1245	220	1396	0	963	0	473	208	1039	0	0	0	0	4299
1200-100	217	1344	0	897	0	474	188	1008	0	0	0	0	4128
1215-115	224	1426	0	949	0	483	213	1013	0	0	0	0	4308
1230-130	221	1435	0	962	0	466	201	982	0	0	0	0	4267



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN MATEO AVENUE/TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
1200-1215	314	8	16	16	0	0	3	21	17	13	41	305	754
1215-1230	308	3	26	8	0	0	9	15	18	2	56	293	738
1230-1245	386	13	36	5	0	0	10	15	20	11	36	347	879
1245-100	334	7	14	9	0	0	10	21	13	7	38	298	751
100-115	360	9	15	24	0	0	6	17	19	6	46	317	819
115-130	353	6	26	33	0	0	12	12	16	5	47	304	814
130-145	297	7	27	20	0	0	19	19	21	8	47	376	841
145-200	303	5	18	7	0	0	7	10	19	7	41	313	730

HOUR TOTALS

	SB EL CAMINO			SWB SAN MATEO			WB TAYLOR			NB EL CAMINO			
PERIOD	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
1200-100	1342	31	92	38	0	0	32	72	68	33	171	1243	3122
1215-115	1388	32	91	46	0	0	35	68	70	26	176	1255	3187
1230-130	1433	35	91	71	0	0	38	65	68	29	167	1266	3263
1245-145	1344	29	82	86	0	0	47	69	69	26	178	1295	3225
100-200	1313	27	86	84	0	0	44	58	75	26	181	1310	3204
	T	L	L	N/A	N/A	N/A	R	L	R	R	T	T	

PEAK HOUR
1230-130

PLEASE SEE ATTACHED GRAPHIC FOR
MOVEMENT DESIGNATIONS

WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

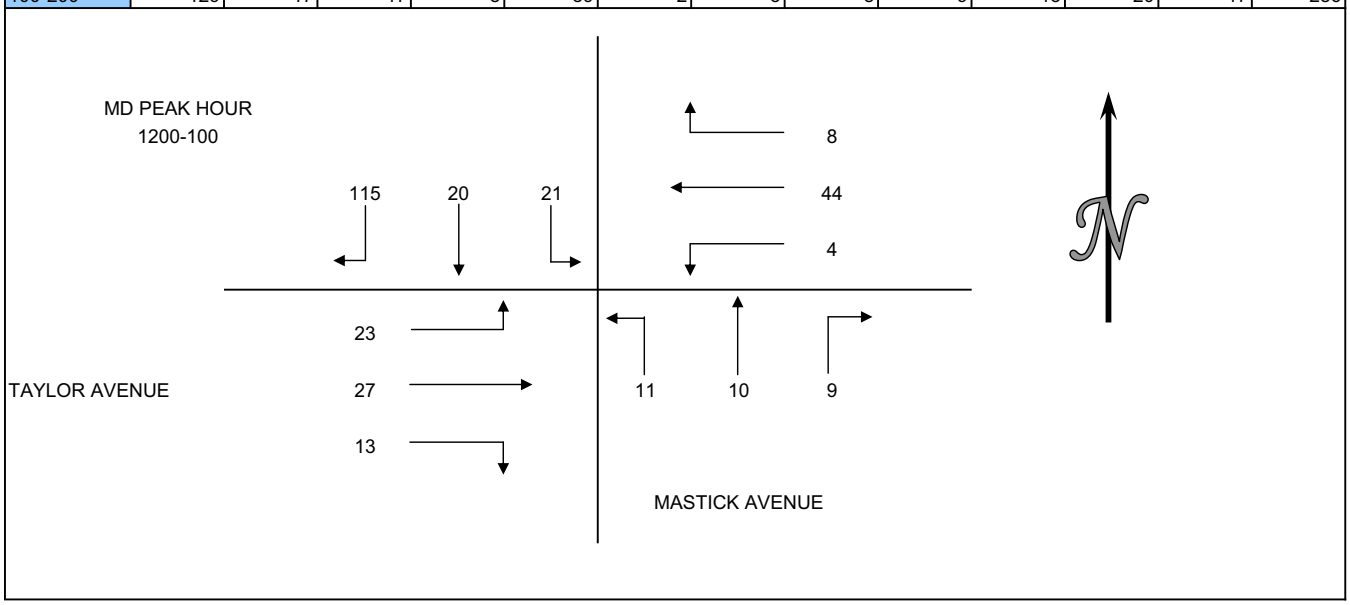
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	MASTICK AVENUE
	E/W	TAYLOR AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	29	4	5	2	9	1	2	2	1	3	10	8	76
1215-1230	31	5	5	2	8	1	2	4	2	1	2	2	65
1230-1245	27	5	6	2	12	2	2	2	4	4	11	9	86
1245-100	28	6	5	2	15	0	3	2	4	5	4	4	78
100-115	29	4	2	2	9	1	3	2	1	6	2	5	66
115-130	31	6	6	3	8	0	0	2	2	3	4	6	71
130-145	44	4	4	2	13	1	1	2	2	3	7	3	86
145-200	25	3	5	1	9	0	1	2	4	3	7	3	63

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	115	20	21	8	44	4	9	10	11	13	27	23	305
1215-115	115	20	18	8	44	4	10	10	11	16	19	20	295
1230-130	115	21	19	9	44	3	8	8	11	18	21	24	301
1245-145	132	20	17	9	45	2	7	8	9	17	17	18	301
100-200	129	17	17	8	39	2	5	8	9	15	20	17	286



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Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

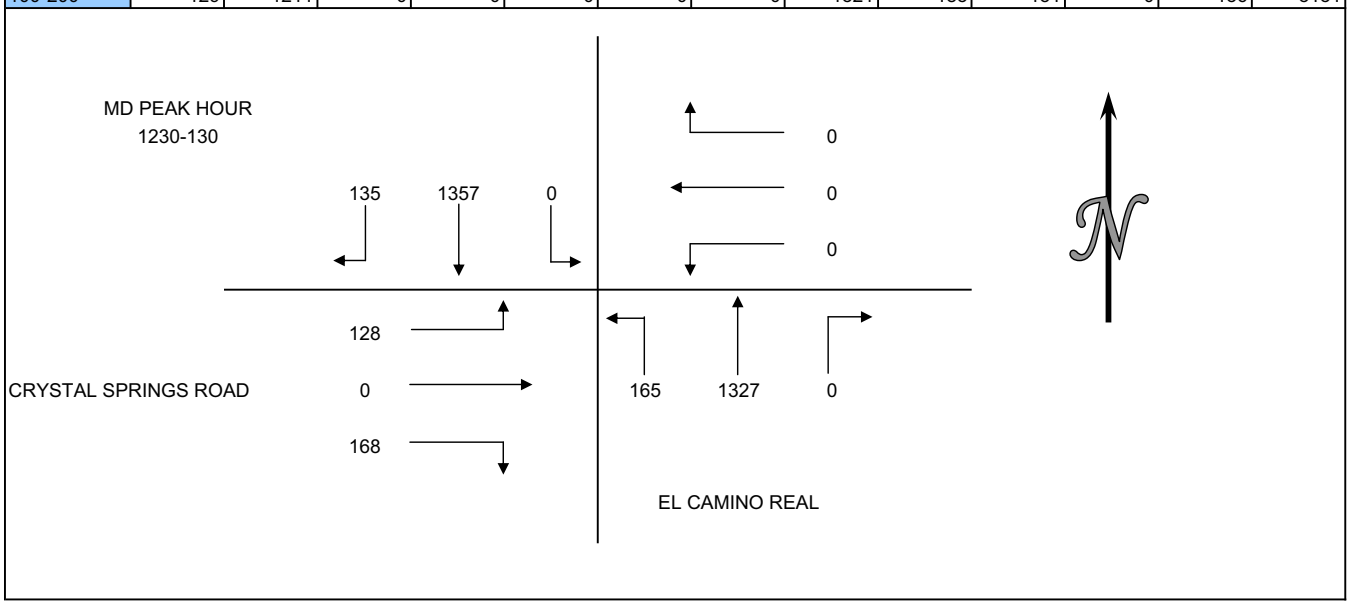
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	CRYSTAL SPRINGS ROAD
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	31	295	0	0	0	0	0	319	64	47	0	52	808
1215-1230	26	273	0	0	0	0	0	330	52	37	0	39	757
1230-1245	33	343	0	0	0	0	0	348	32	42	0	32	830
1245-100	32	374	0	0	0	0	0	315	32	43	0	35	831
100-115	35	339	0	0	0	0	0	324	40	33	0	25	796
115-130	35	301	0	0	0	0	0	340	61	50	0	36	823
130-145	24	293	0	0	0	0	0	359	48	38	0	37	799
145-200	35	278	0	0	0	0	0	298	34	30	0	38	713

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	122	1285	0	0	0	0	0	1312	180	169	0	158	3226
1215-115	126	1329	0	0	0	0	0	1317	156	155	0	131	3214
1230-130	135	1357	0	0	0	0	0	1327	165	168	0	128	3280
1245-145	126	1307	0	0	0	0	0	1338	181	164	0	133	3249
100-200	129	1211	0	0	0	0	0	1321	183	151	0	136	3131



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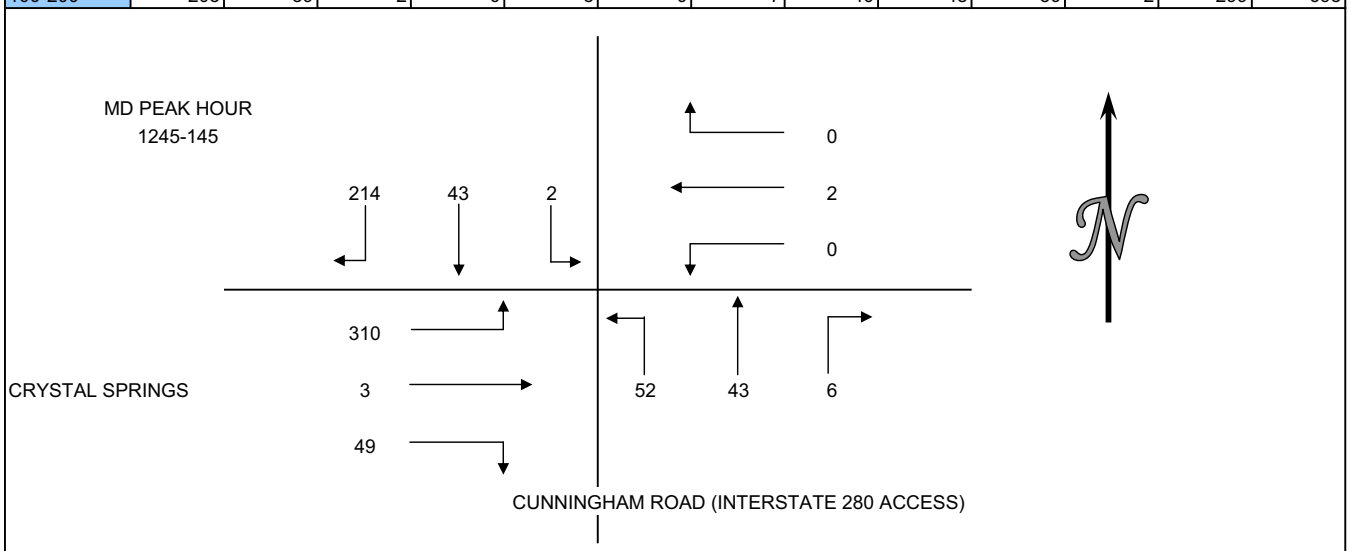
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	CUNNINGHAM ROAD (INTERSTATE 280 ACCESS)
	E/W	CRYSTAL SPRINGS
CITY:		SAN BRUNO

15 MIN COUNTS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-1215	54	9	1	0	1	0	4	12	11	6	2	74	174
1215-1230	69	12	1	0	0	0	0	10	16	6	0	54	168
1230-1245	34	9	2	0	0	2	2	11	20	6	0	79	165
1245-100	55	13	1	0	0	0	0	16	13	13	1	87	199
100-115	54	6	1	0	0	0	5	8	16	10	1	73	174
115-130	52	10	0	0	1	0	0	10	13	15	1	74	176
130-145	53	14	0	0	1	0	1	9	10	11	0	76	175
145-200	44	9	1	0	1	0	1	13	9	14	0	76	168
HOUR TOTALS													
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
1200-100	212	43	5	0	1	2	6	49	60	31	3	294	706
1215-115	212	40	5	0	0	2	7	45	65	35	2	293	706
1230-130	195	38	4	0	1	2	7	45	62	44	3	313	714
1245-145	214	43	2	0	2	0	6	43	52	49	3	310	724
100-200	203	39	2	0	3	0	7	40	48	50	2	299	693



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

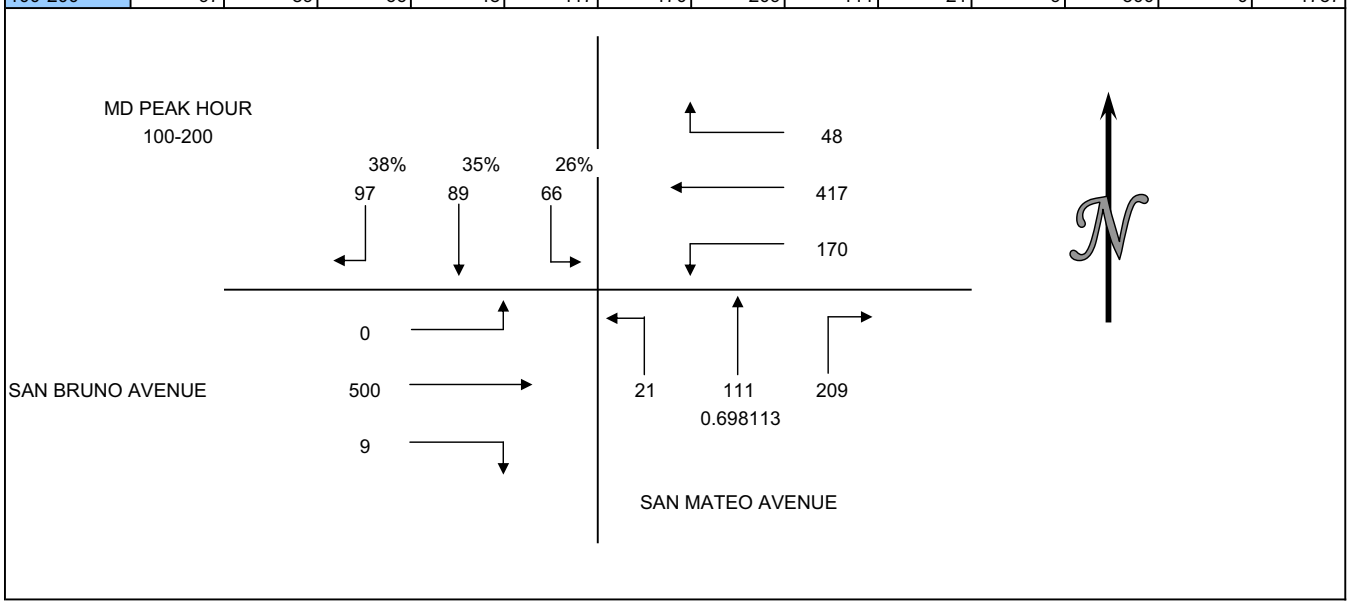
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	SAN MATEO AVENUE
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	16	20	11	17	75	25	38	31	8	1	95	0	337
1215-1230	21	23	13	20	88	36	35	29	10	2	92	0	369
1230-1245	23	23	18	22	104	25	43	26	7	3	108	1	403
1245-100	17	18	13	15	106	48	41	24	6	5	106	0	399
100-115	23	20	10	8	91	50	42	23	6	1	112	0	386
115-130	24	18	11	12	84	34	53	31	8	1	101	0	377
130-145	21	21	16	8	76	34	39	22	2	2	107	0	348
145-200	29	30	29	20	166	52	75	35	5	5	180	0	626

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	77	84	55	74	373	134	157	110	31	11	401	1	1508
1215-115	84	84	54	65	389	159	161	102	29	11	418	1	1557
1230-130	87	79	52	57	385	157	179	104	27	10	427	1	1565
1245-145	85	77	50	43	357	166	175	100	22	9	426	0	1510
100-200	97	89	66	48	417	170	209	111	21	9	500	0	1737



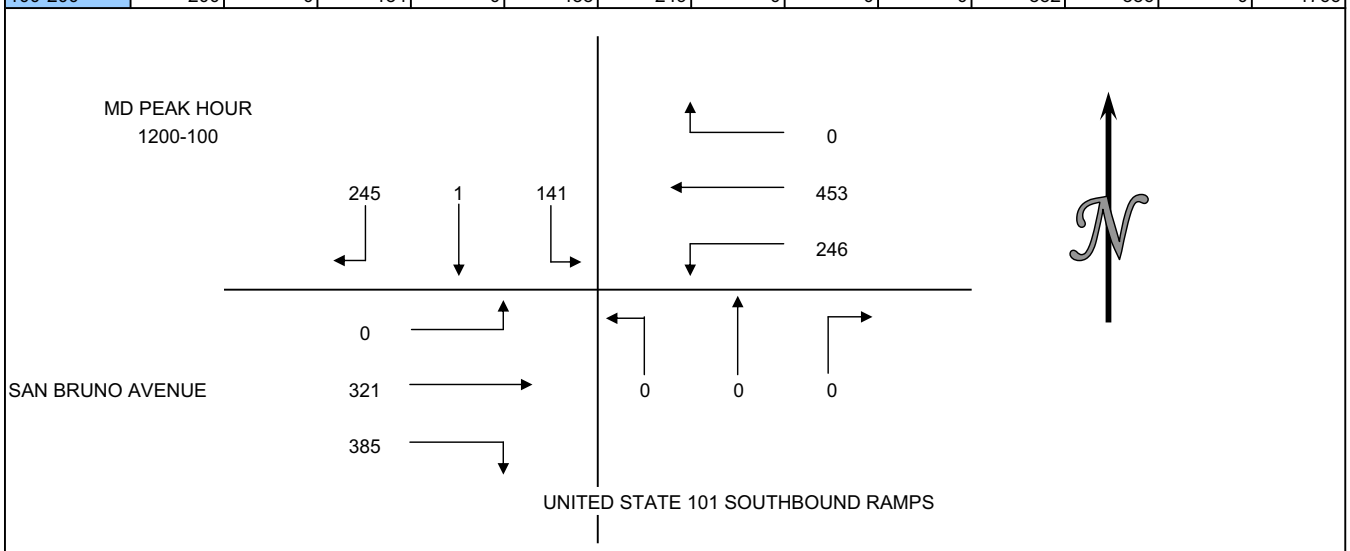
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	UNITED STATE 101 SOUTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	61	0	26	0	99	57	0	0	0	93	84	0	420
1215-1230	59	0	39	0	114	55	0	0	0	95	74	0	436
1230-1245	59	1	42	0	135	59	0	0	0	94	79	0	469
1245-100	66	0	34	0	105	75	0	0	0	103	84	0	467
100-115	41	0	43	0	106	46	0	0	0	83	97	0	416
115-130	41	0	44	0	111	76	0	0	0	88	80	0	440
130-145	49	0	31	0	109	52	0	0	0	81	92	0	414
145-200	69	0	36	0	129	75	0	0	0	100	87	0	496
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	245	1	141	0	453	246	0	0	0	385	321	0	1792
1215-115	225	1	158	0	460	235	0	0	0	375	334	0	1788
1230-130	207	1	163	0	457	256	0	0	0	368	340	0	1792
1245-145	197	0	152	0	431	249	0	0	0	355	353	0	1737
100-200	200	0	154	0	455	249	0	0	0	352	356	0	1766



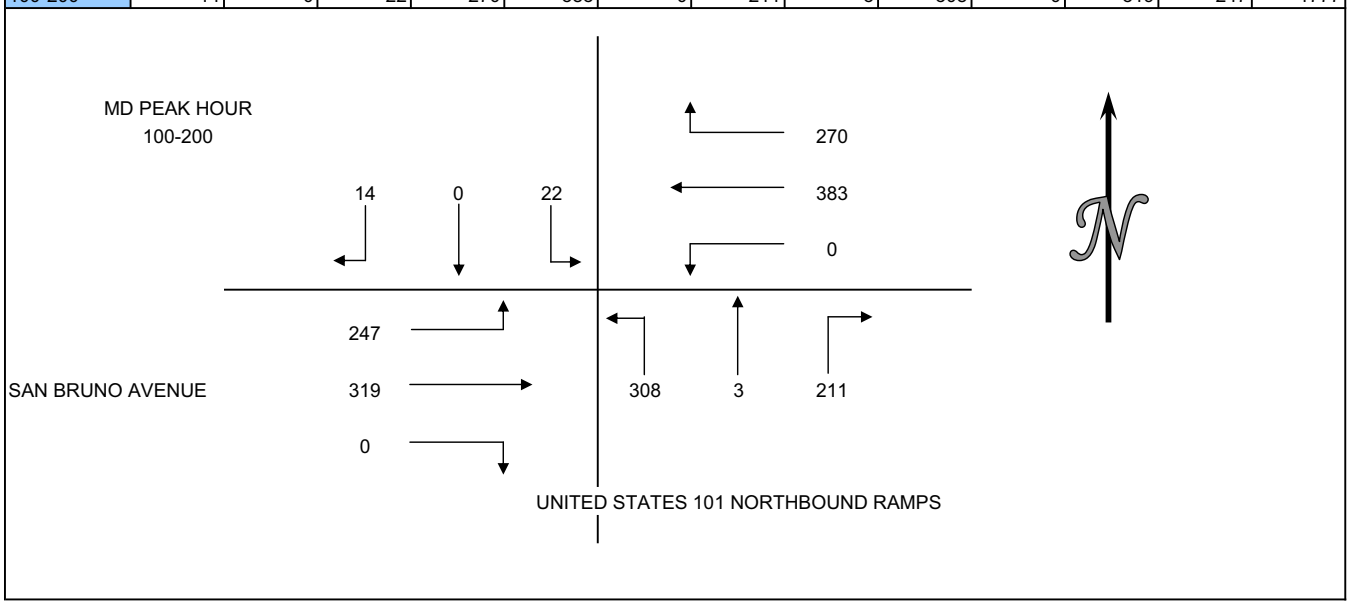
WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	UNITED STATES 101 NORTHBOUND RAMPS
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	2	0	5	54	78	0	40	0	74	0	51	49	353
1215-1230	4	0	13	66	95	0	41	0	71	0	67	47	404
1230-1245	4	0	8	64	94	0	47	0	95	0	66	56	434
1245-100	3	0	9	67	92	0	37	0	63	0	61	40	372
100-115	2	0	6	59	84	0	49	0	88	0	98	66	452
115-130	4	0	4	67	100	0	62	1	76	0	67	59	440
130-145	6	0	5	72	96	0	58	1	64	0	84	53	439
145-200	2	0	7	72	103	0	42	1	80	0	70	69	446
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	13	0	35	251	359	0	165	0	303	0	245	192	1563
1215-115	13	0	36	256	365	0	174	0	317	0	292	209	1662
1230-130	13	0	27	257	370	0	195	1	322	0	292	221	1698
1245-145	15	0	24	265	372	0	206	2	291	0	310	218	1703
100-200	14	0	22	270	383	0	211	3	308	0	319	247	1777



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

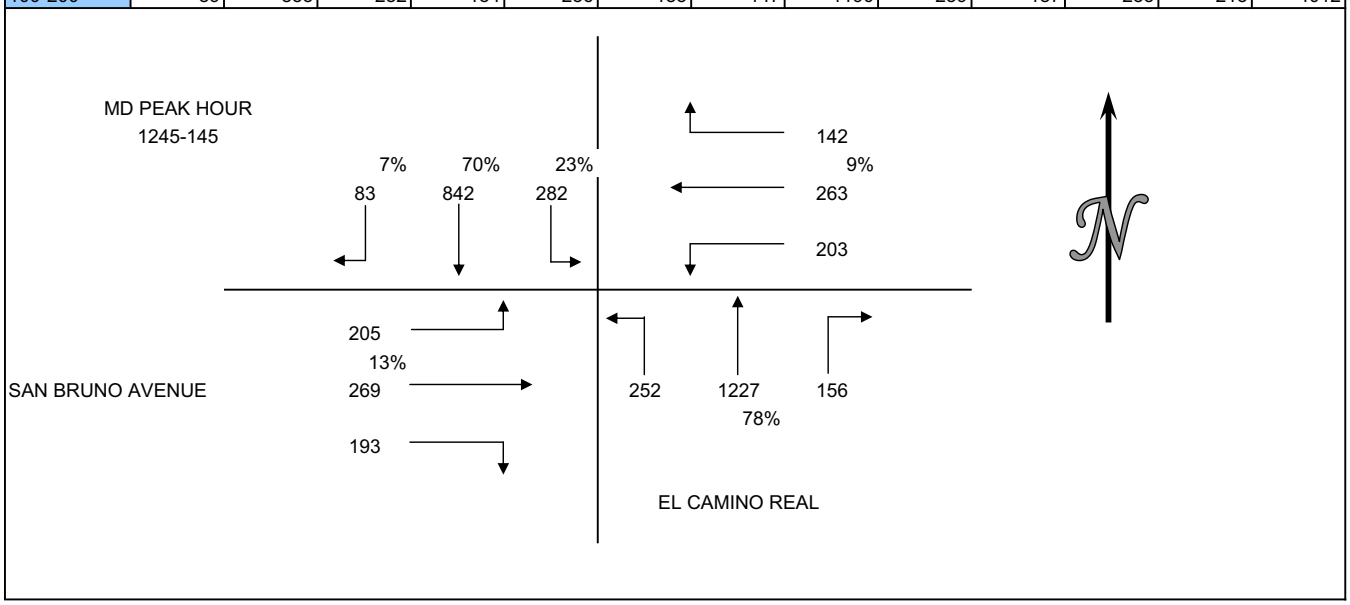
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	SAN BRUNO AVENUE
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	36	217	67	39	34	42	33	303	64	60	38	50	983
1215-1230	23	202	71	32	43	34	26	254	49	49	57	55	895
1230-1245	27	227	54	41	57	54	44	342	67	51	51	43	1058
1245-100	22	197	56	41	72	56	33	312	60	57	82	47	1035
100-115	17	227	61	33	68	58	38	289	75	48	53	54	1021
115-130	20	193	85	45	70	44	39	299	48	40	57	54	994
130-145	24	225	80	23	53	45	46	327	69	48	77	50	1067
145-200	28	210	56	33	45	38	24	275	67	51	48	55	930

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	108	843	248	153	206	186	136	1211	240	217	228	195	3971
1215-115	89	853	242	147	240	202	141	1197	251	205	243	199	4009
1230-130	86	844	256	160	267	212	154	1242	250	196	243	198	4108
1245-145	83	842	282	142	263	203	156	1227	252	193	269	205	4117
100-200	89	855	282	134	236	185	147	1190	259	187	235	213	4012



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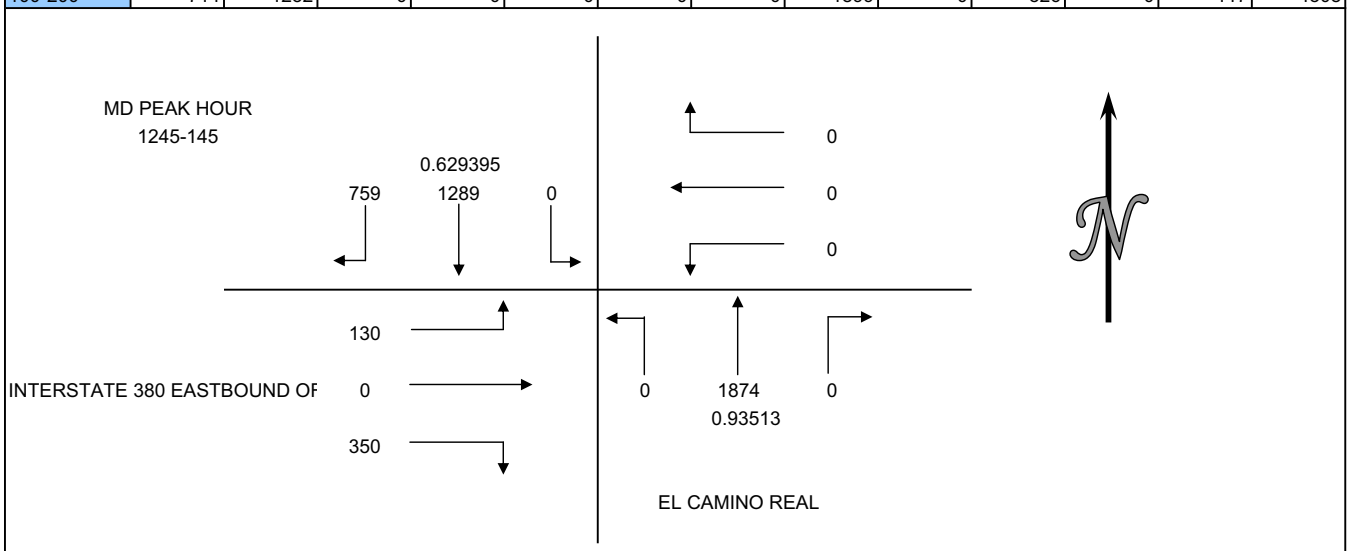
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 EASTBOUND OFF-RAMP
CITY:		SAN BRUNO

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	183	316	0	0	0	0	0	426	0	76	0	31	1032
1215-1230	238	310	0	0	0	0	0	449	0	89	0	26	1112
1230-1245	146	300	0	0	0	0	0	468	0	87	0	27	1028
1245-100	256	329	0	0	0	0	0	428	0	80	0	44	1137
100-115	119	307	0	0	0	0	0	449	0	79	0	25	979
115-130	193	325	0	0	0	0	0	491	0	104	0	23	1136
130-145	191	328	0	0	0	0	0	506	0	87	0	38	1150
145-200	211	292	0	0	0	0	0	453	0	56	0	31	1043
HOUR TOTALS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	823	1255	0	0	0	0	0	1771	0	332	0	128	4309
1215-115	759	1246	0	0	0	0	0	1794	0	335	0	122	4256
1230-130	714	1261	0	0	0	0	0	1836	0	350	0	119	4280
1245-145	759	1289	0	0	0	0	0	1874	0	350	0	130	4402
100-200	714	1252	0	0	0	0	0	1899	0	326	0	117	4308



WILTEC

Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

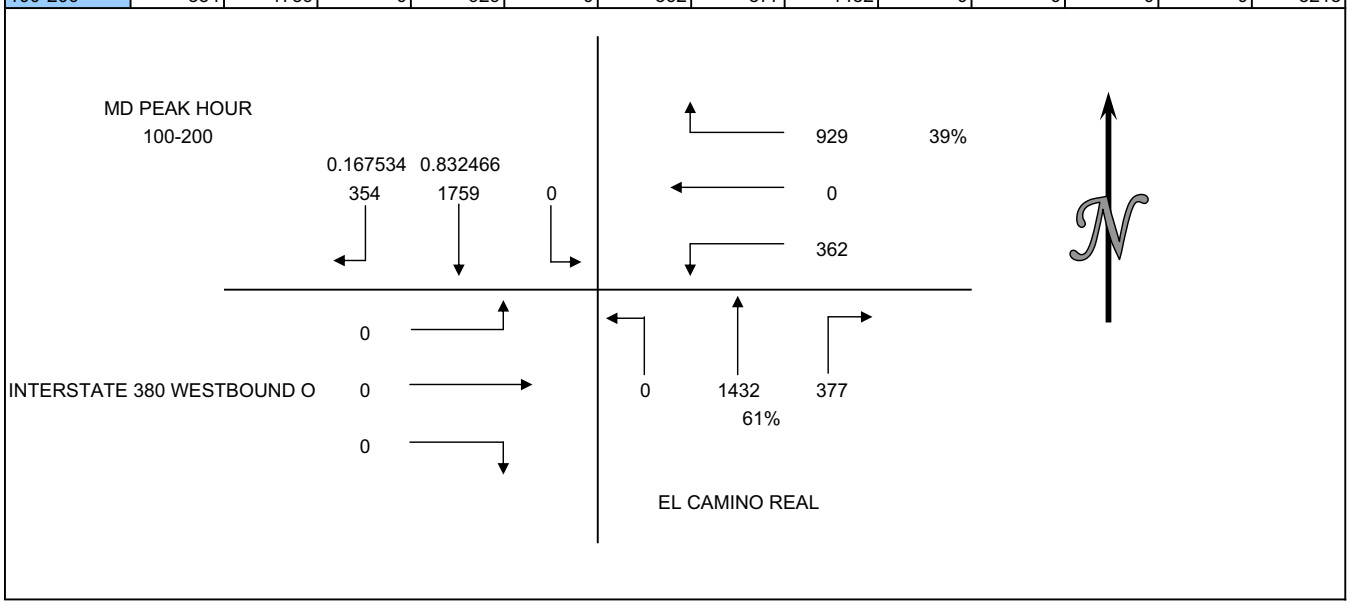
CLIENT:		DKS ASSOCIATES
PROJECT:		SAN BRUNO 400-418 SAN MATEO AVENUE REDEVELOPMENT PROJECT
DATE:		SATURDAY SEPTEMBER 29, 2007
PERIOD:		12:00 AM TO 2:00 PM
INTERSECTION:	N/S	EL CAMINO REAL
	E/W	INTERSTATE 380 WESTBOUND OFF-RAMP
CITY:		SAN BRUNO

15 MIN COUNTS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	76	371	0	227	0	97	82	327	0	0	0	0	1180
1215-1230	84	419	0	265	0	69	81	346	0	0	0	0	1264
1230-1245	87	396	0	290	0	87	81	322	0	0	0	0	1263
1245-100	81	385	0	234	0	82	71	362	0	0	0	0	1215
100-115	81	422	0	228	0	82	91	348	0	0	0	0	1252
115-130	88	467	0	225	0	99	102	354	0	0	0	0	1335
130-145	88	424	0	218	0	102	87	348	0	0	0	0	1267
145-200	97	446	0	258	0	79	97	382	0	0	0	0	1359

HOUR TOTALS

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	328	1571	0	1016	0	335	315	1357	0	0	0	0	4922
1215-115	333	1622	0	1017	0	320	324	1378	0	0	0	0	4994
1230-130	337	1670	0	977	0	350	345	1386	0	0	0	0	5065
1245-145	338	1698	0	905	0	365	351	1412	0	0	0	0	5069
100-200	354	1759	0	929	0	362	377	1432	0	0	0	0	5213



APPENDIX B

Level of Service Calculations

Existing Conditions
Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1270	34	59	1157	0	0	0	0	48	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1270	34	59	1157	0	0	0	0	48	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1270	34	59	1157	0	0	0	0	48	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	5032	135	1805	5187	0	0	0	0	668	0	1043
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.03	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.66	0.66	0.09	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.38	0.38	0.38	0.30	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Uniform Del:	0.0	10.2	10.2	56.2	5.5	0.0	0.0	0.0	0.0	46.2	0.0	46.2
IncremntDel:	0.0	0.1	0.1	1.6	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.2	10.2	57.8	5.6	0.0	0.0	0.0	0.0	47.0	0.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	10.2	57.8	5.6	0.0	0.0	0.0	0.0	47.0	0.0	47.0
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	3	5	0	0	0	0	4	0	4

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: A[9.7]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	10	7	17	22	98	19	23	5	3	35	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	10	7	17	22	98	19	23	5	3	35	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	10	7	17	22	98	19	23	5	3	35	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	10	7	17	22	98	19	23	5	3	35	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	168	112	26	117	111	39	42	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	800	782	1056	865	783	1039	1580	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	702	771	1056	841	772	1039	1580	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.02	0.03	0.09	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	790	xxxxx	xxxx	958	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.7			9.4			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1113	0	0	1082	72	162	0	266	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1113	0	0	1082	72	162	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1113	0	0	1082	72	162	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4820	321	646	0	1061	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.00	0.00	0.22	0.22	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.60	0.42	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Uniform Del:	53.0	19.8	0.0	0.0	32.6	32.6	29.1	0.0	29.1	0.0	0.0	0.0
IncremntDel:	4.0	0.1	0.0	0.0	0.5	0.5	1.4	0.0	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	57.0	20.0	0.0	0.0	33.1	33.1	30.5	0.0	30.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	20.0	0.0	0.0	33.1	33.1	30.5	0.0	30.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	6	10	0	0	14	14	13	0	13	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 57 Level Of Service: C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	1	0	353	0	36	109	55	0	8	47	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	353	0	36	109	55	0	8	47	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	353	0	36	109	55	0	8	47	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	353	0	36	109	55	0	8	47	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	353	0	36	109	55	0	8	47	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	1.00	0.71	1.00	0.85	0.95	1.00	1.00	0.95	0.86	0.86
Lanes:	0.50	0.50	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.08	0.92
Final Sat.:	891	891	1900	1355	0	1615	1805	1900	0	1805	134	1504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.02	0.06	0.03	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.35	0.00	0.35	0.08	0.32	0.00	0.23	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.06	0.75	0.09	0.00	0.02	0.75	0.75
Uniform Del:	19.1	19.1	0.0	25.8	0.0	19.5	40.5	21.2	0.0	27.0	19.5	19.5
IncremntDel:	0.0	0.0	0.0	6.5	0.0	0.0	19.0	0.1	0.0	0.0	4.0	4.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.1	19.1	0.0	32.3	0.0	19.6	59.4	21.2	0.0	27.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	0.0	32.3	0.0	19.6	59.4	21.2	0.0	27.0	23.5	23.5
LOS by Move:	B	B	A	C	A	B	E	C	A	C	C	C
HCM2kAvgQ:	0	0	0	10	0	1	5	1	0	0	14	14

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	101	178	49	28	51	0	453	8	82	241	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	101	178	49	28	51	0	453	8	82	241	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	101	178	49	28	51	0	453	8	82	241	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	101	178	49	28	51	0	453	8	82	241	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	101	178	49	28	51	0	453	8	82	241	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.79	0.79	0.85	1.00	0.95	0.95	0.95	0.90	0.90
Lanes:	0.11	0.89	1.00	0.64	0.36	1.00	0.00	1.97	0.03	1.00	1.35	0.65
Final Sat.:	211	1641	1615	955	546	1615	0	3537	62	1805	2327	1110
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.05	0.05	0.03	0.00	0.13	0.13	0.05	0.10	0.10
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.00	0.40	0.40	0.14	0.54	0.54
Volume/Cap:	0.18	0.18	0.32	0.15	0.15	0.09	0.00	0.32	0.32	0.32	0.19	0.19
Uniform Del:	23.1	23.1	24.3	22.8	22.8	22.4	0.0	20.8	20.8	38.7	11.9	11.9
IncremntDel:	0.1	0.1	0.3	0.1	0.1	0.1	0.0	0.1	0.1	0.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.2	23.2	24.7	23.0	23.0	22.4	0.0	21.0	21.0	39.4	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	24.7	23.0	23.0	22.4	0.0	21.0	21.0	39.4	11.9	11.9
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	2	2	4	2	2	1	0	5	5	3	3	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 54 Level Of Service: B

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	267	1	163	0	459	319	63	303	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	267	1	163	0	459	319	63	303	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	267	1	163	0	459	319	63	303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	1	163	0	459	319	63	303	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:	0	0	0	267	1	163	0	459	319	63	303	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.85	1.00	0.89	0.89	0.94	0.94	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.18	0.82	1.00	2.00	0.00
Final Sat.:	0	0	0	3434	13	1615	0	2000	1390	1789	3578	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.10	0.00	0.23	0.23	0.04	0.08	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.41	0.00	0.41	0.41	0.35	0.13	0.00
Uniform Del:	0.0	0.0	0.0	30.7	30.7	31.5	0.0	12.4	12.4	42.0	6.2	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.1	0.1	0.2	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	30.9	30.9	32.2	0.0	12.6	12.6	42.2	6.2	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:	0.0	0.0	0.0	30.9	30.9	32.2	0.0	12.6	12.6	42.2	6.2	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	3	4	0	7	7	2	2	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	233	4	216	33	0	19	380	340	0	0	157	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	4	216	33	0	19	380	340	0	0	157	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	4	0	33	0	19	380	340	0	0	157	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	4	0	33	0	19	380	340	0	0	157	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	4	0	33	0	19	380	340	0	0	157	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.98	0.02	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1780	31	0	1805	0	1615	3502	1900	0	0	3282	1641
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.02	0.00	0.01	0.11	0.18	0.00	0.00	0.05	0.05
Crit Moves:	****			****			****					****
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.29	0.43	0.00	0.00	0.13	0.13
Volume/Cap:	0.37	0.37	0.00	0.18	0.00	0.12	0.37	0.42	0.00	0.00	0.36	0.37
Uniform Del:	24.0	24.0	0.0	41.3	0.0	41.0	28.0	20.0	0.0	0.0	39.4	39.5
IncremntDel:	0.4	0.4	0.0	0.5	0.0	0.3	0.2	0.4	0.0	0.0	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	24.4	24.4	0.0	41.7	0.0	41.3	28.3	20.4	0.0	0.0	39.8	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	0.0	41.7	0.0	41.3	28.3	20.4	0.0	0.0	39.8	39.9
LOS by Move:	C	C	A	D	A	D	C	C	A	A	D	D
HCM2kAvgQ:	5	5	0	1	0	1	5	7	0	0	3	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	947	103	183	678	79	190	298	177	172	216	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	947	103	183	678	79	190	298	177	172	216	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	947	103	183	678	79	190	298	177	172	216	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	947	103	183	678	79	190	298	177	172	216	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	947	103	183	678	79	190	298	177	172	216	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2227	1196
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.06	0.05	0.13	0.05	0.11	0.08	0.11	0.05	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.10	0.30	0.30	0.24	0.37	0.37	0.10	0.23	0.23
Volume/Cap:	0.43	0.53	0.19	0.55	0.43	0.16	0.43	0.22	0.30	0.48	0.43	0.43
Uniform Del:	51.8	34.5	30.1	56.1	36.2	33.1	41.4	28.3	29.2	55.0	43.2	43.2
IncremntDel:	0.6	0.3	0.2	1.9	0.2	0.2	0.7	0.1	0.3	1.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	34.8	30.3	58.0	36.4	33.3	42.1	28.4	29.5	56.0	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:	52.4	34.8	30.3	58.0	36.4	33.3	42.1	28.4	29.5	56.0	43.6	43.6
LOS by Move:	D	C	C	E	D	C	D	C	C	E	D	D
HCM2kAvgQ:	4	11	3	4	8	2	7	4	5	4	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1446	0	0	1201	0	202	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	0	0	1201	0	202	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1446	0	0	1201	0	202	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1446	0	0	1201	0	202	0	160	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1446	0	0	1201	0	202	0	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.56	0.00	1.44	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2690	0	2490	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.00	0.08	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.00	0.00	0.31	0.00	0.37	0.00	0.32	0.00	0.00	0.00
Uniform Del:	0.0	5.6	0.0	0.0	5.2	0.0	44.7	0.0	44.2	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.6	0.0	0.0	5.3	0.0	44.9	0.0	44.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.6	0.0	0.0	5.3	0.0	44.9	0.0	44.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	5	0	4	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 56 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	854	0	0	1534	0	0	0	0	460	0	655
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	854	0	0	1534	0	0	0	0	460	0	655
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	854	0	0	1534	0	0	0	0	460	0	655
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	854	0	0	1534	0	0	0	0	460	0	655
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	854	0	0	1534	0	0	0	0	460	0	655
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.13	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.31	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.31	0.00	0.55
Uniform Del:	0.0	16.7	0.0	0.0	19.9	0.0	0.0	0.0	0.0	25.4	0.0	28.6
IncremntDel:	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.8	0.0	0.0	20.1	0.0	0.0	0.0	0.0	25.5	0.0	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	0.0	0.0	20.1	0.0	0.0	0.0	0.0	25.5	0.0	29.2
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	0	15	0	0	0	0	6	0	11

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

Existing Conditions
Weekday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1511	67	123	1465	0	0	0	0	62	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1511	67	123	1465	0	0	0	0	62	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1511	67	123	1465	0	0	0	0	62	0	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	4937	219	1805	5187	0	0	0	0	676	0	1035
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.07	0.28	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.61	0.61	0.14	0.75	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.50	0.50	0.50	0.38	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Uniform Del:	0.0	14.1	14.1	52.1	5.8	0.0	0.0	0.0	0.0	47.7	0.0	47.7
IncremntDel:	0.0	0.1	0.1	1.6	0.1	0.0	0.0	0.0	0.0	1.3	0.0	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.3	14.3	53.7	5.8	0.0	0.0	0.0	0.0	49.0	0.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	14.3	53.7	5.8	0.0	0.0	0.0	0.0	49.0	0.0	49.0
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	13	13	5	7	0	0	0	0	6	0	6

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[10.4]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	14	13	23	20	108	59	30	21	5	30	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	14	13	23	20	108	59	30	21	5	30	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	14	13	23	20	108	59	30	21	5	30	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	14	13	23	20	108	59	30	21	5	30	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	267	208	41	217	214	35	39	xxxx	xxxxx	51	xxxx	xxxxx
Potent Cap.:	690	693	1036	744	688	1044	1584	xxxx	xxxxx	1568	xxxx	xxxxx
Move Cap.:	585	664	1036	700	659	1044	1584	xxxx	xxxxx	1568	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.03	0.03	0.10	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	705	xxxxx	xxxx	906	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.4			9.8			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	226	1349	0	0	1352	131	182	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	1349	0	0	1352	131	182	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	1349	0	0	1352	131	182	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1349	0	0	1352	131	182	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1349	0	0	1352	131	182	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4667	452	793	0	928	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.29	0.29	0.23	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.18	0.60	0.00	0.00	0.42	0.42	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.69	0.43	0.00	0.00	0.69	0.69	0.69	0.00	0.69	0.00	0.00	0.00
Uniform Del:	49.9	14.1	0.0	0.0	31.0	31.0	37.7	0.0	37.7	0.0	0.0	0.0
IncremntDel:	6.3	0.1	0.0	0.0	1.0	1.0	3.7	0.0	3.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	56.1	14.2	0.0	0.0	31.9	31.9	41.3	0.0	41.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	14.2	0.0	0.0	31.9	31.9	41.3	0.0	41.3	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	10	10	0	0	18	18	14	0	14	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 44 Level Of Service: C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	7	1	430	1	73	41	43	2	1	73	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	1	430	1	73	41	43	2	1	73	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	7	1	430	1	73	41	43	2	1	73	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	1	430	1	73	41	43	2	1	73	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	7	1	430	1	73	41	43	2	1	73	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.71	0.71	0.85	0.95	0.99	0.99	0.95	0.88	0.88
Lanes:	0.12	0.88	1.00	0.99	0.01	1.00	1.00	0.96	0.04	1.00	0.19	0.81
Final Sat.:	233	1629	1615	1342	3	1615	1805	1803	84	1805	318	1352
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.05	0.02	0.02	0.02	0.00	0.23	0.23
Crit Moves:					****		****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.08	0.25	0.25	0.17	0.34	0.34
Volume/Cap:	0.01	0.01	0.00	0.67	0.67	0.09	0.29	0.10	0.10	0.00	0.67	0.67
Uniform Del:	12.3	12.3	12.2	18.0	18.0	12.8	39.2	26.1	26.1	30.8	25.2	25.2
IncremntDel:	0.0	0.0	0.0	2.7	2.7	0.1	1.2	0.1	0.1	0.0	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.3	12.3	12.2	20.7	20.7	12.8	40.3	26.2	26.2	30.8	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.2	20.7	20.7	12.8	40.3	26.2	26.2	30.8	28.2	28.2
LOS by Move:	B	B	B	C	C	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	10	10	1	1	1	1	0	10	10

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	98	180	71	119	111	1	422	10	151	503	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	98	180	71	119	111	1	422	10	151	503	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	98	180	71	119	111	1	422	10	151	503	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	98	180	71	119	111	1	422	10	151	503	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	98	180	71	119	111	1	422	10	151	503	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.83	0.83	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.27	0.73	1.00	0.37	0.63	1.00	0.01	1.95	0.04	1.00	1.69	0.31
Final Sat.:	460	1218	1615	591	991	1615	8	3508	83	1805	2987	540
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.11	0.12	0.12	0.07	0.12	0.12	0.12	0.08	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.47	0.47	0.16	0.36	0.36
Volume/Cap:	0.31	0.31	0.43	0.46	0.46	0.27	0.46	0.26	0.26	0.54	0.46	0.46
Uniform Del:	29.9	29.9	30.9	31.2	31.2	29.5	31.2	16.2	16.2	38.9	24.4	24.4
IncremntDel:	0.4	0.4	0.7	0.8	0.8	0.3	0.4	0.1	0.1	2.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.3	30.3	31.7	32.1	32.1	29.9	31.6	16.3	16.3	40.9	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	30.3	31.7	32.1	32.1	29.9	31.6	16.3	16.3	40.9	24.7	24.7
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	3	3	5	5	5	3	6	4	4	5	8	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 54 Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	119	2	447	0	358	306	314	579	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	2	447	0	358	306	314	579	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	119	2	447	0	358	306	314	579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	2	447	0	358	306	314	579	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:	0	0	0	119	2	447	0	358	306	314	579	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	1.08	0.92	1.05	1.95	0.00
Final Sat.:	0	0	0	3621	61	1615	0	1812	1549	1872	3451	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.28	0.00	0.20	0.20	0.17	0.17	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.28	0.28	0.24	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.08	0.08	0.71	0.00	0.71	0.71	0.71	0.32	0.00
Uniform Del:	0.0	0.0	0.0	19.1	19.1	25.5	0.0	32.3	32.3	34.9	14.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	3.6	0.0	2.5	2.5	1.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	19.1	29.2	0.0	34.8	34.8	36.7	14.0	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:	0.0	0.0	0.0	19.1	19.1	29.2	0.0	34.8	34.8	36.7	14.0	0.0
LOS by Move:	A	A	A	B	B	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	1	1	13	0	11	11	10	6	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	306	2	165	34	0	42	219	238	0	0	501	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	2	165	34	0	42	219	238	0	0	501	204
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	2	0	34	0	42	219	238	0	0	501	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	2	0	34	0	42	219	238	0	0	501	204
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	2	0	34	0	42	219	238	0	0	501	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.87	0.87
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.13	0.87
Final Sat.:	1799	12	0	1805	0	1615	3502	1900	0	0	3528	1436
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.00	0.03	0.06	0.13	0.00	0.00	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.13	0.43	0.00	0.00	0.30	0.30
Volume/Cap:	0.48	0.48	0.00	0.19	0.00	0.26	0.48	0.29	0.00	0.00	0.48	0.48
Uniform Del:	25.1	25.1	0.0	41.3	0.0	41.6	40.4	18.8	0.0	0.0	28.9	28.9
IncremntDel:	0.6	0.6	0.0	0.5	0.0	0.9	0.8	0.2	0.0	0.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.7	25.7	0.0	41.8	0.0	42.4	41.2	19.0	0.0	0.0	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	0.0	41.8	0.0	42.4	41.2	19.0	0.0	0.0	29.2	29.2
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	1	4	5	0	0	7	7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	297	1195	98	257	1174	185	165	260	178	255	325	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1195	98	257	1174	185	165	260	178	255	325	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1195	98	257	1174	185	165	260	178	255	325	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1195	98	257	1174	185	165	260	178	255	325	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	297	1195	98	257	1174	185	165	260	178	255	325	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2138	1270
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.06	0.07	0.23	0.11	0.09	0.07	0.11	0.07	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.12	0.37	0.37	0.15	0.29	0.29	0.11	0.25	0.25
Volume/Cap:	0.61	0.60	0.16	0.60	0.61	0.31	0.61	0.25	0.38	0.67	0.61	0.61
Uniform Del:	52.7	31.8	26.1	53.9	33.3	29.1	51.7	35.4	36.9	55.6	43.3	43.3
IncremntDel:	2.3	0.5	0.1	2.3	0.6	0.3	4.1	0.1	0.5	4.4	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	32.3	26.2	56.2	33.9	29.4	55.8	35.5	37.5	60.0	44.6	44.6
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:	55.0	32.3	26.2	56.2	33.9	29.4	55.8	35.5	37.5	60.0	44.6	44.6
LOS by Move:	D	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	7	14	2	6	14	5	7	4	6	6	10	10

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3	0 0	0 0	3	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	2157	0	0	1321	0	288	0	358	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2157	0	0	1321	0	288	0	358	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2157	0	0	1321	0	288	0	358	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2157	0	0	1321	0	288	0	358	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2157	0	0	1321	0	288	0	358	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2464	0	2648	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.25	0.00	0.12	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.00	0.00	0.35	0.00	0.50	0.00	0.58	0.00	0.00	0.00
Uniform Del:	0.0	8.7	0.0	0.0	6.8	0.0	43.2	0.0	44.1	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.3	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.0	0.0	0.0	6.9	0.0	43.5	0.0	44.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.0	0.0	6.9	0.0	43.5	0.0	44.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	15	0	0	7	0	7	0	9	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 56 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3	0 0	0 0	3	0 0	0 0	0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1389	0	0	1424	0	0	0	0	461	0	1263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1389	0	0	1424	0	0	0	0	461	0	1263
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1389	0	0	1424	0	0	0	0	461	0	1263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1389	0	0	1424	0	0	0	0	461	0	1263
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1389	0	0	1424	0	0	0	0	461	0	1263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.13	0.00	0.44
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	0.74	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.22	0.00	0.75
Uniform Del:	0.0	35.9	0.0	0.0	36.2	0.0	0.0	0.0	0.0	12.6	0.0	19.7
IncremntDel:	0.0	1.5	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.1	0.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	37.4	0.0	0.0	38.0	0.0	0.0	0.0	0.0	12.7	0.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.4	0.0	0.0	38.0	0.0	0.0	0.0	0.0	12.7	0.0	21.7
LOS by Move:	A	D	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	18	0	0	19	0	0	0	0	4	0	22

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

Existing Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1168	35	109	1057	0	0	0	0	61	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1168	35	109	1057	0	0	0	0	61	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1168	35	109	1057	0	0	0	0	61	0	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	5016	150	1805	5187	0	0	0	0	815	0	909
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.59	0.15	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.40	0.40	0.40	0.27	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Uniform Del:	0.0	14.3	14.3	49.7	5.5	0.0	0.0	0.0	0.0	46.2	0.0	46.2
IncremntDel:	0.0	0.1	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.4	14.4	50.6	5.5	0.0	0.0	0.0	0.0	47.0	0.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	50.6	5.5	0.0	0.0	0.0	0.0	47.0	0.0	47.0
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	4	5	0	0	0	0	5	0	5

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[10.0]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	14	6	20	21	94	23	30	19	4	30	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:	16	14	6	20	21	94	23	30	19	4	30	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	14	6	20	21	94	23	30	19	4	30	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	14	6	20	21	94	23	30	19	4	30	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	185	132	40	138	137	34	38	xxxx	xxxxx	49	xxxx	xxxxx
Potent Cap.:	780	763	1038	838	758	1045	1585	xxxx	xxxxx	1571	xxxx	xxxxx
Move Cap.:	686	750	1038	810	745	1045	1585	xxxx	xxxxx	1571	xxxx	xxxxx
Volume/Cap:	0.02	0.02	0.01	0.02	0.03	0.09	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	753	xxxxx	xxxx	945	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.0			9.4			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	175	1006	0	0	994	75	147	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1006	0	0	994	75	147	0	150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1006	0	0	994	75	147	0	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1006	0	0	994	75	147	0	150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1006	0	0	994	75	147	0	150	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	0.49	0.00	0.51	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4775	360	855	0	873	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.00	0.21	0.21	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.60	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.51	0.33	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.00	0.00	0.00
Uniform Del:	47.3	13.2	0.0	0.0	28.9	28.9	34.7	0.0	34.7	0.0	0.0	0.0
IncremntDel:	1.3	0.1	0.0	0.0	0.2	0.2	0.8	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.6	13.3	0.0	0.0	29.2	29.2	35.5	0.0	35.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	13.3	0.0	0.0	29.2	29.2	35.5	0.0	35.5	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	12	12	10	0	10	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 36 Level Of Service: C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	13	0	236	1	32	44	31	3	16	38	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:	3	13	0	236	1	32	44	31	3	16	38	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	13	0	236	1	32	44	31	3	16	38	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	13	0	236	1	32	44	31	3	16	38	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	13	0	236	1	32	44	31	3	16	38	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.70	0.70	0.85	0.95	0.99	0.99	0.95	0.87	0.87
Lanes:	0.19	0.81	1.00	0.99	0.01	1.00	1.00	0.91	0.09	1.00	0.16	0.84
Final Sat.:	346	1499	1900	1328	6	1615	1805	1710	165	1805	262	1399
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.18	0.18	0.02	0.02	0.02	0.02	0.01	0.15	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.00	0.45	0.45	0.45	0.08	0.26	0.26	0.18	0.37	0.37
Volume/Cap:	0.02	0.02	0.00	0.39	0.39	0.04	0.31	0.07	0.07	0.05	0.39	0.39
Uniform Del:	13.6	13.6	0.0	16.4	16.4	13.8	39.2	24.9	24.9	30.2	20.9	20.9
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.0	1.3	0.1	0.1	0.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.6	13.6	0.0	16.8	16.8	13.8	40.5	24.9	24.9	30.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	0.0	16.8	16.8	13.8	40.5	24.9	24.9	30.3	21.3	21.3
LOS by Move:	B	B	A	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	5	5	0	1	1	1	0	5	5

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	26	99	192	82	72	81	1	493	8	169	333	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	99	192	82	72	81	1	493	8	169	333	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	99	192	82	72	81	1	493	8	169	333	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	99	192	82	72	81	1	493	8	169	333	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	99	192	82	72	81	1	493	8	169	333	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.78	0.78	0.85	0.95	0.95	0.95	0.95	0.91	0.91
Lanes:	0.21	0.79	1.00	0.53	0.47	1.00	0.01	1.96	0.03	1.00	1.48	0.52
Final Sat.:	365	1390	1615	785	689	1615	7	3538	57	1805	2573	896
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.12	0.10	0.10	0.05	0.14	0.14	0.14	0.09	0.13	0.13
Crit Moves:			****				****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.32	0.44	0.44	0.17	0.29	0.29
Volume/Cap:	0.26	0.26	0.44	0.39	0.39	0.19	0.44	0.31	0.31	0.56	0.44	0.44
Uniform Del:	28.7	28.7	30.2	29.8	29.8	28.1	27.2	18.0	18.0	38.3	28.6	28.6
IncremntDel:	0.3	0.3	0.7	0.6	0.6	0.2	0.3	0.1	0.1	2.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.0	29.0	31.0	30.4	30.4	28.3	27.4	18.1	18.1	40.8	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	31.0	30.4	30.4	28.3	27.4	18.1	18.1	40.8	28.9	28.9
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	3	3	5	4	4	2	7	5	5	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 54 Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	169	0	253	0	395	337	273	544	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	169	0	253	0	395	337	273	544	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	169	0	253	0	395	337	273	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	169	0	253	0	395	337	273	544	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:	0	0	0	169	0	253	0	395	337	273	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1814	1547	1780	3548	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.16	0.00	0.22	0.22	0.15	0.15	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.38	0.38	0.26	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.58	0.00	0.58	0.58	0.58	0.24	0.00
Uniform Del:	0.0	0.0	0.0	27.9	0.0	31.6	0.0	24.9	24.9	32.0	7.7	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	2.0	0.0	0.7	0.7	0.6	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	0.0	33.5	0.0	25.6	25.6	32.6	7.7	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:	0.0	0.0	0.0	28.0	0.0	33.5	0.0	25.6	25.6	32.6	7.7	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	0	7	0	10	10	8	4	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	301	1	228	30	0	30	231	338	0	0	448	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1	228	30	0	30	231	338	0	0	448	256
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1	0	30	0	30	231	338	0	0	448	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1	0	30	0	30	231	338	0	0	448	256
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1	0	30	0	30	231	338	0	0	448	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1805	6	0	1805	0	1615	3502	1900	0	0	3268	1634
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.00	0.02	0.07	0.18	0.00	0.00	0.14	0.16
Crit Moves:	****			****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.31	0.31
Volume/Cap:	0.50	0.50	0.00	0.17	0.00	0.19	0.50	0.40	0.00	0.00	0.44	0.50
Uniform Del:	26.6	26.6	0.0	41.2	0.0	41.3	40.3	18.7	0.0	0.0	27.3	27.9
IncremntDel:	0.7	0.7	0.0	0.4	0.0	0.6	0.9	0.3	0.0	0.0	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	27.3	27.3	0.0	41.6	0.0	41.8	41.2	19.0	0.0	0.0	27.5	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	0.0	41.6	0.0	41.8	41.2	19.0	0.0	0.0	27.5	28.2
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	1	4	7	0	0	6	7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	1007	96	254	881	89	152	214	140	175	184	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1007	96	254	881	89	152	214	140	175	184	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1007	96	254	881	89	152	214	140	175	184	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1007	96	254	881	89	152	214	140	175	184	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1007	96	254	881	89	152	214	140	175	184	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	1943	1436
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.07	0.17	0.06	0.08	0.06	0.09	0.05	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.40	0.40	0.15	0.42	0.42	0.17	0.28	0.28	0.08	0.19	0.19
Volume/Cap:	0.46	0.49	0.15	0.49	0.41	0.13	0.49	0.21	0.30	0.63	0.49	0.49
Uniform Del:	52.8	29.5	25.3	50.9	26.5	23.3	48.7	35.3	36.4	57.9	46.8	46.8
IncremntDel:	0.8	0.2	0.1	0.7	0.1	0.1	1.2	0.1	0.4	4.5	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	29.7	25.4	51.6	26.6	23.4	49.9	35.5	36.8	62.4	47.4	47.4
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:	53.6	29.7	25.4	51.6	26.6	23.4	49.9	35.5	36.8	62.4	47.4	47.4
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	11	2	5	9	2	6	3	4	5	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3	0 0	0 0	3	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1487	0	0	1140	0	176	0	255	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1487	0	0	1140	0	176	0	255	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1487	0	0	1140	0	176	0	255	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1487	0	0	1140	0	176	0	255	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1487	0	0	1140	0	176	0	255	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.41	0.00	1.59	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2389	0	2700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.31	0.00	0.31	0.00	0.40	0.00	0.00	0.00
Uniform Del:	0.0	7.3	0.0	0.0	6.7	0.0	40.9	0.0	41.9	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.3	0.0	0.0	6.7	0.0	41.0	0.0	42.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	0.0	0.0	6.7	0.0	41.0	0.0	42.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	8	0	0	6	0	4	0	6	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 56 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3	0 0	0 0	3	0 0	0 0	0	0 0	2	0 0	2
Volume Module:												
Base Vol:	0	1071	0	0	1420	0	0	0	0	477	0	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1071	0	0	1420	0	0	0	0	477	0	980
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1071	0	0	1420	0	0	0	0	477	0	980
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1071	0	0	1420	0	0	0	0	477	0	980
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1071	0	0	1420	0	0	0	0	477	0	980
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.14	0.00	0.34
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.49	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.26	0.00	0.65
Uniform Del:	0.0	27.4	0.0	0.0	29.9	0.0	0.0	0.0	0.0	16.5	0.0	21.8
IncremntDel:	0.0	0.2	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.1	0.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.5	0.0	0.0	30.6	0.0	0.0	0.0	0.0	16.6	0.0	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.5	0.0	0.0	30.6	0.0	0.0	0.0	0.0	16.6	0.0	22.8
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	11	0	0	17	0	0	0	0	5	0	16

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

Existing Conditions
Weekend Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.486
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 15.0
Optimal Cycle: 61 | Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1433	29	126	1433	0	0	0	0	65	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1433	29	126	1433	0	0	0	0	65	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1433	29	126	1433	0	0	0	0	65	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1433	29	126	1433	0	0	0	0	65	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1433	29	126	1433	0	0	0	0	65	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.94	0.06	1.00	3.00	0.00	0.00	0.00	0.00	0.38	0.00	0.62
Final Sat.:	0	5069	103	1805	5187	0	0	0	0	649	0	1058
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.07	0.28	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.14	0.72	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.49	0.49	0.49	0.38	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Uniform Del:	0.0	15.9	15.9	51.3	6.8	0.0	0.0	0.0	0.0	45.5	0.0	45.5
IncremntDel:	0.0	0.1	0.1	1.4	0.1	0.0	0.0	0.0	0.0	1.1	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	16.0	52.7	6.9	0.0	0.0	0.0	0.0	46.6	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	52.7	6.9	0.0	0.0	0.0	0.0	46.6	0.0	46.6
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	12	5	8	0	0	0	0	6	0	6

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.5 | Worst Case Level Of Service: A[9.9]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	10	9	21	20	115	23	27	13	4	44	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:	11	10	9	21	20	115	23	27	13	4	44	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	10	9	21	20	115	23	27	13	4	44	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	10	9	21	20	115	23	27	13	4	44	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	203	140	34	145	142	48	52	xxxx	xxxxx	40	xxxx	xxxxx
Potent Cap.:	759	755	1046	828	753	1027	1567	xxxx	xxxxx	1583	xxxx	xxxxx
Move Cap.:	652	742	1046	802	740	1027	1567	xxxx	xxxxx	1583	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.03	0.03	0.11	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	770	xxxxx	xxxx	944	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.9			9.6			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.597
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.2
Optimal Cycle: 61 | Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1327	0	0	1357	135	128	0	168	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1327	0	0	1357	135	128	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1327	0	0	1357	135	128	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4656	463	742	0	974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.29	0.29	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.64	0.00	0.00	0.49	0.49	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.60	0.40	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Uniform Del:	51.3	11.2	0.0	0.0	24.0	24.0	39.7	0.0	39.7	0.0	0.0	0.0
IncremntDel:	3.5	0.1	0.0	0.0	0.4	0.4	2.0	0.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	54.8	11.3	0.0	0.0	24.4	24.4	41.7	0.0	41.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	11.3	0.0	0.0	24.4	24.4	41.7	0.0	41.7	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	9	0	0	16	16	11	0	11	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.339
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.9
Optimal Cycle: 36 | Level Of Service: B

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	52	43	6	2	43	214	310	3	49	0	2	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:	52	43	6	2	43	214	310	3	49	0	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	43	6	2	43	214	310	3	49	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	43	6	2	43	214	310	3	49	0	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	43	6	2	43	214	310	3	49	0	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.85	1.00	1.00	0.85	0.95	0.86	0.86	1.00	1.00	1.00
Lanes:	0.55	0.45	1.00	0.04	0.96	1.00	1.00	0.06	0.94	1.00	1.00	0.00
Final Sat.:	878	726	1615	84	1806	1615	1805	94	1538	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.02	0.02	0.13	0.17	0.03	0.03	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.45	0.56	0.56	0.00	0.11	0.00
Volume/Cap:	0.17	0.17	0.01	0.07	0.07	0.39	0.39	0.06	0.06	0.00	0.01	0.00
Uniform Del:	20.6	20.6	19.5	19.9	19.9	22.4	16.7	9.1	9.1	0.0	35.6	0.0
IncremntDel:	0.1	0.1	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	20.8	20.8	19.5	19.9	19.9	22.8	17.0	9.2	9.2	0.0	35.6	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:	20.8	20.8	19.5	19.9	19.9	22.8	17.0	9.2	9.2	0.0	35.6	0.0
LOS by Move:	C	C	B	B	B	C	B	A	A	A	D	A
HCM2kAvgQ:	2	2	0	1	1	5	6	1	1	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.415
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.8
Optimal Cycle: 64 | Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	111	209	66	89	97	0	500	9	170	417	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	111	209	66	89	97	0	500	9	170	417	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	111	209	66	89	97	0	500	9	170	417	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	111	209	66	89	97	0	500	9	170	417	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:	21	111	209	66	89	97	0	500	9	170	417	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.82	0.82	0.85	1.00	0.95	0.95	0.95	0.94	0.94
Lanes:	0.16	0.84	1.00	0.43	0.57	1.00	0.00	1.96	0.04	1.00	1.79	0.21
Final Sat.:	286	1513	1615	665	897	1615	0	3536	64	1805	3189	367
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.13	0.10	0.10	0.06	0.00	0.14	0.14	0.09	0.13	0.13
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.34	0.34	0.23	0.57	0.57
Volume/Cap:	0.24	0.24	0.41	0.32	0.32	0.19	0.00	0.41	0.41	0.41	0.23	0.23
Uniform Del:	25.5	25.5	27.2	26.3	26.3	25.2	0.0	25.3	25.3	33.0	10.7	10.7
IncremntDel:	0.2	0.2	0.6	0.4	0.4	0.2	0.0	0.2	0.2	0.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.8	25.8	27.7	26.7	26.7	25.4	0.0	25.5	25.5	33.7	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	25.8	27.7	26.7	26.7	25.4	0.0	25.5	25.5	33.7	10.8	10.8
LOS by Move:	C	C	C	C	C	C	A	C	C	C	B	B
HCM2kAvgQ:	3	3	5	4	4	2	0	6	6	5	4	4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.566
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.3
Optimal Cycle: 54 | Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	141	1	245	0	321	385	246	453	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	1	245	0	321	385	246	453	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	1	245	0	321	385	246	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	1	245	0	321	385	246	453	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:	0	0	0	141	1	245	0	321	385	246	453	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.85	1.00	0.87	0.87	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	1.00	1.06	1.94	0.00
Final Sat.:	0	0	0	3566	25	1615	0	1657	1657	1873	3450	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.15	0.00	0.19	0.23	0.13	0.13	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.41	0.41	0.23	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.57	0.00	0.47	0.57	0.57	0.20	0.00
Uniform Del:	0.0	0.0	0.0	27.9	27.9	31.6	0.0	21.6	22.7	34.0	7.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.8	0.0	0.2	0.6	0.6	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	28.0	33.4	0.0	21.8	23.3	34.6	7.4	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:	0.0	0.0	0.0	28.0	28.0	33.4	0.0	21.8	23.3	34.6	7.4	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	7	0	8	10	7	3	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 28.2
Optimal Cycle: 52 | Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	308	3	211	22	0	14	247	319	0	0	383	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	3	211	22	0	14	247	319	0	0	383	270
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	3	0	22	0	14	247	319	0	0	383	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	3	0	22	0	14	247	319	0	0	383	270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	3	0	22	0	14	247	319	0	0	383	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.85	0.85
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1793	17	0	1805	0	1615	3502	1900	0	0	3244	1622
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.01	0.00	0.01	0.07	0.17	0.00	0.00	0.12	0.17
Crit Moves:	****			****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.32	0.32
Volume/Cap:	0.52	0.52	0.00	0.12	0.00	0.09	0.52	0.37	0.00	0.00	0.37	0.52
Uniform Del:	27.3	27.3	0.0	41.0	0.0	40.9	40.3	18.0	0.0	0.0	26.4	27.9
IncremntDel:	0.9	0.9	0.0	0.3	0.0	0.2	1.1	0.3	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	28.1	28.1	0.0	41.3	0.0	41.1	41.4	18.3	0.0	0.0	26.5	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	0.0	41.3	0.0	41.1	41.4	18.3	0.0	0.0	26.5	28.3
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	0	4	6	0	0	5	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.605
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 38.7
Optimal Cycle: 76 | Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	252	1227	156	282	842	83	205	269	193	203	263	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	1227	156	282	842	83	205	269	193	203	263	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	1227	156	282	842	83	205	269	193	203	263	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	1227	156	282	842	83	205	269	193	203	263	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	1227	156	282	842	83	205	269	193	203	263	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2220	1199
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.10	0.08	0.16	0.05	0.11	0.07	0.12	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.39	0.39	0.13	0.38	0.38	0.19	0.29	0.29	0.09	0.20	0.20
Volume/Cap:	0.50	0.60	0.25	0.60	0.43	0.13	0.60	0.25	0.41	0.65	0.60	0.60
Uniform Del:	51.5	31.6	26.7	53.1	29.7	26.2	48.4	34.9	36.7	57.3	47.7	47.7
IncremntDel:	0.8	0.5	0.2	2.3	0.1	0.1	3.1	0.1	0.6	4.9	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.3	32.1	26.9	55.4	29.8	26.3	51.5	35.1	37.3	62.2	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	32.1	26.9	55.4	29.8	26.3	51.5	35.1	37.3	62.2	49.3	49.3
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	5	14	4	6	9	2	8	4	6	5	8	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1874	0	0	1289	759	130	0	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1874	0	0	1289	759	130	0	350	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1874	0	0	1289	0	130	0	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1874	0	0	1289	0	130	0	350	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1874	0	0	1289	0	130	0	350	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.27	0.00	1.73	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2123	0	2889	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.25	0.00	0.06	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.00	0.35	0.00	0.26	0.00	0.51	0.00	0.00	0.00
Uniform Del:	0.0	8.3	0.0	0.0	7.1	0.0	40.0	0.0	42.8	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.4	0.0	0.0	7.1	0.0	40.1	0.0	43.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	0.0	7.1	0.0	40.1	0.0	43.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	7	0	3	0	7	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: 56 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	2 1	0	0 0	2 1	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1432	377	0	1759	354	0	0	0	362	0	929
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1432	377	0	1759	354	0	0	0	362	0	929
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1432	0	0	1759	0	0	0	0	362	0	929
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1432	0	0	1759	0	0	0	0	362	0	929
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1432	0	0	1759	0	0	0	0	362	0	929
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.10	0.00	0.33
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.57	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.22	0.00	0.70
Uniform Del:	0.0	23.7	0.0	0.0	26.0	0.0	0.0	0.0	0.0	20.5	0.0	27.3
IncremntDel:	0.0	0.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.0	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.1	0.0	0.0	26.9	0.0	0.0	0.0	0.0	20.6	0.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	0.0	0.0	26.9	0.0	0.0	0.0	0.0	20.6	0.0	29.0
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	0	20	0	0	0	0	4	0	17

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

Background Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1270	34	59	1157	0	0	0	0	48	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1270	34	59	1157	0	0	0	0	48	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1270	34	59	1157	0	0	0	0	48	0	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	5032	135	1805	5187	0	0	0	0	668	0	1043
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.03	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.66	0.66	0.09	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.38	0.38	0.38	0.30	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Uniform Del:	0.0	10.2	10.2	56.2	5.5	0.0	0.0	0.0	0.0	46.2	0.0	46.2
IncremntDel:	0.0	0.1	0.1	1.6	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	10.2	10.2	57.8	5.6	0.0	0.0	0.0	0.0	47.0	0.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	10.2	57.8	5.6	0.0	0.0	0.0	0.0	47.0	0.0	47.0
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	3	5	0	0	0	0	4	0	4

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: A[9.7]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	10	7	17	22	98	19	23	5	3	35	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	10	7	17	22	98	19	23	5	3	35	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	10	7	17	22	98	19	23	5	3	35	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	10	7	17	22	98	19	23	5	3	35	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	168	112	26	117	111	39	42	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	800	782	1056	865	783	1039	1580	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	702	771	1056	841	772	1039	1580	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.02	0.03	0.09	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	790	xxxxx	xxxx	958	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.7			9.4			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1113	0	0	1082	72	162	0	266	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1113	0	0	1082	72	162	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1113	0	0	1082	72	162	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4820	321	646	0	1061	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.00	0.00	0.22	0.22	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.60	0.42	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Uniform Del:	53.0	19.8	0.0	0.0	32.6	32.6	29.1	0.0	29.1	0.0	0.0	0.0
IncremntDel:	4.0	0.1	0.0	0.0	0.5	0.5	1.4	0.0	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	57.0	20.0	0.0	0.0	33.1	33.1	30.5	0.0	30.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	20.0	0.0	0.0	33.1	33.1	30.5	0.0	30.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	6	10	0	0	14	14	13	0	13	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 57 Level Of Service: C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	1	0	353	0	36	109	55	0	8	47	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	353	0	36	109	55	0	8	47	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	353	0	36	109	55	0	8	47	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	353	0	36	109	55	0	8	47	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	353	0	36	109	55	0	8	47	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	1.00	0.71	1.00	0.85	0.95	1.00	1.00	0.95	0.86	0.86
Lanes:	0.50	0.50	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.08	0.92
Final Sat.:	891	891	1900	1355	0	1615	1805	1900	0	1805	134	1504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.02	0.06	0.03	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.35	0.00	0.35	0.08	0.32	0.00	0.23	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.06	0.75	0.09	0.00	0.02	0.75	0.75
Uniform Del:	19.1	19.1	0.0	25.8	0.0	19.5	40.5	21.2	0.0	27.0	19.5	19.5
IncremntDel:	0.0	0.0	0.0	6.5	0.0	0.0	19.0	0.1	0.0	0.0	4.0	4.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.1	19.1	0.0	32.3	0.0	19.6	59.4	21.2	0.0	27.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	0.0	32.3	0.0	19.6	59.4	21.2	0.0	27.0	23.5	23.5
LOS by Move:	B	B	A	C	A	B	E	C	A	C	C	C
HCM2kAvgQ:	0	0	0	10	0	1	5	1	0	0	14	14

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	13	101	178	49	28	51	0	453	8	82	241	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	101	178	49	28	51	0	453	8	82	241	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	101	178	49	28	51	0	453	8	82	241	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	101	178	49	28	51	0	453	8	82	241	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	101	178	49	28	51	0	453	8	82	241	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.79	0.79	0.85	1.00	0.95	0.95	0.95	0.90	0.90
Lanes:	0.11	0.89	1.00	0.64	0.36	1.00	0.00	1.97	0.03	1.00	1.35	0.65
Final Sat.:	211	1641	1615	955	546	1615	0	3537	62	1805	2327	1110
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.05	0.05	0.03	0.00	0.13	0.13	0.05	0.10	0.10
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.00	0.40	0.40	0.14	0.54	0.54
Volume/Cap:	0.18	0.18	0.32	0.15	0.15	0.09	0.00	0.32	0.32	0.32	0.19	0.19
Uniform Del:	23.1	23.1	24.3	22.8	22.8	22.4	0.0	20.8	20.8	38.7	11.9	11.9
IncremntDel:	0.1	0.1	0.3	0.1	0.1	0.1	0.0	0.1	0.1	0.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.2	23.2	24.7	23.0	23.0	22.4	0.0	21.0	21.0	39.4	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	24.7	23.0	23.0	22.4	0.0	21.0	21.0	39.4	11.9	11.9
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	2	2	4	2	2	1	0	5	5	3	3	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 54 Level Of Service: B

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	267	1	163	0	459	319	63	303	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	267	1	163	0	459	319	63	303	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	267	1	163	0	459	319	63	303	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	1	163	0	459	319	63	303	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:	0	0	0	267	1	163	0	459	319	63	303	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.85	1.00	0.89	0.89	0.94	0.94	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.18	0.82	1.00	2.00	0.00
Final Sat.:	0	0	0	3434	13	1615	0	2000	1390	1789	3578	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.10	0.00	0.23	0.23	0.04	0.08	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.41	0.00	0.41	0.41	0.35	0.13	0.00
Uniform Del:	0.0	0.0	0.0	30.7	30.7	31.5	0.0	12.4	12.4	42.0	6.2	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.1	0.1	0.2	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	30.9	30.9	32.2	0.0	12.6	12.6	42.2	6.2	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:	0.0	0.0	0.0	30.9	30.9	32.2	0.0	12.6	12.6	42.2	6.2	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	3	4	0	7	7	2	2	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	233	4	216	33	0	19	380	340	0	0	157	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	4	216	33	0	19	380	340	0	0	157	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	4	0	33	0	19	380	340	0	0	157	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	4	0	33	0	19	380	340	0	0	157	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	4	0	33	0	19	380	340	0	0	157	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.98	0.02	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1780	31	0	1805	0	1615	3502	1900	0	0	3282	1641
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.02	0.00	0.01	0.11	0.18	0.00	0.00	0.05	0.05
Crit Moves:	****			****			****					****
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.29	0.43	0.00	0.00	0.13	0.13
Volume/Cap:	0.37	0.37	0.00	0.18	0.00	0.12	0.37	0.42	0.00	0.00	0.36	0.37
Uniform Del:	24.0	24.0	0.0	41.3	0.0	41.0	28.0	20.0	0.0	0.0	39.4	39.5
IncremntDel:	0.4	0.4	0.0	0.5	0.0	0.3	0.2	0.4	0.0	0.0	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	24.4	24.4	0.0	41.7	0.0	41.3	28.3	20.4	0.0	0.0	39.8	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	0.0	41.7	0.0	41.3	28.3	20.4	0.0	0.0	39.8	39.9
LOS by Move:	C	C	A	D	A	D	C	C	A	A	D	D
HCM2kAvgQ:	5	5	0	1	0	1	5	7	0	0	3	3

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	947	103	183	680	80	190	300	177	172	214	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	947	103	183	680	80	190	300	177	172	214	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	947	103	183	680	80	190	300	177	172	214	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	947	103	183	680	80	190	300	177	172	214	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	947	103	183	680	80	190	300	177	172	214	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2217	1202
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.06	0.05	0.13	0.05	0.11	0.08	0.11	0.05	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.10	0.30	0.30	0.24	0.37	0.37	0.10	0.22	0.22
Volume/Cap:	0.43	0.53	0.19	0.54	0.43	0.16	0.43	0.23	0.30	0.48	0.43	0.43
Uniform Del:	51.8	34.4	30.0	56.1	36.1	33.0	41.4	28.4	29.3	55.0	43.3	43.3
IncremntDel:	0.6	0.3	0.2	1.9	0.2	0.2	0.7	0.1	0.3	1.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	34.7	30.2	57.9	36.3	33.2	42.1	28.5	29.6	56.0	43.7	43.7
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:	52.4	34.7	30.2	57.9	36.3	33.2	42.1	28.5	29.6	56.0	43.7	43.7
LOS by Move:	D	C	C	E	D	C	D	C	C	E	D	D
HCM2kAvgQ:	4	11	3	4	8	2	7	4	5	4	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1447	0	0	1204	0	211	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1447	0	0	1204	0	211	0	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1447	0	0	1204	0	211	0	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1447	0	0	1204	0	211	0	160	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1447	0	0	1204	0	211	0	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.57	0.00	1.43	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2709	0	2471	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.00	0.08	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.00	0.00	0.31	0.00	0.37	0.00	0.31	0.00	0.00	0.00
Uniform Del:	0.0	5.8	0.0	0.0	5.5	0.0	44.2	0.0	43.6	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	5.5	0.0	44.4	0.0	43.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	5.5	0.0	44.4	0.0	43.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	5	0	4	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 56 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	864	0	0	1585	0	0	0	0	460	0	671
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	864	0	0	1585	0	0	0	0	460	0	671
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	864	0	0	1585	0	0	0	0	460	0	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	864	0	0	1585	0	0	0	0	460	0	671
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	864	0	0	1585	0	0	0	0	460	0	671
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.13	0.00	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.31	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.32	0.00	0.57
Uniform Del:	0.0	16.6	0.0	0.0	20.0	0.0	0.0	0.0	0.0	25.5	0.0	29.0
IncremntDel:	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.7	0.0	0.0	20.2	0.0	0.0	0.0	0.0	25.7	0.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	0.0	20.2	0.0	0.0	0.0	0.0	25.7	0.0	29.7
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	0	15	0	0	0	0	6	0	12

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

Background Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1511	67	123	1465	0	0	0	0	62	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1511	67	123	1465	0	0	0	0	62	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1511	67	123	1465	0	0	0	0	62	0	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	4937	219	1805	5187	0	0	0	0	676	0	1035
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.07	0.28	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.61	0.61	0.14	0.75	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.50	0.50	0.50	0.38	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Uniform Del:	0.0	14.1	14.1	52.1	5.8	0.0	0.0	0.0	0.0	47.7	0.0	47.7
IncremntDel:	0.0	0.1	0.1	1.6	0.1	0.0	0.0	0.0	0.0	1.3	0.0	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.3	14.3	53.7	5.8	0.0	0.0	0.0	0.0	49.0	0.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	14.3	53.7	5.8	0.0	0.0	0.0	0.0	49.0	0.0	49.0
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	13	13	5	7	0	0	0	0	6	0	6

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[10.4]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	14	13	23	20	108	59	30	21	5	30	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	14	13	23	20	108	59	30	21	5	30	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	14	13	23	20	108	59	30	21	5	30	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	14	13	23	20	108	59	30	21	5	30	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	267	208	41	217	214	35	39	xxxx	xxxxx	51	xxxx	xxxxx
Potent Cap.:	690	693	1036	744	688	1044	1584	xxxx	xxxxx	1568	xxxx	xxxxx
Move Cap.:	585	664	1036	700	659	1044	1584	xxxx	xxxxx	1568	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.03	0.03	0.10	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	705	xxxxx	xxxx	906	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.4			9.8			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.692
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 27.7
Optimal Cycle: 61 | Level Of Service: C

Street Name:	El Camino Real								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	7	25	25			7	25	25			7	20	20			7	20	20		
Lanes:	1	0	3	0	0	0	0	2	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	226	1349	0		0	1352	131		182	0	213		0	0	0					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	226	1349	0		0	1352	131		182	0	213		0	0	0					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	226	1349	0		0	1352	131		182	0	213		0	0	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	226	1349	0		0	1352	131		182	0	213		0	0	0					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	226	1349	0		0	1352	131		182	0	213		0	0	0					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.95	0.91	1.00		1.00	0.90	0.90		0.91	1.00	0.91		1.00	1.00	1.00					
Lanes:	1.00	3.00	0.00		0.00	2.73	0.27		0.46	0.00	0.54		0.00	0.00	0.00					
Final Sat.:	1805	5187	0		0	4667	452		793	0	928		0	0	0					
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.26	0.00		0.00	0.29	0.29		0.23	0.00	0.23		0.00	0.00	0.00					
Crit Moves:	****					****					****									
Green/Cycle:	0.18	0.60	0.00		0.00	0.42	0.42		0.33	0.00	0.33		0.00	0.00	0.00					
Volume/Cap:	0.69	0.43	0.00		0.00	0.69	0.69		0.69	0.00	0.69		0.00	0.00	0.00					
Uniform Del:	49.9	14.1	0.0		0.0	31.0	31.0		37.7	0.0	37.7		0.0	0.0	0.0					
IncremntDel:	6.3	0.1	0.0		0.0	1.0	1.0		3.7	0.0	3.7		0.0	0.0	0.0					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00					
Delay/Veh:	56.1	14.2	0.0		0.0	31.9	31.9		41.3	0.0	41.3		0.0	0.0	0.0					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	56.1	14.2	0.0		0.0	31.9	31.9		41.3	0.0	41.3		0.0	0.0	0.0					
LOS by Move:	E	B	A		A	C	C		D	A	D		A	A	A					
HCM2kAvgQ:	10	10	0		0	18	18		14	0	14		0	0	0					

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.637
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 24.1
Optimal Cycle: 44 | Level Of Service: C

Street Name:	Cunningham Road								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	10	10			7	10	10			7	10	10			7	10	10		
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	1	7	1		430	1	74		42	44	2		1	74	310					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	1	7	1		430	1	74		42	44	2		1	74	310					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	1	7	1		430	1	74		42	44	2		1	74	310					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	1	7	1		430	1	74		42	44	2		1	74	310					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	1	7	1		430	1	74		42	44	2		1	74	310					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.98	0.98	0.85		0.71	0.71	0.85		0.95	0.99	0.99		0.95	0.88	0.88					
Lanes:	0.12	0.88	1.00		0.99	0.01	1.00		1.00	0.96	0.04		1.00	0.19	0.81					
Final Sat.:	233	1629	1615		1342	3	1615		1805	1806	82		1805	322	1348					
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00		0.32	0.32	0.05		0.02	0.02	0.02		0.00	0.23	0.23					
Crit Moves:						****			****					****						
Green/Cycle:	0.48	0.48	0.48		0.48	0.48	0.48		0.08	0.25	0.25		0.17	0.34	0.34					
Volume/Cap:	0.01	0.01	0.00		0.67	0.67	0.10		0.30	0.10	0.10		0.00	0.67	0.67					
Uniform Del:	12.3	12.3	12.2		18.0	18.0	12.8		39.2	26.1	26.1		30.8	25.2	25.2					
IncremntDel:	0.0	0.0	0.0		2.7	2.7	0.1		1.2	0.1	0.1		0.0	3.1	3.1					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	12.3	12.3	12.2		20.7	20.7	12.9		40.4	26.2	26.2		30.8	28.2	28.2					
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	12.3	12.3	12.2		20.7	20.7	12.9		40.4	26.2	26.2		30.8	28.2	28.2					
LOS by Move:	B	B	B		C	C	B		D	C	C		C	C	C					
HCM2kAvgQ:	0	0	0		10	10	1		1	1	1		0	10	10					

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	101	180	72	121	112	1	422	10	154	503	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	101	180	72	121	112	1	422	10	154	503	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	101	180	72	121	112	1	422	10	154	503	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	101	180	72	121	112	1	422	10	154	503	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	101	180	72	121	112	1	422	10	154	503	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.83	0.83	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.27	0.73	1.00	0.37	0.63	1.00	0.01	1.95	0.04	1.00	1.69	0.31
Final Sat.:	450	1228	1615	590	991	1615	8	3508	83	1805	2987	540
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.11	0.12	0.12	0.07	0.12	0.12	0.12	0.09	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.46	0.46	0.16	0.36	0.36
Volume/Cap:	0.31	0.31	0.43	0.47	0.47	0.27	0.47	0.26	0.26	0.54	0.47	0.47
Uniform Del:	29.7	29.7	30.7	31.1	31.1	29.3	31.3	16.5	16.5	38.8	24.6	24.6
IncremntDel:	0.4	0.4	0.7	0.8	0.8	0.3	0.4	0.1	0.1	2.1	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.1	30.1	31.4	31.9	31.9	29.6	31.7	16.6	16.6	40.9	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	31.4	31.9	31.9	29.6	31.7	16.6	16.6	40.9	24.8	24.8
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	4	4	5	5	5	3	6	4	4	5	8	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 54 Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	119	2	447	0	358	306	314	579	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	2	447	0	358	306	314	579	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	119	2	447	0	358	306	314	579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	2	447	0	358	306	314	579	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:	0	0	0	119	2	447	0	358	306	314	579	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	1.08	0.92	1.05	1.95	0.00
Final Sat.:	0	0	0	3621	61	1615	0	1812	1549	1872	3451	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.28	0.00	0.20	0.20	0.17	0.17	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.28	0.28	0.24	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.08	0.08	0.71	0.00	0.71	0.71	0.71	0.32	0.00
Uniform Del:	0.0	0.0	0.0	19.1	19.1	25.5	0.0	32.3	32.3	34.9	14.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	3.6	0.0	2.5	2.5	1.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	19.1	29.2	0.0	34.8	34.8	36.7	14.0	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:	0.0	0.0	0.0	19.1	19.1	29.2	0.0	34.8	34.8	36.7	14.0	0.0
LOS by Move:	A	A	A	B	B	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	1	1	13	0	11	11	10	6	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	306	2	165	34	0	42	219	238	0	0	501	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	2	165	34	0	42	219	238	0	0	501	204
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	2	0	34	0	42	219	238	0	0	501	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	2	0	34	0	42	219	238	0	0	501	204
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	2	0	34	0	42	219	238	0	0	501	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.87	0.87
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.13	0.87
Final Sat.:	1799	12	0	1805	0	1615	3502	1900	0	0	3528	1436
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.00	0.03	0.06	0.13	0.00	0.00	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.13	0.43	0.00	0.00	0.30	0.30
Volume/Cap:	0.48	0.48	0.00	0.19	0.00	0.26	0.48	0.29	0.00	0.00	0.48	0.48
Uniform Del:	25.1	25.1	0.0	41.3	0.0	41.6	40.4	18.8	0.0	0.0	28.9	28.9
IncremntDel:	0.6	0.6	0.0	0.5	0.0	0.9	0.8	0.2	0.0	0.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.7	25.7	0.0	41.8	0.0	42.4	41.2	19.0	0.0	0.0	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	0.0	41.8	0.0	42.4	41.2	19.0	0.0	0.0	29.2	29.2
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	1	4	5	0	0	7	7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	299	1201	98	258	1178	185	164	258	176	255	327	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1201	98	258	1178	185	164	258	176	255	327	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1201	98	258	1178	185	164	258	176	255	327	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1201	98	258	1178	185	164	258	176	255	327	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	1201	98	258	1178	185	164	258	176	255	327	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2139	1269
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.06	0.07	0.23	0.11	0.09	0.07	0.11	0.07	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.12	0.37	0.37	0.15	0.29	0.29	0.11	0.25	0.25
Volume/Cap:	0.61	0.60	0.16	0.60	0.61	0.31	0.61	0.25	0.38	0.67	0.61	0.61
Uniform Del:	52.6	31.8	26.0	54.0	33.3	29.1	51.9	35.4	36.9	55.6	43.2	43.2
IncremntDel:	2.3	0.5	0.1	2.3	0.6	0.3	4.2	0.1	0.5	4.4	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	32.3	26.1	56.3	33.9	29.4	56.0	35.6	37.4	60.1	44.6	44.6
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:	55.0	32.3	26.1	56.3	33.9	29.4	56.0	35.6	37.4	60.1	44.6	44.6
LOS by Move:	D	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	7	14	2	6	14	5	7	4	6	6	10	10

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	2167	0	0	1327	0	315	0	358	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2167	0	0	1327	0	315	0	358	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2167	0	0	1327	0	315	0	358	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2167	0	0	1327	0	315	0	358	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2167	0	0	1327	0	315	0	358	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.47	0.00	1.53	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2507	0	2616	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.26	0.00	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.00	0.00	0.36	0.00	0.53	0.00	0.58	0.00	0.00	0.00
Uniform Del:	0.0	8.8	0.0	0.0	6.9	0.0	43.5	0.0	44.0	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.4	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.1	0.0	0.0	7.0	0.0	43.9	0.0	44.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	0.0	0.0	7.0	0.0	43.9	0.0	44.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	15	0	0	7	0	8	0	9	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 57 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1426	0	0	1463	0	0	0	0	461	0	1317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1426	0	0	1463	0	0	0	0	461	0	1317
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1426	0	0	1463	0	0	0	0	461	0	1317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1426	0	0	1463	0	0	0	0	461	0	1317
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1426	0	0	1463	0	0	0	0	461	0	1317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.13	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	0.76	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.22	0.00	0.78
Uniform Del:	0.0	36.6	0.0	0.0	37.0	0.0	0.0	0.0	0.0	12.4	0.0	20.1
IncremntDel:	0.0	1.9	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.1	0.0	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	38.5	0.0	0.0	39.2	0.0	0.0	0.0	0.0	12.5	0.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.5	0.0	0.0	39.2	0.0	0.0	0.0	0.0	12.5	0.0	22.5
LOS by Move:	A	D	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	19	0	0	20	0	0	0	0	4	0	24

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

Background Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.395
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.9
Optimal Cycle: 61 | Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1168	35	109	1057	0	0	0	0	61	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1168	35	109	1057	0	0	0	0	61	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1168	35	109	1057	0	0	0	0	61	0	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	5016	150	1805	5187	0	0	0	0	815	0	909
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.06	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.59	0.15	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.40	0.40	0.40	0.27	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Uniform Del:	0.0	14.3	14.3	49.7	5.5	0.0	0.0	0.0	0.0	46.2	0.0	46.2
IncremntDel:	0.0	0.1	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.4	14.4	50.6	5.5	0.0	0.0	0.0	0.0	47.0	0.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	50.6	5.5	0.0	0.0	0.0	0.0	47.0	0.0	47.0
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	4	5	0	0	0	0	5	0	5

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.4 | Worst Case Level Of Service: B[10.0]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	14	6	20	21	94	23	30	19	4	30	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:	16	14	6	20	21	94	23	30	19	4	30	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	14	6	20	21	94	23	30	19	4	30	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	14	6	20	21	94	23	30	19	4	30	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	185	132	40	138	137	34	38	xxxx	xxxxx	49	xxxx	xxxxx
Potent Cap.:	780	763	1038	838	758	1045	1585	xxxx	xxxxx	1571	xxxx	xxxxx
Move Cap.:	686	750	1038	810	745	1045	1585	xxxx	xxxxx	1571	xxxx	xxxxx
Volume/Cap:	0.02	0.02	0.01	0.02	0.03	0.09	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	753	xxxxx	xxxx	945	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.0	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.0			9.4			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.512
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 25.0
Optimal Cycle: 61 | Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	175	1006	0	0	994	75	147	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1006	0	0	994	75	147	0	150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1006	0	0	994	75	147	0	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1006	0	0	994	75	147	0	150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1006	0	0	994	75	147	0	150	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	0.49	0.00	0.51	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4775	360	855	0	873	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.00	0.21	0.21	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.19	0.60	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.51	0.33	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.00	0.00	0.00
Uniform Del:	47.3	13.2	0.0	0.0	28.9	28.9	34.7	0.0	34.7	0.0	0.0	0.0
IncremntDel:	1.3	0.1	0.0	0.0	0.2	0.2	0.8	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.6	13.3	0.0	0.0	29.2	29.2	35.5	0.0	35.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	13.3	0.0	0.0	29.2	29.2	35.5	0.0	35.5	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	12	12	10	0	10	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 | Critical Vol./Cap.(X): 0.386
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.8
Optimal Cycle: 36 | Level Of Service: C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	3	13	0	236	1	32	44	31	3	16	38	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:	3	13	0	236	1	32	44	31	3	16	38	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	13	0	236	1	32	44	31	3	16	38	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	13	0	236	1	32	44	31	3	16	38	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	13	0	236	1	32	44	31	3	16	38	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.70	0.70	0.85	0.95	0.99	0.99	0.95	0.87	0.87
Lanes:	0.19	0.81	1.00	0.99	0.01	1.00	1.00	0.91	0.09	1.00	0.16	0.84
Final Sat.:	346	1499	1900	1328	6	1615	1805	1710	165	1805	262	1399
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.18	0.18	0.02	0.02	0.02	0.02	0.01	0.15	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.00	0.45	0.45	0.45	0.08	0.26	0.26	0.18	0.37	0.37
Volume/Cap:	0.02	0.02	0.00	0.39	0.39	0.04	0.31	0.07	0.07	0.05	0.39	0.39
Uniform Del:	13.6	13.6	0.0	16.4	16.4	13.8	39.2	24.9	24.9	30.2	20.9	20.9
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.0	1.3	0.1	0.1	0.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.6	13.6	0.0	16.8	16.8	13.8	40.5	24.9	24.9	30.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	0.0	16.8	16.8	13.8	40.5	24.9	24.9	30.3	21.3	21.3
LOS by Move:	B	B	A	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	5	5	0	1	1	1	0	5	5

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.441
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 27.2
Optimal Cycle: 64 | Level Of Service: C

Street Name:	San Mateo Avenue			San Mateo Avenue			San Bruno Avenue			San Bruno Avenue		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	26	99	192	82	72	81	1	493	8	169	333	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	99	192	82	72	81	1	493	8	169	333	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	99	192	82	72	81	1	493	8	169	333	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	99	192	82	72	81	1	493	8	169	333	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	99	192	82	72	81	1	493	8	169	333	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.78	0.78	0.85	0.95	0.95	0.95	0.95	0.91	0.91
Lanes:	0.21	0.79	1.00	0.53	0.47	1.00	0.01	1.96	0.03	1.00	1.48	0.52
Final Sat.:	365	1390	1615	785	689	1615	7	3538	57	1805	2573	896
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.12	0.10	0.10	0.05	0.14	0.14	0.14	0.09	0.13	0.13
Crit Moves:			****				****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.32	0.44	0.44	0.17	0.29	0.29
Volume/Cap:	0.26	0.26	0.44	0.39	0.39	0.19	0.44	0.31	0.31	0.56	0.44	0.44
Uniform Del:	28.7	28.7	30.2	29.8	29.8	28.1	27.2	18.0	18.0	38.3	28.6	28.6
IncremntDel:	0.3	0.3	0.7	0.6	0.6	0.2	0.3	0.1	0.1	2.5	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.0	29.0	31.0	30.4	30.4	28.3	27.4	18.1	18.1	40.8	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	31.0	30.4	30.4	28.3	27.4	18.1	18.1	40.8	28.9	28.9
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	3	3	5	4	4	2	7	5	5	6	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.580
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.9
Optimal Cycle: 54 | Level Of Service: C

Street Name:	US 101 SB Ramps			US 101 SB Ramps			San Bruno Avenue			San Bruno Avenue		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	169	0	253	0	395	337	273	544	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	169	0	253	0	395	337	273	544	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	169	0	253	0	395	337	273	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	169	0	253	0	395	337	273	544	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:	0	0	0	169	0	253	0	395	337	273	544	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1814	1547	1780	3548	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.16	0.00	0.22	0.22	0.15	0.15	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.38	0.38	0.26	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.58	0.00	0.58	0.58	0.58	0.24	0.00
Uniform Del:	0.0	0.0	0.0	27.9	0.0	31.6	0.0	24.9	24.9	32.0	7.7	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	2.0	0.0	0.7	0.7	0.6	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	0.0	33.5	0.0	25.6	25.6	32.6	7.7	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:	0.0	0.0	0.0	28.0	0.0	33.5	0.0	25.6	25.6	32.6	7.7	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	0	7	0	10	10	8	4	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 28.3
Optimal Cycle: 52 | Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	301	1	228	30	0	30	231	338	0	0	448	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1	228	30	0	30	231	338	0	0	448	256
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1	0	30	0	30	231	338	0	0	448	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1	0	30	0	30	231	338	0	0	448	256
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1	0	30	0	30	231	338	0	0	448	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1805	6	0	1805	0	1615	3502	1900	0	0	3268	1634
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.00	0.02	0.07	0.18	0.00	0.00	0.14	0.16
Crit Moves:	****			****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.31	0.31
Volume/Cap:	0.50	0.50	0.00	0.17	0.00	0.19	0.50	0.40	0.00	0.00	0.44	0.50
Uniform Del:	26.6	26.6	0.0	41.2	0.0	41.3	40.3	18.7	0.0	0.0	27.3	27.9
IncremntDel:	0.7	0.7	0.0	0.4	0.0	0.6	0.9	0.3	0.0	0.0	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	27.3	27.3	0.0	41.6	0.0	41.8	41.2	19.0	0.0	0.0	27.5	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	0.0	41.6	0.0	41.8	41.2	19.0	0.0	0.0	27.5	28.2
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	1	4	7	0	0	6	7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 36.3
Optimal Cycle: 76 | Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	1007	96	254	883	89	152	214	140	175	184	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1007	96	254	883	89	152	214	140	175	184	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1007	96	254	883	89	152	214	140	175	184	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1007	96	254	883	89	152	214	140	175	184	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1007	96	254	883	89	152	214	140	175	184	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	1943	1436
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.07	0.17	0.06	0.08	0.06	0.09	0.05	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.40	0.40	0.15	0.42	0.42	0.17	0.28	0.28	0.08	0.19	0.19
Volume/Cap:	0.46	0.49	0.15	0.49	0.41	0.13	0.49	0.21	0.30	0.63	0.49	0.49
Uniform Del:	52.8	29.5	25.3	50.9	26.5	23.3	48.7	35.3	36.4	57.9	46.8	46.8
IncremntDel:	0.8	0.2	0.1	0.7	0.1	0.1	1.2	0.1	0.4	4.5	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	29.7	25.4	51.6	26.6	23.4	49.9	35.5	36.8	62.4	47.4	47.4
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:	53.6	29.7	25.4	51.6	26.6	23.4	49.9	35.5	36.8	62.4	47.4	47.4
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	11	2	5	9	2	6	3	4	5	6	6

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.380
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.0
Optimal Cycle: 56 | Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1488	0	0	1142	0	183	0	255	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1488	0	0	1142	0	183	0	255	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1488	0	0	1142	0	183	0	255	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1488	0	0	1142	0	183	0	255	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1488	0	0	1142	0	183	0	255	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2410	0	2690	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.22	0.00	0.08	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.31	0.00	0.32	0.00	0.40	0.00	0.00	0.00
Uniform Del:	0.0	7.3	0.0	0.0	6.7	0.0	41.0	0.0	41.8	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	0.0	0.0	6.7	0.0	41.1	0.0	42.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	0.0	0.0	6.7	0.0	41.1	0.0	42.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	8	0	0	6	0	4	0	6	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.663
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 26.3
Optimal Cycle: 56 | Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1104	0	0	1466	0	0	0	0	477	0	993
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1104	0	0	1466	0	0	0	0	477	0	993
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1104	0	0	1466	0	0	0	0	477	0	993
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1104	0	0	1466	0	0	0	0	477	0	993
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1104	0	0	1466	0	0	0	0	477	0	993
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.14	0.00	0.35
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.50	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.26	0.00	0.66
Uniform Del:	0.0	27.2	0.0	0.0	29.8	0.0	0.0	0.0	0.0	16.8	0.0	22.3
IncremntDel:	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.1	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.3	0.0	0.0	30.6	0.0	0.0	0.0	0.0	16.9	0.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.3	0.0	0.0	30.6	0.0	0.0	0.0	0.0	16.9	0.0	23.4
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	12	0	0	17	0	0	0	0	5	0	17

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

Background Conditions
Weekend Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1433	29	126	1433	0	0	0	0	65	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1433	29	126	1433	0	0	0	0	65	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1433	29	126	1433	0	0	0	0	65	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1433	29	126	1433	0	0	0	0	65	0	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1433	29	126	1433	0	0	0	0	65	0	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.94	0.06	1.00	3.00	0.00	0.00	0.00	0.00	0.38	0.00	0.62
Final Sat.:	0	5069	103	1805	5187	0	0	0	0	649	0	1058
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.07	0.28	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.14	0.72	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.49	0.49	0.49	0.38	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Uniform Del:	0.0	15.9	15.9	51.3	6.8	0.0	0.0	0.0	0.0	45.5	0.0	45.5
IncremntDel:	0.0	0.1	0.1	1.4	0.1	0.0	0.0	0.0	0.0	1.1	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	16.0	52.7	6.9	0.0	0.0	0.0	0.0	46.6	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	52.7	6.9	0.0	0.0	0.0	0.0	46.6	0.0	46.6
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	12	5	8	0	0	0	0	6	0	6

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: A[9.9]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	10	9	21	20	115	23	27	13	4	44	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:	11	10	9	21	20	115	23	27	13	4	44	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	10	9	21	20	115	23	27	13	4	44	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	10	9	21	20	115	23	27	13	4	44	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	203	140	34	145	142	48	52	xxxx	xxxxx	40	xxxx	xxxxx
Potent Cap.:	759	755	1046	828	753	1027	1567	xxxx	xxxxx	1583	xxxx	xxxxx
Move Cap.:	652	742	1046	802	740	1027	1567	xxxx	xxxxx	1583	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.03	0.03	0.11	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	770	xxxxx	xxxx	944	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:	9.9			9.6			xxxxxx			xxxxxx		
ApproachLOS:	A			A			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1327	0	0	1357	135	128	0	168	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1327	0	0	1357	135	128	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1327	0	0	1357	135	128	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4656	463	742	0	974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.29	0.29	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.64	0.00	0.00	0.49	0.49	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.60	0.40	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Uniform Del:	51.3	11.2	0.0	0.0	24.0	24.0	39.7	0.0	39.7	0.0	0.0	0.0
IncremntDel:	3.5	0.1	0.0	0.0	0.4	0.4	2.0	0.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	54.8	11.3	0.0	0.0	24.4	24.4	41.7	0.0	41.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	11.3	0.0	0.0	24.4	24.4	41.7	0.0	41.7	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	9	0	0	16	16	11	0	11	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 36 Level Of Service: B

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	52	43	6	2	43	219	310	3	49	0	7	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:	52	43	6	2	43	219	310	3	49	0	7	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	43	6	2	43	219	310	3	49	0	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	43	6	2	43	219	310	3	49	0	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	43	6	2	43	219	310	3	49	0	7	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.85	1.00	1.00	0.85	0.95	0.86	0.86	1.00	1.00	1.00
Lanes:	0.55	0.45	1.00	0.04	0.96	1.00	1.00	0.06	0.94	1.00	1.00	0.00
Final Sat.:	878	726	1615	84	1806	1615	1805	94	1538	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.02	0.02	0.14	0.17	0.03	0.03	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.44	0.55	0.55	0.00	0.11	0.00
Volume/Cap:	0.17	0.17	0.01	0.07	0.07	0.39	0.39	0.06	0.06	0.00	0.03	0.00
Uniform Del:	20.3	20.3	19.2	19.6	19.6	22.1	17.0	9.3	9.3	0.0	35.7	0.0
IncremntDel:	0.1	0.1	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00
Delay/Veh:	20.5	20.5	19.2	19.6	19.6	22.6	17.3	9.4	9.4	0.0	35.8	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:	20.5	20.5	19.2	19.6	19.6	22.6	17.3	9.4	9.4	0.0	35.8	0.0
LOS by Move:	C	C	B	B	B	C	B	A	A	A	D	A
HCM2kAvgQ:	2	2	0	1	1	5	6	1	1	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0	0 1	0 1	0	0 1	0 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	21	116	209	67	90	98	0	500	9	172	417	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	116	209	67	90	98	0	500	9	172	417	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	116	209	67	90	98	0	500	9	172	417	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	116	209	67	90	98	0	500	9	172	417	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:	21	116	209	67	90	98	0	500	9	172	417	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.82	0.82	0.85	1.00	0.95	0.95	0.95	0.94	0.94
Lanes:	0.15	0.85	1.00	0.43	0.57	1.00	0.00	1.96	0.04	1.00	1.79	0.21
Final Sat.:	277	1528	1615	664	892	1615	0	3536	64	1805	3189	367
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.10	0.10	0.06	0.00	0.14	0.14	0.10	0.13	0.13
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.34	0.34	0.23	0.57	0.57
Volume/Cap:	0.24	0.24	0.42	0.32	0.32	0.20	0.00	0.42	0.42	0.42	0.23	0.23
Uniform Del:	25.7	25.7	27.3	26.4	26.4	25.3	0.0	25.4	25.4	32.8	10.7	10.7
IncremntDel:	0.2	0.2	0.6	0.4	0.4	0.2	0.0	0.2	0.2	0.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.9	25.9	27.8	26.8	26.8	25.5	0.0	25.6	25.6	33.5	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	27.8	26.8	26.8	25.5	0.0	25.6	25.6	33.5	10.7	10.7
LOS by Move:	C	C	C	C	C	C	A	C	C	C	B	B
HCM2kAvgQ:	3	3	5	4	4	2	0	6	6	5	4	4

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 54 Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0	0 0	1 1	0	0 1	0 0	1	1 0	1 1	1	0 0
Volume Module:												
Base Vol:	0	0	0	141	1	245	0	321	385	246	453	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	141	1	245	0	321	385	246	453	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	1	245	0	321	385	246	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	1	245	0	321	385	246	453	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:	0	0	0	141	1	245	0	321	385	246	453	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.85	1.00	0.87	0.87	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	1.00	1.06	1.94	0.00
Final Sat.:	0	0	0	3566	25	1615	0	1657	1657	1873	3450	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.15	0.00	0.19	0.23	0.13	0.13	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.41	0.41	0.23	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.57	0.00	0.47	0.57	0.57	0.20	0.00
Uniform Del:	0.0	0.0	0.0	27.9	27.9	31.6	0.0	21.6	22.7	34.0	7.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.8	0.0	0.2	0.6	0.6	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	28.0	33.4	0.0	21.8	23.3	34.6	7.4	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:	0.0	0.0	0.0	28.0	28.0	33.4	0.0	21.8	23.3	34.6	7.4	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	7	0	8	10	7	3	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	308	3	211	22	0	14	247	319	0	0	383	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	3	211	22	0	14	247	319	0	0	383	270
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	3	0	22	0	14	247	319	0	0	383	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	3	0	22	0	14	247	319	0	0	383	270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	3	0	22	0	14	247	319	0	0	383	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.85	0.85
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1793	17	0	1805	0	1615	3502	1900	0	0	3244	1622
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.01	0.00	0.01	0.07	0.17	0.00	0.00	0.12	0.17
Crit Moves:	****			****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.32	0.32
Volume/Cap:	0.52	0.52	0.00	0.12	0.00	0.09	0.52	0.37	0.00	0.00	0.37	0.52
Uniform Del:	27.3	27.3	0.0	41.0	0.0	40.9	40.3	18.0	0.0	0.0	26.4	27.9
IncremntDel:	0.9	0.9	0.0	0.3	0.0	0.2	1.1	0.3	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	28.1	28.1	0.0	41.3	0.0	41.1	41.4	18.3	0.0	0.0	26.5	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	0.0	41.3	0.0	41.1	41.4	18.3	0.0	0.0	26.5	28.3
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	0	4	6	0	0	5	8

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	254	1235	156	283	844	84	218	284	204	203	265	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1235	156	283	844	84	218	284	204	203	265	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1235	156	283	844	84	218	284	204	203	265	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1235	156	283	844	84	218	284	204	203	265	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	1235	156	283	844	84	218	284	204	203	265	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2223	1199
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.10	0.08	0.16	0.05	0.12	0.08	0.13	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.39	0.39	0.13	0.38	0.38	0.20	0.30	0.30	0.09	0.19	0.19
Volume/Cap:	0.51	0.62	0.25	0.62	0.43	0.14	0.62	0.26	0.42	0.64	0.62	0.62
Uniform Del:	51.6	32.1	27.1	53.4	30.2	26.7	47.8	34.6	36.5	57.1	48.0	48.0
IncremntDel:	0.9	0.6	0.2	2.5	0.2	0.1	3.2	0.1	0.6	4.4	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.5	32.7	27.3	55.9	30.4	26.8	51.0	34.8	37.1	61.6	49.7	49.7
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:	52.5	32.7	27.3	55.9	30.4	26.8	51.0	34.8	37.1	61.6	49.7	49.7
LOS by Move:	D	C	C	E	C	C	D	C	D	E	D	D
HCM2kAvgQ:	5	15	4	6	9	2	9	4	7	5	9	9

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1885	0	0	1294	759	147	0	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1885	0	0	1294	759	147	0	350	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1885	0	0	1294	0	147	0	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1885	0	0	1294	0	147	0	350	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1885	0	0	1294	0	147	0	350	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.30	0.00	1.70	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2168	0	2851	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.25	0.00	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.00	0.35	0.00	0.28	0.00	0.51	0.00	0.00	0.00
Uniform Del:	0.0	8.4	0.0	0.0	7.1	0.0	40.2	0.0	42.7	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.5	0.0	0.0	7.2	0.0	40.3	0.0	43.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	0.0	7.2	0.0	40.3	0.0	43.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	7	0	4	0	7	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 56 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	2 1	0	0 0	2 1	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1469	377	0	1805	354	0	0	0	362	0	966
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1469	377	0	1805	354	0	0	0	362	0	966
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1469	0	0	1805	0	0	0	0	362	0	966
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1469	0	0	1805	0	0	0	0	362	0	966
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1469	0	0	1805	0	0	0	0	362	0	966
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.10	0.00	0.34
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.59	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.22	0.00	0.72
Uniform Del:	0.0	24.3	0.0	0.0	26.7	0.0	0.0	0.0	0.0	20.3	0.0	27.5
IncremntDel:	0.0	0.4	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.1	0.0	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	24.6	0.0	0.0	27.7	0.0	0.0	0.0	0.0	20.3	0.0	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:	0.0	24.6	0.0	0.0	27.7	0.0	0.0	0.0	0.0	20.3	0.0	29.5
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	0	21	0	0	0	0	4	0	18

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

Project Conditions
AM Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1270	34	59	1157	0	0	0	0	48	0	75
Added Vol:	0	0	8	15	0	0	0	0	0	11	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1270	42	74	1157	0	0	0	0	59	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1270	42	74	1157	0	0	0	0	59	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1270	42	74	1157	0	0	0	0	59	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1270	42	74	1157	0	0	0	0	59	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.90	0.10	1.00	3.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	4996	165	1805	5187	0	0	0	0	682	0	1029
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.22	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.62	0.62	0.10	0.72	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.41	0.41	0.41	0.31	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Uniform Del:	0.0	12.6	12.6	54.9	6.6	0.0	0.0	0.0	0.0	44.3	0.0	44.3
IncremntDel:	0.0	0.1	0.1	1.5	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	12.7	12.7	56.4	6.6	0.0	0.0	0.0	0.0	45.1	0.0	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	12.7	56.4	6.6	0.0	0.0	0.0	0.0	45.1	0.0	45.1
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	3	6	0	0	0	0	5	0	5

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[10.2]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	12	10	7	17	22	98	19	23	5	3	35	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	10	7	17	22	98	19	23	5	3	35	7
Added Vol:	0	0	0	0	0	24	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	10	7	17	22	122	41	23	5	3	35	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	10	7	17	22	122	41	23	5	3	35	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	10	7	17	22	122	41	23	5	3	35	7
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	224	156	26	161	155	39	42	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	736	740	1056	809	741	1039	1580	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	621	719	1056	778	720	1039	1580	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.02	0.03	0.12	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	727	xxxxx	xxxx	948	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.2	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.2			9.6			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1113	0	0	1082	72	162	0	266	0	0	0
Added Vol:	0	7	0	0	9	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1120	0	0	1091	73	163	0	266	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1120	0	0	1091	73	163	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1120	0	0	1091	73	163	0	266	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1120	0	0	1091	73	163	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4818	322	649	0	1059	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.00	0.00	0.23	0.23	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.60	0.42	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Uniform Del:	53.1	19.8	0.0	0.0	32.5	32.5	29.3	0.0	29.3	0.0	0.0	0.0
IncremntDel:	4.1	0.1	0.0	0.0	0.5	0.5	1.4	0.0	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	57.2	19.9	0.0	0.0	33.0	33.0	30.7	0.0	30.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	19.9	0.0	0.0	33.0	33.0	30.7	0.0	30.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	6	10	0	0	14	14	13	0	13	0	0	0

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.5
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7 10 10			7 10 10			7 10 10			7 10 10		
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	1	1	0	353	0	36	109	55	0	8	47	529
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	353	0	36	109	55	0	8	47	529
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	0	354	0	36	109	55	0	8	47	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	0	354	0	36	109	55	0	8	47	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	354	0	36	109	55	0	8	47	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	0	354	0	36	109	55	0	8	47	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	1.00	0.71	1.00	0.85	0.95	1.00	1.00	0.95	0.86	0.86
Lanes:	0.50	0.50	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.08	0.92
Final Sat.:	891	891	1900	1355	0	1615	1805	1900	0	1805	133	1504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.02	0.06	0.03	0.00	0.00	0.35	0.35
Crit Moves:				****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.35	0.00	0.35	0.08	0.32	0.00	0.23	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.06	0.75	0.09	0.00	0.02	0.75	0.75
Uniform Del:	19.1	19.1	0.0	25.8	0.0	19.5	40.5	21.2	0.0	27.0	19.5	19.5
IncremntDel:	0.0	0.0	0.0	6.5	0.0	0.0	19.2	0.1	0.0	0.0	4.1	4.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.1	19.1	0.0	32.4	0.0	19.6	59.7	21.2	0.0	27.0	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	0.0	32.4	0.0	19.6	59.7	21.2	0.0	27.0	23.6	23.6
LOS by Move:	B	B	A	C	A	B	E	C	A	C	C	C
HCM2kAvgQ:	0	0	0	10	0	1	5	1	0	0	14	14

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	64	Level Of Service:	C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	101	178	49	28	51	0	453	8	82	241	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	101	178	49	28	51	0	453	8	82	241	115
Added Vol:	0	1	6	0	1	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	102	184	49	29	51	0	453	8	86	241	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	102	184	49	29	51	0	453	8	86	241	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	102	184	49	29	51	0	453	8	86	241	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	102	184	49	29	51	0	453	8	86	241	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.79	0.79	0.85	1.00	0.95	0.95	0.95	0.90	0.90
Lanes:	0.11	0.89	1.00	0.63	0.37	1.00	0.00	1.97	0.03	1.00	1.35	0.65
Final Sat.:	209	1643	1615	947	560	1615	0	3537	62	1805	2327	1110
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.11	0.05	0.05	0.03	0.00	0.13	0.13	0.05	0.10	0.10
Crit Moves:			****					****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.00	0.39	0.39	0.14	0.53	0.53
Volume/Cap:	0.18	0.18	0.33	0.15	0.15	0.09	0.00	0.33	0.33	0.33	0.19	0.19
Uniform Del:	22.8	22.8	24.1	22.5	22.5	22.1	0.0	21.4	21.4	38.4	12.1	12.1
IncremntDel:	0.1	0.1	0.3	0.1	0.1	0.1	0.0	0.1	0.1	0.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.9	22.9	24.5	22.7	22.7	22.1	0.0	21.5	21.5	39.1	12.2	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:	22.9	22.9	24.5	22.7	22.7	22.1	0.0	21.5	21.5	39.1	12.2	12.2
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	2	2	4	2	2	1	0	5	5	3	3	3

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	54	Level Of Service:	B

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0 0 0 0			1 1 0 0 1			0 0 1 1 0			1 1 1 0 0		
Volume Module:												
Base Vol:	0	0	0	267	1	163	0	459	319	63	303	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	267	1	163	0	459	319	63	303	0
Added Vol:	0	0	0	0	0	2	0	3	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	267	1	165	0	462	321	63	305	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	267	1	165	0	462	321	63	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	1	165	0	462	321	63	305	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:	0	0	0	267	1	165	0	462	321	63	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.85	1.00	0.89	0.89	0.94	0.94	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.18	0.82	1.00	2.00	0.00
Final Sat.:	0	0	0	3434	13	1615	0	2000	1390	1791	3581	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.10	0.00	0.23	0.23	0.04	0.09	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.41	0.00	0.41	0.41	0.35	0.13	0.00
Uniform Del:	0.0	0.0	0.0	30.6	30.6	31.5	0.0	12.5	12.5	42.0	6.3	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.2	0.7	0.0	0.1	0.1	0.2	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	30.8	30.8	32.1	0.0	12.6	12.6	42.2	6.3	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:	0.0	0.0	0.0	30.8	30.8	32.1	0.0	12.6	12.6	42.2	6.3	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	3	5	0	7	7	2	2	0

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.2
Optimal Cycle:	52	Level Of Service:	C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	233	4	216	33	0	19	380	340	0	0	157	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	4	216	33	0	19	380	340	0	0	157	81
Added Vol:	2	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	4	216	33	0	19	383	340	0	0	157	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	4	0	33	0	19	383	340	0	0	157	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	4	0	33	0	19	383	340	0	0	157	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	4	0	33	0	19	383	340	0	0	157	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.98	0.02	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1780	30	0	1805	0	1615	3502	1900	0	0	3282	1641
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.02	0.00	0.01	0.11	0.18	0.00	0.00	0.05	0.05
Crit Moves:	****			****			****					****
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.29	0.43	0.00	0.00	0.13	0.13
Volume/Cap:	0.37	0.37	0.00	0.18	0.00	0.12	0.37	0.42	0.00	0.00	0.36	0.37
Uniform Del:	24.0	24.0	0.0	41.3	0.0	41.0	28.0	20.1	0.0	0.0	39.5	39.6
IncremntDel:	0.4	0.4	0.0	0.5	0.0	0.3	0.2	0.4	0.0	0.0	0.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	24.4	24.4	0.0	41.7	0.0	41.3	28.3	20.4	0.0	0.0	39.9	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	0.0	41.7	0.0	41.3	28.3	20.4	0.0	0.0	39.9	40.0
LOS by Move:	C	C	A	D	A	D	C	C	A	A	D	D
HCM2kAvgQ:	6	6	0	1	0	1	5	7	0	0	3	3

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	76	Level Of Service:	D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	201	947	103	183	680	80	190	300	177	172	214	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	947	103	183	680	80	190	300	177	172	214	116
Added Vol:	2	12	0	0	13	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	959	103	183	693	80	190	300	178	172	214	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	959	103	183	693	80	190	300	178	172	214	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	959	103	183	693	80	190	300	178	172	214	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	959	103	183	693	80	190	300	178	172	214	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2217	1202
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.06	0.05	0.13	0.05	0.11	0.08	0.11	0.05	0.10	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.35	0.35	0.10	0.31	0.31	0.24	0.36	0.36	0.10	0.22	0.22
Volume/Cap:	0.43	0.54	0.18	0.54	0.43	0.16	0.43	0.23	0.30	0.48	0.43	0.43
Uniform Del:	51.8	34.2	29.8	56.0	35.9	32.7	41.6	28.7	29.6	55.1	43.5	43.5
IncremntDel:	0.6	0.3	0.2	1.8	0.2	0.2	0.7	0.1	0.3	1.0	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	34.5	29.9	57.7	36.1	32.9	42.3	28.8	29.9	56.2	43.9	43.9
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:	52.4	34.5	29.9	57.7	36.1	32.9	42.3	28.8	29.9	56.2	43.9	43.9
LOS by Move:	D	C	C	E	D	C	D	C	C	E	D	D
HCM2kAvgQ:	4	11	3	4	8	2	7	4	5	4	6	6

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real									I-380 EB Off-Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1447	0	0	1204	0	211	0	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1447	0	0	1204	0	211	0	160	0	0	0
Added Vol:	0	12	0	0	11	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1459	0	0	1215	0	211	0	162	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1459	0	0	1215	0	211	0	162	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1459	0	0	1215	0	211	0	162	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1459	0	0	1215	0	211	0	162	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.57	0.00	1.43	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2704	0	2477	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.00	0.08	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.38	0.00	0.00	0.31	0.00	0.38	0.00	0.32	0.00	0.00	0.00
Uniform Del:	0.0	5.8	0.0	0.0	5.4	0.0	44.3	0.0	43.7	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	5.5	0.0	44.6	0.0	43.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.9	0.0	0.0	5.5	0.0	44.6	0.0	43.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	7	0	0	6	0	5	0	4	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	56	Level Of Service:	C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	864	0	0	1585	0	0	0	0	460	0	671
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	864	0	0	1585	0	0	0	0	460	0	671
Added Vol:	0	11	0	0	8	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	875	0	0	1593	0	0	0	0	463	0	671
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	875	0	0	1593	0	0	0	0	463	0	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	875	0	0	1593	0	0	0	0	463	0	671
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	875	0	0	1593	0	0	0	0	463	0	671
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.13	0.00	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.00	0.31	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.32	0.00	0.57
Uniform Del:	0.0	16.6	0.0	0.0	19.9	0.0	0.0	0.0	0.0	25.7	0.0	29.2
IncremntDel:	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.7	0.0	0.0	20.2	0.0	0.0	0.0	0.0	25.8	0.0	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:	0.0	16.7	0.0	0.0	20.2	0.0	0.0	0.0	0.0	25.8	0.0	29.8
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	0	15	0	0	0	0	6	0	12

Project Conditions
PM Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1511	67	123	1465	0	0	0	0	62	0	95
Added Vol:	0	0	12	22	0	0	0	0	0	8	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1511	79	145	1465	0	0	0	0	70	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1511	79	145	1465	0	0	0	0	70	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	79	145	1465	0	0	0	0	70	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1511	79	145	1465	0	0	0	0	70	0	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.85	0.15	1.00	3.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	4895	256	1805	5187	0	0	0	0	684	0	1027
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.08	0.28	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.15	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.53	0.53	0.53	0.38	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Uniform Del:	0.0	16.2	16.2	50.8	6.3	0.0	0.0	0.0	0.0	47.1	0.0	47.1
IncremntDel:	0.0	0.2	0.2	1.9	0.1	0.0	0.0	0.0	0.0	1.6	0.0	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.4	16.4	52.7	6.3	0.0	0.0	0.0	0.0	48.7	0.0	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.4	16.4	52.7	6.3	0.0	0.0	0.0	0.0	48.7	0.0	48.7
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	14	14	6	8	0	0	0	0	7	0	7

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: B[11.1]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	16	14	13	23	20	108	59	30	21	5	30	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	14	13	23	20	108	59	30	21	5	30	9
Added Vol:	0	0	0	0	0	18	34	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	14	13	23	20	126	93	30	21	5	30	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	14	13	23	20	126	93	30	21	5	30	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	14	13	23	20	126	93	30	21	5	30	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	344	276	41	285	282	35	39	xxxx	xxxxx	51	xxxx	xxxxx
Potent Cap.:	614	635	1036	672	630	1044	1584	xxxx	xxxxx	1568	xxxx	xxxxx
Move Cap.:	500	594	1036	619	590	1044	1584	xxxx	xxxxx	1568	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.04	0.03	0.12	0.06	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	631	xxxxx	xxxx	881	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.1			10.1			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	226	1349	0	0	1352	131	182	0	213	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	1349	0	0	1352	131	182	0	213	0	0	0
Added Vol:	0	10	0	0	7	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	1359	0	0	1359	132	184	0	213	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	1359	0	0	1359	132	184	0	213	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1359	0	0	1359	132	184	0	213	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1359	0	0	1359	132	184	0	213	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4666	453	798	0	924	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.00	0.00	0.29	0.29	0.23	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.60	0.00	0.00	0.42	0.42	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.70	0.44	0.00	0.00	0.70	0.70	0.70	0.00	0.70	0.00	0.00	0.00
Uniform Del:	49.9	14.1	0.0	0.0	31.0	31.0	37.7	0.0	37.7	0.0	0.0	0.0
IncremntDel:	6.4	0.1	0.0	0.0	1.0	1.0	3.7	0.0	3.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	56.4	14.2	0.0	0.0	32.0	32.0	41.5	0.0	41.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	14.2	0.0	0.0	32.0	32.0	41.5	0.0	41.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	10	11	0	0	18	18	15	0	15	0	0	0

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 44 Level Of Service: C

Street Name:	Cunningham Road									Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	1	7	1	430	1	74	42	44	2	1	74	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	1	430	1	74	42	44	2	1	74	310
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	7	1	432	1	74	42	44	2	1	74	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	7	1	432	1	74	42	44	2	1	74	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	1	432	1	74	42	44	2	1	74	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	7	1	432	1	74	42	44	2	1	74	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.71	0.71	0.85	0.95	0.99	0.99	0.95	0.88	0.88
Lanes:	0.12	0.88	1.00	0.99	0.01	1.00	1.00	0.96	0.04	1.00	0.19	0.81
Final Sat.:	233	1629	1615	1342	3	1615	1805	1806	82	1805	321	1349
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.05	0.02	0.02	0.02	0.00	0.23	0.23
Crit Moves:					****		****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.08	0.25	0.25	0.17	0.34	0.34
Volume/Cap:	0.01	0.01	0.00	0.67	0.67	0.10	0.30	0.10	0.10	0.00	0.67	0.67
Uniform Del:	12.3	12.3	12.2	18.0	18.0	12.8	39.2	26.1	26.1	30.8	25.2	25.2
IncremntDel:	0.0	0.0	0.0	2.8	2.8	0.1	1.2	0.1	0.1	0.0	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.3	12.3	12.2	20.8	20.8	12.9	40.4	26.2	26.2	30.8	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.2	20.8	20.8	12.9	40.4	26.2	26.2	30.8	28.4	28.4
LOS by Move:	B	B	B	C	C	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	10	10	1	1	1	1	0	10	10

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	101	180	72	121	112	1	422	10	154	503	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	101	180	72	121	112	1	422	10	154	503	91
Added Vol:	0	1	4	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	102	184	72	122	112	1	422	10	160	503	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	102	184	72	122	112	1	422	10	160	503	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	102	184	72	122	112	1	422	10	160	503	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	102	184	72	122	112	1	422	10	160	503	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.83	0.83	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.27	0.73	1.00	0.37	0.63	1.00	0.01	1.95	0.04	1.00	1.69	0.31
Final Sat.:	447	1231	1615	586	993	1615	8	3508	83	1805	2987	540
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.11	0.12	0.12	0.07	0.12	0.12	0.12	0.09	0.17	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.46	0.46	0.16	0.36	0.36
Volume/Cap:	0.32	0.32	0.43	0.47	0.47	0.26	0.47	0.26	0.26	0.55	0.47	0.47
Uniform Del:	29.6	29.6	30.7	31.0	31.0	29.2	31.4	16.8	16.8	38.6	24.6	24.6
IncremntDel:	0.4	0.4	0.7	0.8	0.8	0.3	0.4	0.1	0.1	2.2	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.0	30.0	31.4	31.8	31.8	29.5	31.7	16.9	16.9	40.8	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	30.0	31.4	31.8	31.8	29.5	31.7	16.9	16.9	40.8	24.9	24.9
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	4	4	5	5	5	3	6	4	4	5	8	8

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	54	Level Of Service:	C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0 0 0 0			1 1 0 0 1			0 0 1 1 0			1 1 1 0 0		
Volume Module:												
Base Vol:	0	0	0	119	2	447	0	358	306	314	579	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	2	447	0	358	306	314	579	0
Added Vol:	0	0	0	0	0	4	0	2	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	119	2	451	0	360	308	314	581	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	119	2	451	0	360	308	314	581	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	2	451	0	360	308	314	581	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:	0	0	0	119	2	451	0	360	308	314	581	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	1.08	0.92	1.05	1.95	0.00
Final Sat.:	0	0	0	3621	61	1615	0	1811	1550	1867	3455	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.28	0.00	0.20	0.20	0.17	0.17	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.28	0.28	0.24	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.08	0.08	0.71	0.00	0.71	0.71	0.71	0.33	0.00
Uniform Del:	0.0	0.0	0.0	19.0	19.0	25.5	0.0	32.4	32.4	35.0	14.0	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	3.7	0.0	2.5	2.5	1.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	19.1	29.3	0.0	34.9	34.9	36.9	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	19.1	29.3	0.0	34.9	34.9	36.9	14.1	0.0
LOS by Move:	A	A	A	B	B	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	1	1	13	0	11	11	10	6	0

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps									San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	306	2	165	34	0	42	219	238	0	0	501	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	2	165	34	0	42	219	238	0	0	501	204
Added Vol:	2	0	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	2	165	34	0	42	221	238	0	0	501	204
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	2	0	34	0	42	221	238	0	0	501	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	2	0	34	0	42	221	238	0	0	501	204
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	2	0	34	0	42	221	238	0	0	501	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.87	0.87
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.13	0.87
Final Sat.:	1799	12	0	1805	0	1615	3502	1900	0	0	3528	1436
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.00	0.03	0.06	0.13	0.00	0.00	0.14	0.14
Crit Moves:	****			****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.13	0.43	0.00	0.00	0.29	0.29
Volume/Cap:	0.48	0.48	0.00	0.19	0.00	0.26	0.48	0.29	0.00	0.00	0.48	0.48
Uniform Del:	25.1	25.1	0.0	41.3	0.0	41.6	40.3	18.9	0.0	0.0	29.0	29.0
IncremntDel:	0.6	0.6	0.0	0.5	0.0	0.9	0.8	0.2	0.0	0.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	25.7	25.7	0.0	41.8	0.0	42.4	41.1	19.1	0.0	0.0	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	0.0	41.8	0.0	42.4	41.1	19.1	0.0	0.0	29.3	29.3
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	1	4	5	0	0	7	7

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 76 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	299	1201	98	258	1178	185	164	258	176	255	327	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1201	98	258	1178	185	164	258	176	255	327	194
Added Vol:	1	9	0	0	20	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1210	98	258	1198	185	164	258	178	255	327	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1210	98	258	1198	185	164	258	178	255	327	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1210	98	258	1198	185	164	258	178	255	327	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1210	98	258	1198	185	164	258	178	255	327	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2139	1269
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.06	0.07	0.23	0.11	0.09	0.07	0.11	0.07	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.12	0.37	0.37	0.15	0.29	0.29	0.11	0.25	0.25
Volume/Cap:	0.62	0.60	0.16	0.60	0.62	0.31	0.62	0.25	0.38	0.67	0.62	0.62
Uniform Del:	52.7	31.6	25.8	54.0	33.1	28.8	52.0	35.7	37.2	55.7	43.4	43.4
IncremntDel:	2.4	0.5	0.1	2.3	0.6	0.3	4.3	0.1	0.5	4.6	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.1	32.1	25.9	56.3	33.7	29.0	56.3	35.8	37.7	60.4	44.8	44.8
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:	55.1	32.1	25.9	56.3	33.7	29.0	56.3	35.8	37.7	60.4	44.8	44.8
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	7	14	2	6	14	5	7	4	6	6	10	10

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	2167	0	0	1327	0	315	0	358	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2167	0	0	1327	0	315	0	358	0	0	0
Added Vol:	0	9	0	0	17	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2176	0	0	1344	0	315	0	361	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2176	0	0	1344	0	315	0	361	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2176	0	0	1344	0	315	0	361	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2176	0	0	1344	0	315	0	361	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.47	0.00	1.53	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2504	0	2620	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.26	0.00	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.00	0.00	0.36	0.00	0.53	0.00	0.58	0.00	0.00	0.00
Uniform Del:	0.0	8.9	0.0	0.0	7.0	0.0	43.4	0.0	44.0	0.0	0.0	0.0
IncremntDel:	0.0	0.2	0.0	0.0	0.1	0.0	0.4	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.1	0.0	0.0	7.0	0.0	43.9	0.0	44.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	0.0	0.0	7.0	0.0	43.9	0.0	44.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	15	0	0	7	0	8	0	9	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.7
Optimal Cycle:	57	Level Of Service:	C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1426	0	0	1463	0	0	0	0	461	0	1317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1426	0	0	1463	0	0	0	0	461	0	1317
Added Vol:	0	8	0	0	12	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1434	0	0	1475	0	0	0	0	466	0	1317
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1434	0	0	1475	0	0	0	0	466	0	1317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1434	0	0	1475	0	0	0	0	466	0	1317
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1434	0	0	1475	0	0	0	0	466	0	1317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.13	0.00	0.46
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	0.76	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.23	0.00	0.78
Uniform Del:	0.0	36.5	0.0	0.0	36.9	0.0	0.0	0.0	0.0	12.5	0.0	20.3
IncremntDel:	0.0	1.9	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.1	0.0	2.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	38.4	0.0	0.0	39.1	0.0	0.0	0.0	0.0	12.6	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.4	0.0	0.0	39.1	0.0	0.0	0.0	0.0	12.6	0.0	22.7
LOS by Move:	A	D	A	A	D	A	A	A	A	B	A	C
HCM2kAvgQ:	0	20	0	0	20	0	0	0	0	4	0	24

Project Conditions
Weekday Midday Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1168	35	109	1057	0	0	0	0	61	0	68
Added Vol:	0	0	11	20	0	0	0	0	0	11	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1168	46	129	1057	0	0	0	0	72	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1168	46	129	1057	0	0	0	0	72	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1168	46	129	1057	0	0	0	0	72	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1168	46	129	1057	0	0	0	0	72	0	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	4961	195	1805	5187	0	0	0	0	805	0	917
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.07	0.20	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.55	0.55	0.17	0.72	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.43	0.43	0.43	0.28	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Uniform Del:	0.0	17.0	17.0	48.5	6.4	0.0	0.0	0.0	0.0	44.6	0.0	44.6
IncremntDel:	0.0	0.1	0.1	1.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	17.1	17.1	49.4	6.4	0.0	0.0	0.0	0.0	45.4	0.0	45.4
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:	0.0	17.1	17.1	49.4	6.4	0.0	0.0	0.0	0.0	45.4	0.0	45.4
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	5	5	0	0	0	0	6	0	6

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[10.7]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	16	14	6	20	21	94	23	30	19	4	30	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:	16	14	6	20	21	94	23	30	19	4	30	8
Added Vol:	0	0	0	0	0	26	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	14	6	20	21	120	54	30	19	4	30	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	14	6	20	21	120	54	30	19	4	30	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	14	6	20	21	120	54	30	19	4	30	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	260	194	40	200	199	34	38	xxxx	xxxxx	49	xxxx	xxxxx
Potent Cap.:	697	705	1038	763	700	1045	1585	xxxx	xxxxx	1571	xxxx	xxxxx
Move Cap.:	585	679	1038	726	674	1045	1585	xxxx	xxxxx	1571	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.03	0.03	0.11	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	670	xxxxx	xxxx	928	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.7	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.7			9.7			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real									Crystal Springs Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	175	1006	0	0	994	75	147	0	150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1006	0	0	994	75	147	0	150	0	0	0
Added Vol:	0	9	0	0	10	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1015	0	0	1004	77	148	0	150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1015	0	0	1004	77	148	0	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1015	0	0	1004	77	148	0	150	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1015	0	0	1004	77	148	0	150	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4765	365	858	0	870	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.00	0.00	0.21	0.21	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.60	0.00	0.00	0.41	0.41	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.52	0.33	0.00	0.00	0.52	0.52	0.52	0.00	0.52	0.00	0.00	0.00
Uniform Del:	47.5	13.2	0.0	0.0	28.8	28.8	34.8	0.0	34.8	0.0	0.0	0.0
IncremntDel:	1.4	0.1	0.0	0.0	0.2	0.2	0.8	0.0	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.8	13.2	0.0	0.0	29.0	29.0	35.6	0.0	35.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	13.2	0.0	0.0	29.0	29.0	35.6	0.0	35.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	12	12	10	0	10	0	0	0

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	3	13	0	236	1	32	44	31	3	16	38	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:	3	13	0	236	1	32	44	31	3	16	38	203
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	13	0	237	1	32	44	31	3	16	38	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	13	0	237	1	32	44	31	3	16	38	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	13	0	237	1	32	44	31	3	16	38	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	13	0	237	1	32	44	31	3	16	38	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.70	0.70	0.85	0.95	0.99	0.99	0.95	0.87	0.87
Lanes:	0.19	0.81	1.00	0.99	0.01	1.00	1.00	0.91	0.09	1.00	0.16	0.84
Final Sat.:	346	1499	1900	1328	6	1615	1805	1710	165	1805	259	1399
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.18	0.18	0.02	0.02	0.02	0.02	0.01	0.15	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.00	0.45	0.45	0.45	0.08	0.26	0.26	0.18	0.37	0.37
Volume/Cap:	0.02	0.02	0.00	0.40	0.40	0.04	0.31	0.07	0.07	0.05	0.40	0.40
Uniform Del:	13.7	13.7	0.0	16.5	16.5	13.8	39.2	24.8	24.8	30.2	20.9	20.9
IncremntDel:	0.0	0.0	0.0	0.4	0.4	0.0	1.3	0.1	0.1	0.1	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.7	13.7	0.0	16.9	16.9	13.8	40.5	24.9	24.9	30.2	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	0.0	16.9	16.9	13.8	40.5	24.9	24.9	30.2	21.3	21.3
LOS by Move:	B	B	A	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	5	5	0	1	1	1	0	5	5

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	26	99	192	82	72	81	1	493	8	169	333	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	99	192	82	72	81	1	493	8	169	333	116
Added Vol:	0	1	6	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	100	198	82	73	81	1	493	8	175	333	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	100	198	82	73	81	1	493	8	175	333	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	100	198	82	73	81	1	493	8	175	333	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	100	198	82	73	81	1	493	8	175	333	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.78	0.78	0.85	0.95	0.95	0.95	0.95	0.91	0.91
Lanes:	0.21	0.79	1.00	0.53	0.47	1.00	0.01	1.96	0.03	1.00	1.48	0.52
Final Sat.:	362	1393	1615	780	694	1615	7	3538	57	1805	2573	896
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.12	0.11	0.11	0.05	0.14	0.14	0.14	0.10	0.13	0.13
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.31	0.44	0.44	0.17	0.29	0.29
Volume/Cap:	0.26	0.26	0.44	0.38	0.38	0.18	0.44	0.32	0.32	0.57	0.44	0.44
Uniform Del:	28.3	28.3	29.9	29.3	29.3	27.6	27.4	18.5	18.5	38.2	28.9	28.9
IncremntDel:	0.3	0.3	0.7	0.6	0.6	0.2	0.3	0.1	0.1	2.7	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.5	28.5	30.6	29.9	29.9	27.8	27.7	18.6	18.6	40.9	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	28.5	30.6	29.9	29.9	27.8	27.7	18.6	18.6	40.9	29.2	29.2
LOS by Move:	C	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	3	3	5	4	4	2	7	5	5	6	6	6

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 54 Level Of Service: C

Street Name:	US 101 SB Ramps									San Bruno Avenue							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0		10	10	10			0	25	25			10	25	0		
Lanes:	0	0	0	0	0	1	1	0	0	1	0	0	1	1	0	1	1	1	0	0
Volume Module:																				
Base Vol:	0		0		0	169		0	253		0	395	337			273	544	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0		0		0	169		0	253		0	395	337			273	544	0		
Added Vol:	0		0		0	0		0	3		0	4	2			0	2	0		
PasserByVol:	0		0		0	0		0	0		0	0	0			0	0	0		
Initial Fut:	0		0		0	169		0	256		0	399	339			273	546	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:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0		0		0	169		0	256		0	399	339			273	546	0		
Reduct Vol:	0		0		0	0		0	0		0	0	0			0	0	0		
Reduced Vol:	0		0		0	169		0	256		0	399	339			273	546	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:	0		0		0	169		0	256		0	399	339			273	546	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	1.00	1.00			0.95	1.00	0.85			1.00	0.88	0.88			0.93	0.93	1.00		
Lanes:	0.00	0.00	0.00			2.00	0.00	1.00			0.00	1.08	0.92			1.00	2.00	0.00		
Final Sat.:	0		0		0	3618		0	1615		0	1817	1544			1776	3552	0		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.05	0.00	0.16			0.00	0.22	0.22			0.15	0.15	0.00		
Crit Moves:								****				****				****				
Green/Cycle:	0.00	0.00	0.00			0.27	0.00	0.27			0.00	0.38	0.38			0.26	0.64	0.00		
Volume/Cap:	0.00	0.00	0.00			0.17	0.00	0.58			0.00	0.58	0.58			0.58	0.24	0.00		
Uniform Del:	0.0	0.0	0.0			27.9	0.0	31.6			0.0	25.0	25.0			32.1	7.7	0.0		
IncremntDel:	0.0	0.0	0.0			0.1	0.0	2.0			0.0	0.7	0.7			0.6	0.0	0.0		
InitQueuDel:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay Adj:	0.00	0.00	0.00			1.00	0.00	1.00			0.00	1.00	1.00			1.00	1.00	0.00		
Delay/Veh:	0.0	0.0	0.0			27.9	0.0	33.6			0.0	25.7	25.7			32.7	7.7	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:	0.0	0.0	0.0			27.9	0.0	33.6			0.0	25.7	25.7			32.7	7.7	0.0		
LOS by Move:	A	A	A			C	A	C			A	C	C			C	A	A		
HCM2kAvgQ:	0		0		0	2		0	7		0	10	10			8	4	0		

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	52	Level Of Service:	C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	301	1	228	30	0	30	231	338	0	0	448	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1	228	30	0	30	231	338	0	0	448	256
Added Vol:	2	0	0	0	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	1	228	30	0	30	235	338	0	0	448	256
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1	0	30	0	30	235	338	0	0	448	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1	0	30	0	30	235	338	0	0	448	256
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	1	0	30	0	30	235	338	0	0	448	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1805	6	0	1805	0	1615	3502	1900	0	0	3268	1634
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.00	0.02	0.07	0.18	0.00	0.00	0.14	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.31	0.31
Volume/Cap:	0.50	0.50	0.00	0.17	0.00	0.19	0.50	0.40	0.00	0.00	0.44	0.50
Uniform Del:	26.6	26.6	0.0	41.2	0.0	41.3	40.2	18.7	0.0	0.0	27.4	28.1
IncremntDel:	0.7	0.7	0.0	0.4	0.0	0.6	0.9	0.3	0.0	0.0	0.2	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	27.3	27.3	0.0	41.6	0.0	41.8	41.1	19.0	0.0	0.0	27.6	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	0.0	41.6	0.0	41.8	41.1	19.0	0.0	0.0	27.6	28.4
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	1	4	7	0	0	6	7

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	76	Level Of Service:	D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	201	1007	96	254	883	89	152	214	140	175	184	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1007	96	254	883	89	152	214	140	175	184	136
Added Vol:	2	12	0	0	18	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1019	96	254	901	89	152	214	142	175	184	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1019	96	254	901	89	152	214	142	175	184	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1019	96	254	901	89	152	214	142	175	184	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	1019	96	254	901	89	152	214	142	175	184	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	1943	1436
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.06	0.07	0.17	0.06	0.08	0.06	0.09	0.05	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.40	0.40	0.15	0.42	0.42	0.17	0.28	0.28	0.08	0.19	0.19
Volume/Cap:	0.46	0.49	0.15	0.49	0.41	0.13	0.49	0.21	0.31	0.63	0.49	0.49
Uniform Del:	52.7	29.3	25.1	51.0	26.6	23.3	48.8	35.5	36.6	58.0	46.8	46.8
IncremntDel:	0.8	0.2	0.1	0.7	0.1	0.1	1.2	0.1	0.4	4.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	29.5	25.2	51.8	26.7	23.3	50.1	35.6	37.0	62.6	47.4	47.4
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:	53.4	29.5	25.2	51.8	26.7	23.3	50.1	35.6	37.0	62.6	47.4	47.4
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	11	2	5	9	2	6	3	4	5	6	6

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.383
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real									I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Ignore					Include					Include				
Min. Green:	0	25		0		0	25		0		25		0		25	0		0		0
Lanes:	0	0	3	0	0	0	0	3	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1488		0		0	1142		0		183		0		255	0		0		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	1488		0		0	1142		0		183		0		255	0		0		0
Added Vol:	0	12		0		0	16		0		0		0		3	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	1500		0		0	1158		0		183		0		258	0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	1500		0		0	1158		0		183		0		258	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	0	1500		0		0	1158		0		183		0		258	0		0		0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		0.00		1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0	1500		0		0	1158		0		183		0		258	0		0		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	1.00	0.91		1.00		1.00	0.91		1.00		0.89		1.00		0.89	1.00		1.00		1.00
Lanes:	0.00	3.00		0.00		0.00	3.00		0.00		1.41		0.00		1.59	0.00		0.00		0.00
Final Sat.:	0	5187		0		0	5187		0		2403		0		2692	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29		0.00		0.00	0.22		0.00		0.08		0.00		0.10	0.00		0.00		0.00
Crit Moves:		****				****					****									
Green/Cycle:	0.00	0.72		0.00		0.00	0.72		0.00		0.24		0.00		0.24	0.00		0.00		0.00
Volume/Cap:	0.00	0.40		0.00		0.00	0.31		0.00		0.32		0.00		0.40	0.00		0.00		0.00
Uniform Del:	0.0	7.4		0.0		0.0	6.7		0.0		40.9		0.0		41.8	0.0		0.0		0.0
IncremntDel:	0.0	0.1		0.0		0.0	0.0		0.0		0.1		0.0		0.2	0.0		0.0		0.0
InitQueuDel:	0.0	0.0		0.0		0.0	0.0		0.0		0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	0.00	1.00		0.00		0.00	1.00		0.00		1.00		0.00		1.00	0.00		0.00		0.00
Delay/Veh:	0.0	7.4		0.0		0.0	6.8		0.0		41.0		0.0		42.0	0.0		0.0		0.0
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0	7.4		0.0		0.0	6.8		0.0		41.0		0.0		42.0	0.0		0.0		0.0
LOS by Move:	A	A		A		A	A		A		D		A		D	A		A		A
HCM2kAvgQ:	0	9		0		0	6		0		4		0		6	0		0		0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	56	Level Of Service:	C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1104	0	0	1466	0	0	0	0	477	0	993
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1104	0	0	1466	0	0	0	0	477	0	993
Added Vol:	0	12	0	0	11	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1116	0	0	1477	0	0	0	0	481	0	993
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1116	0	0	1477	0	0	0	0	481	0	993
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1116	0	0	1477	0	0	0	0	481	0	993
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1116	0	0	1477	0	0	0	0	481	0	993
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.14	0.00	0.35
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.50	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.26	0.00	0.66
Uniform Del:	0.0	27.1	0.0	0.0	29.7	0.0	0.0	0.0	0.0	17.0	0.0	22.5
IncremntDel:	0.0	0.2	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.1	0.0	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	27.2	0.0	0.0	30.5	0.0	0.0	0.0	0.0	17.0	0.0	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.2	0.0	0.0	30.5	0.0	0.0	0.0	0.0	17.0	0.0	23.6
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	12	0	0	17	0	0	0	0	5	0	17

Project Conditions
Weekend Midday Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.523
Loss Time (sec): 9 (Y+R=4.0 sec) | Average Delay (sec/veh): 17.2
Optimal Cycle: 61 | Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1433	29	126	1433	0	0	0	0	65	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1433	29	126	1433	0	0	0	0	65	0	106
Added Vol:	0	0	14	25	0	0	0	0	0	13	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1433	43	151	1433	0	0	0	0	78	0	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1433	43	151	1433	0	0	0	0	78	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1433	43	151	1433	0	0	0	0	78	0	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1433	43	151	1433	0	0	0	0	78	0	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	5016	151	1805	5187	0	0	0	0	663	0	1046
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.08	0.28	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.55	0.55	0.16	0.71	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.52	0.52	0.52	0.39	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Uniform Del:	0.0	18.7	18.7	50.1	7.8	0.0	0.0	0.0	0.0	44.3	0.0	44.3
IncremntDel:	0.0	0.2	0.2	1.7	0.1	0.0	0.0	0.0	0.0	1.3	0.0	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	18.9	18.9	51.8	7.8	0.0	0.0	0.0	0.0	45.6	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	18.9	51.8	7.8	0.0	0.0	0.0	0.0	45.6	0.0	45.6
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	13	13	6	8	0	0	0	0	7	0	7

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[10.6]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	10	9	21	20	115	23	27	13	4	44	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:	11	10	9	21	20	115	23	27	13	4	44	8
Added Vol:	0	0	0	0	0	30	39	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	10	9	21	20	145	62	27	13	4	44	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	10	9	21	20	145	62	27	13	4	44	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	10	9	21	20	145	62	27	13	4	44	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	296	218	34	223	220	48	52	xxxx	xxxxx	40	xxxx	xxxxx
Potent Cap.:	660	684	1046	737	682	1027	1567	xxxx	xxxxx	1583	xxxx	xxxxx
Move Cap.:	535	654	1046	698	652	1027	1567	xxxx	xxxxx	1583	xxxx	xxxxx
Volume/Cap:	0.02	0.02	0.01	0.03	0.03	0.14	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	675	xxxxx	xxxx	921	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.6	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.6			9.9			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 61 Level Of Service: C

Street Name:	El Camino Real									Crystal Springs Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1327	0	0	1357	135	128	0	168	0	0	0
Added Vol:	0	12	0	0	11	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1339	0	0	1368	137	130	0	168	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1339	0	0	1368	137	130	0	168	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1339	0	0	1368	137	130	0	168	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1339	0	0	1368	137	130	0	168	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4649	466	750	0	969	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.29	0.29	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.64	0.00	0.00	0.49	0.49	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.60	0.40	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.00	0.00	0.00
Uniform Del:	51.4	11.2	0.0	0.0	24.0	24.0	39.8	0.0	39.8	0.0	0.0	0.0
IncremntDel:	3.7	0.1	0.0	0.0	0.4	0.4	2.1	0.0	2.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	55.1	11.3	0.0	0.0	24.4	24.4	41.8	0.0	41.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	11.3	0.0	0.0	24.4	24.4	41.8	0.0	41.8	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	7	9	0	0	16	16	11	0	11	0	0	0

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	52	43	6	2	43	219	310	3	49	0	7	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:	52	43	6	2	43	219	310	3	49	0	7	0
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	43	6	4	43	219	310	3	49	0	7	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	43	6	4	43	219	310	3	49	0	7	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	43	6	4	43	219	310	3	49	0	7	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	43	6	4	43	219	310	3	49	0	7	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.85	0.99	0.99	0.85	0.95	0.86	0.86	1.00	0.97	0.97
Lanes:	0.55	0.45	1.00	0.09	0.91	1.00	1.00	0.06	0.94	1.00	0.78	0.22
Final Sat.:	877	725	1615	160	1716	1615	1805	94	1538	1900	1429	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.03	0.03	0.14	0.17	0.03	0.03	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.44	0.55	0.55	0.00	0.11	0.11
Volume/Cap:	0.17	0.17	0.01	0.07	0.07	0.39	0.39	0.06	0.06	0.00	0.04	0.04
Uniform Del:	20.3	20.3	19.2	19.6	19.6	22.1	17.0	9.3	9.3	0.0	35.7	35.7
IncremntDel:	0.1	0.1	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	20.5	20.5	19.2	19.7	19.7	22.6	17.3	9.4	9.4	0.0	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	19.2	19.7	19.7	22.6	17.3	9.4	9.4	0.0	35.8	35.8
LOS by Move:	C	C	B	B	B	C	B	A	A	A	D	D
HCM2kAvgQ:	2	2	0	1	1	5	6	1	1	0	0	0

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	64	Level Of Service:	C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	21	116	209	67	90	98	0	500	9	172	417	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	116	209	67	90	98	0	500	9	172	417	48
Added Vol:	0	1	7	0	1	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	117	216	67	91	98	0	500	9	179	417	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	117	216	67	91	98	0	500	9	179	417	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	117	216	67	91	98	0	500	9	179	417	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:	21	117	216	67	91	98	0	500	9	179	417	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.82	0.82	0.85	1.00	0.95	0.95	0.95	0.94	0.94
Lanes:	0.15	0.85	1.00	0.42	0.58	1.00	0.00	1.96	0.04	1.00	1.79	0.21
Final Sat.:	275	1530	1615	662	900	1615	0	3536	64	1805	3189	367
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.10	0.10	0.06	0.00	0.14	0.14	0.10	0.13	0.13
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.33	0.33	0.23	0.57	0.57
Volume/Cap:	0.24	0.24	0.43	0.32	0.32	0.19	0.00	0.43	0.43	0.43	0.23	0.23
Uniform Del:	25.4	25.4	27.1	26.1	26.1	25.0	0.0	26.0	26.0	32.6	10.9	10.9
IncremntDel:	0.2	0.2	0.6	0.4	0.4	0.2	0.0	0.2	0.2	0.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.7	25.7	27.7	26.5	26.5	25.2	0.0	26.2	26.2	33.3	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	27.7	26.5	26.5	25.2	0.0	26.2	26.2	33.3	10.9	10.9
LOS by Move:	C	C	C	C	C	C	A	C	C	C	B	B
HCM2kAvgQ:	3	3	5	4	4	2	0	7	7	5	4	4

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle:	54	Level Of Service:	C

Street Name:	US 101 SB Ramps									San Bruno Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0		10	10	10			0	25	25			10	25	0		
Lanes:	0	0	0	0	0	1	1	0	0	1	0	0	1	1	0	1	1	1	0	0
Volume Module:																				
Base Vol:	0	0	0	141	1	245	0	321	385	246	453	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	141	1	245	0	321	385	246	453	0								
Added Vol:	0	0	0	0	0	4	0	4	3	0	3	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	141	1	249	0	325	388	246	456	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	141	1	249	0	325	388	246	456	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	141	1	249	0	325	388	246	456	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	141	1	249	0	325	388	246	456	0								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.85	1.00	0.87	0.87	0.93	0.93	1.00								
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	1.00	1.05	1.95	0.00								
Final Sat.:	0	0	0	3569	25	1615	0	1657	1657	1865	3458	0								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.15	0.00	0.20	0.23	0.13	0.13	0.00								
Crit Moves:						****			****	****										
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.41	0.41	0.23	0.64	0.00								
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.57	0.00	0.48	0.57	0.57	0.21	0.00								
Uniform Del:	0.0	0.0	0.0	27.8	27.8	31.5	0.0	21.7	22.8	34.1	7.5	0.0								
IncremntDel:	0.0	0.0	0.0	0.1	0.1	1.8	0.0	0.2	0.6	0.7	0.0	0.0								
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00								
Delay/Veh:	0.0	0.0	0.0	27.8	27.8	33.4	0.0	21.9	23.4	34.7	7.5	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:	0.0	0.0	0.0	27.8	27.8	33.4	0.0	21.9	23.4	34.7	7.5	0.0								
LOS by Move:	A	A	A	C	C	C	A	C	C	C	A	A								
HCM2kAvgQ:	0	0	0	2	2	7	0	8	10	7	3	0								

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle:	52	Level Of Service:	C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	308	3	211	22	0	14	247	319	0	0	383	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	3	211	22	0	14	247	319	0	0	383	270
Added Vol:	3	0	0	0	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	3	211	22	0	14	251	319	0	0	383	270
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	3	0	22	0	14	251	319	0	0	383	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	3	0	22	0	14	251	319	0	0	383	270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	3	0	22	0	14	251	319	0	0	383	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.85	0.85
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1793	17	0	1805	0	1615	3502	1900	0	0	3244	1622
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.01	0.00	0.01	0.07	0.17	0.00	0.00	0.12	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.14	0.45	0.00	0.00	0.32	0.32
Volume/Cap:	0.53	0.53	0.00	0.12	0.00	0.09	0.53	0.37	0.00	0.00	0.37	0.53
Uniform Del:	27.3	27.3	0.0	41.0	0.0	40.9	40.2	18.1	0.0	0.0	26.6	28.1
IncremntDel:	0.9	0.9	0.0	0.3	0.0	0.2	1.1	0.3	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	28.2	28.2	0.0	41.3	0.0	41.1	41.3	18.4	0.0	0.0	26.7	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	0.0	41.3	0.0	41.1	41.3	18.4	0.0	0.0	26.7	28.5
LOS by Move:	C	C	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	8	8	0	1	0	0	4	6	0	0	5	8

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	76	Level Of Service:	D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	254	1235	156	283	844	84	218	284	204	203	265	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1235	156	283	844	84	218	284	204	203	265	143
Added Vol:	2	14	0	0	23	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1249	156	283	867	84	218	284	206	203	265	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1249	156	283	867	84	218	284	206	203	265	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1249	156	283	867	84	218	284	206	203	265	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1249	156	283	867	84	218	284	206	203	265	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2223	1199
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.10	0.08	0.17	0.05	0.12	0.08	0.13	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.39	0.39	0.13	0.38	0.38	0.20	0.30	0.30	0.09	0.19	0.19
Volume/Cap:	0.51	0.62	0.25	0.62	0.44	0.14	0.62	0.26	0.43	0.65	0.62	0.62
Uniform Del:	51.5	31.9	26.8	53.4	30.3	26.6	47.9	34.8	36.7	57.2	48.1	48.1
IncremntDel:	0.9	0.6	0.2	2.6	0.2	0.1	3.3	0.1	0.6	4.6	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	32.5	27.1	56.0	30.5	26.7	51.2	34.9	37.3	61.7	49.9	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	32.5	27.1	56.0	30.5	26.7	51.2	34.9	37.3	61.7	49.9	49.9
LOS by Move:	D	C	C	E	C	C	D	C	D	E	D	D
HCM2kAvgQ:	5	15	4	6	9	2	9	4	7	5	9	9

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.6
Optimal Cycle: 56 | Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1885	0	0	1294	759	147	0	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1885	0	0	1294	759	147	0	350	0	0	0
Added Vol:	0	14	0	0	20	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1899	0	0	1314	759	147	0	353	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1899	0	0	1314	0	147	0	353	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1899	0	0	1314	0	147	0	353	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1899	0	0	1314	0	147	0	353	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.29	0.00	1.71	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2167	0	2857	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.25	0.00	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.00	0.36	0.00	0.28	0.00	0.51	0.00	0.00	0.00
Uniform Del:	0.0	8.4	0.0	0.0	7.2	0.0	40.2	0.0	42.8	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.6	0.0	0.0	7.2	0.0	40.3	0.0	43.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	0.0	0.0	7.2	0.0	40.3	0.0	43.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	7	0	4	0	7	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.724
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 26.5
Optimal Cycle: 56 | Level Of Service: C

Street Name:	El Camino Real									I-380 WB Off-Ramp							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ignore					Ignore					Include					Include				
Min. Green:	0	25		0		0	25		0		0		0		0	25		0		25
Lanes:	0	0	2	1	0	0	0	2	1	0	0	0	0	0	0	2	0	0	0	2
Volume Module:																				
Base Vol:	0	1469	377		0	1805	354		0		0		0	362		0	966			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1469	377		0	1805	354		0		0		0	362		0	966			
Added Vol:	0	14	0		0	14	0		0		0		0	6		0	0			
PasserByVol:	0	0	0		0	0	0		0		0		0	0		0	0			
Initial Fut:	0	1483	377		0	1819	354		0		0		0	368		0	966			
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1483	0		0	1819	0		0		0		0	368		0	966			
Reduct Vol:	0	0	0		0	0	0		0		0		0	0		0	0			
Reduced Vol:	0	1483	0		0	1819	0		0		0		0	368		0	966			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1483	0		0	1819	0		0		0		0	368		0	966			
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75							
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00							
Final Sat.:	0	5187	0		0	5187	0		0		0		0	3502		0	2842			
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.29	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.34							
Crit Moves:	****				****								****							
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.47							
Volume/Cap:	0.00	0.59	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.72							
Uniform Del:	0.0	24.2	0.0	0.0	26.6	0.0	0.0	0.0	0.0	0.0	20.4	0.0	27.7							
IncremntDel:	0.0	0.4	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.0							
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00							
Delay/Veh:	0.0	24.6	0.0	0.0	27.7	0.0	0.0	0.0	0.0	0.0	20.5	0.0	29.7							
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	1.00							
AdjDel/Veh:	0.0	24.6	0.0	0.0	27.7	0.0	0.0	0.0	0.0	0.0	20.5	0.0	29.7							
LOS by Move:	A	C	A	A	C	A	A	A	A	A	C	A	C							
HCM2kAvgQ:	0	16	0	0	22	0	0	0	0	0	4	0	18							

Cumulative (No Project) Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	2080	56	97	1895	0	0	0	0	79	0	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2080	56	97	1895	0	0	0	0	79	0	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2080	56	97	1895	0	0	0	0	79	0	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2080	56	97	1895	0	0	0	0	79	0	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	5032	135	1805	5187	0	0	0	0	668	0	1043
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.05	0.37	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.66	0.66	0.09	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.63	0.63	0.63	0.49	0.00	0.00	0.00	0.00	0.63	0.00	0.63
Uniform Del:	0.0	13.0	13.0	57.5	6.7	0.0	0.0	0.0	0.0	48.6	0.0	48.6
IncremntDel:	0.0	0.4	0.4	8.0	0.1	0.0	0.0	0.0	0.0	3.9	0.0	3.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.3	13.3	65.5	6.8	0.0	0.0	0.0	0.0	52.6	0.0	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	13.3	65.5	6.8	0.0	0.0	0.0	0.0	52.6	0.0	52.6
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	18	18	5	11	0	0	0	0	8	0	8

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: B[10.8]

Street Name:	Mastick Avenue									Taylor Avenue		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	12	10	7	17	22	98	19	23	5	3	35	7
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	20	16	11	28	36	161	31	38	8	5	57	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	16	11	28	36	161	31	38	8	5	57	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	16	11	28	36	161	31	38	8	5	57	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	275	183	42	191	181	63	69	xxxx	xxxxx	46	xxxx	xxxxx
Potent Cap.:	681	715	1035	773	717	1007	1545	xxxx	xxxxx	1575	xxxx	xxxxx
Move Cap.:	540	698	1035	738	700	1007	1545	xxxx	xxxxx	1575	xxxx	xxxxx
Volume/Cap:	0.04	0.02	0.01	0.04	0.05	0.16	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	670	xxxxx	xxxx	903	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.8	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.8			10.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 47.4
Optimal Cycle: 180 Level Of Service: D

Street Name:	El Camino Real						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7 25 25			7 25 25			7 20 20			7 20 20		
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	236	1823	0	0	1772	118	265	0	436	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1823	0	0	1772	118	265	0	436	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1823	0	0	1772	118	265	0	436	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1823	0	0	1772	118	265	0	436	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	0.38	0.00	0.62	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4820	321	646	0	1061	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.00	0.00	0.37	0.37	0.41	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.98	0.69	0.00	0.00	0.98	0.98	0.98	0.00	0.98	0.00	0.00	0.00
Uniform Del:	56.1	24.0	0.0	0.0	40.0	40.0	37.0	0.0	37.0	0.0	0.0	0.0
IncremntDel:	51.1	0.8	0.0	0.0	15.3	15.3	27.7	0.0	27.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	107.2	24.8	0.0	0.0	55.2	55.2	64.8	0.0	64.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.2	24.8	0.0	0.0	55.2	55.2	64.8	0.0	64.8	0.0	0.0	0.0
LOS by Move:	F	C	A	A	E	E	E	A	E	A	A	A
HCM2kAvgQ:	14	20	0	0	33	33	33	0	33	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 1.225
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 134.9
Optimal Cycle: 180 Level Of Service: F

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7 10 10			7 10 10			7 10 10			7 10 10		
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	1	1	0	353	0	36	109	55	0	8	47	529
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	2	2	0	578	0	59	179	90	0	13	77	867
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	2	0	578	0	59	179	90	0	13	77	867
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	0	578	0	59	179	90	0	13	77	867
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	0	578	0	59	179	90	0	13	77	867
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	0.71	1.00	0.85	0.95	1.00	1.00	0.95	0.86	0.86
Lanes:	0.50	0.50	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.08	0.92
Final Sat.:	865	865	1900	1353	0	1615	1805	1900	0	1805	134	1504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.00	0.04	0.10	0.05	0.00	0.01	0.58	0.58
Crit Moves:				****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.35	0.00	0.35	0.08	0.32	0.00	0.23	0.47	0.47
Volume/Cap:	0.01	0.01	0.00	1.22	0.00	0.10	1.22	0.15	0.00	0.03	1.22	1.22
Uniform Del:	19.1	19.1	0.0	29.3	0.0	19.8	41.4	21.6	0.0	27.1	23.8	23.8
IncremntDel:	0.0	0.0	0.0	118.9	0.0	0.1	147.4	0.1	0.0	0.0	113	112.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.1	19.1	0.0	148.2	0.0	19.9	188.8	21.7	0.0	27.1	136	136.5
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:	19.1	19.1	0.0	148.2	0.0	19.9	188.8	21.7	0.0	27.1	136	136.5
LOS by Move:	B	B	A	F	A	B	F	C	A	C	F	F
HCM2kAvgQ:	0	0	0	32	0	1	12	2	0	0	50	50

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	101	178	49	28	51	0	453	8	82	241	115
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	21	165	292	80	46	84	0	742	13	134	395	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	165	292	80	46	84	0	742	13	134	395	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	165	292	80	46	84	0	742	13	134	395	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	165	292	80	46	84	0	742	13	134	395	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.71	0.71	0.85	1.00	0.95	0.95	0.95	0.90	0.90
Lanes:	0.11	0.89	1.00	0.64	0.36	1.00	0.00	1.97	0.03	1.00	1.35	0.65
Final Sat.:	209	1624	1615	863	493	1615	0	3537	62	1805	2327	1110
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.18	0.09	0.09	0.05	0.00	0.21	0.21	0.07	0.17	0.17
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.00	0.40	0.40	0.14	0.54	0.54
Volume/Cap:	0.30	0.30	0.53	0.27	0.27	0.15	0.00	0.53	0.53	0.53	0.32	0.32
Uniform Del:	24.1	24.1	26.4	23.9	23.9	22.8	0.0	23.0	23.0	39.9	12.8	12.8
IncremntDel:	0.3	0.3	1.0	0.3	0.3	0.1	0.0	0.4	0.4	2.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.4	24.4	27.4	24.2	24.2	23.0	0.0	23.4	23.4	41.9	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	27.4	24.2	24.2	23.0	0.0	23.4	23.4	41.9	12.9	12.9
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	4	4	8	3	3	2	0	10	10	5	5	5

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 54 Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	267	1	163	0	459	319	63	303	0
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	0	0	437	2	267	0	752	523	103	496	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	437	2	267	0	752	523	103	496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	2	267	0	752	523	103	496	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:	0	0	0	437	2	267	0	752	523	103	496	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.85	1.00	0.89	0.89	0.94	0.94	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.18	0.82	1.00	2.00	0.00
Final Sat.:	0	0	0	3434	13	1615	0	2000	1390	1789	3578	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.17	0.00	0.38	0.38	0.06	0.14	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.67	0.00	0.67	0.67	0.58	0.21	0.00
Uniform Del:	0.0	0.0	0.0	32.5	32.5	33.9	0.0	15.3	15.3	43.0	6.6	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.5	4.3	0.0	0.9	0.9	0.8	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	33.0	33.0	38.2	0.0	16.3	16.3	43.8	6.6	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:	0.0	0.0	0.0	33.0	33.0	38.2	0.0	16.3	16.3	43.8	6.6	0.0
LOS by Move:	A	A	A	C	C	D	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	9	0	15	15	4	3	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 52 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	233	4	216	33	0	19	380	340	0	0	157	81
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	382	7	354	54	0	31	622	557	0	0	257	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	7	0	54	0	31	622	557	0	0	257	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	7	0	54	0	31	622	557	0	0	257	133
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	7	0	54	0	31	622	557	0	0	257	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.98	0.02	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1780	31	0	1805	0	1615	3502	1900	0	0	3282	1641
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.03	0.00	0.02	0.18	0.29	0.00	0.00	0.08	0.08
Crit Moves:	****			****				****		****		
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.29	0.45	0.00	0.00	0.16	0.16
Volume/Cap:	0.65	0.65	0.00	0.30	0.00	0.19	0.62	0.65	0.00	0.00	0.48	0.50
Uniform Del:	28.6	28.6	0.0	41.8	0.0	41.3	30.8	21.4	0.0	0.0	38.1	38.2
IncremntDel:	2.5	2.5	0.0	0.9	0.0	0.6	1.2	1.8	0.0	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	31.2	31.2	0.0	42.7	0.0	41.9	32.0	23.1	0.0	0.0	38.5	38.7
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:	31.2	31.2	0.0	42.7	0.0	41.9	32.0	23.1	0.0	0.0	38.5	38.7
LOS by Move:	C	C	A	D	A	D	C	C	A	A	D	D
HCM2kAvgQ:	11	11	0	2	0	1	9	14	0	0	4	5

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.9
Optimal Cycle: 80 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	947	103	183	678	79	190	298	177	172	216	116
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	329	1551	169	300	1111	129	311	488	290	282	354	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	329	1551	169	300	1111	129	311	488	290	282	354	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	1551	169	300	1111	129	311	488	290	282	354	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	1551	169	300	1111	129	311	488	290	282	354	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2227	1196
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.10	0.09	0.21	0.08	0.17	0.14	0.18	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.38	0.38	0.11	0.34	0.34	0.22	0.30	0.30	0.12	0.20	0.20
Volume/Cap:	0.63	0.79	0.28	0.79	0.63	0.24	0.79	0.46	0.61	0.65	0.79	0.79
Uniform Del:	52.0	35.7	28.0	56.5	36.2	30.9	48.0	37.2	39.2	54.3	49.3	49.3
IncremntDel:	2.5	2.2	0.2	10.6	0.8	0.2	10.2	0.3	2.2	3.5	6.1	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.5	38.0	28.2	67.1	36.9	31.1	58.2	37.5	41.5	57.7	55.4	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	38.0	28.2	67.1	36.9	31.1	58.2	37.5	41.5	57.7	55.4	55.4
LOS by Move:	D	D	C	E	D	C	E	D	D	E	E	E
HCM2kAvgQ:	7	21	5	8	14	4	14	8	10	7	13	13

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1446	0	0	1201	0	202	0	160	0	0	0
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	2369	0	0	1967	0	331	0	262	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2369	0	0	1967	0	331	0	262	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2369	0	0	1967	0	331	0	262	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2369	0	0	1967	0	331	0	262	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.56	0.00	1.44	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2690	0	2490	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.38	0.00	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.00	0.00	0.50	0.00	0.61	0.00	0.52	0.00	0.00	0.00
Uniform Del:	0.0	7.4	0.0	0.0	6.5	0.0	47.1	0.0	46.2	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.0	0.0	0.1	0.0	1.1	0.0	0.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	0.0	0.0	6.6	0.0	48.3	0.0	46.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	6.6	0.0	48.3	0.0	46.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	16	0	0	11	0	8	0	7	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 104 Level Of Service: C

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	854	0	0	1534	0	0	0	0	460	0	655
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	1399	0	0	2513	0	0	0	0	753	0	1073
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1399	0	0	2513	0	0	0	0	753	0	1073
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1399	0	0	2513	0	0	0	0	753	0	1073
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1399	0	0	2513	0	0	0	0	753	0	1073
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.22	0.00	0.38
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.50	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.52	0.00	0.90
Uniform Del:	0.0	19.2	0.0	0.0	27.1	0.0	0.0	0.0	0.0	28.1	0.0	35.4
IncremntDel:	0.0	0.1	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.3	0.0	9.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.3	0.0	0.0	31.8	0.0	0.0	0.0	0.0	28.4	0.0	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	0.0	0.0	31.8	0.0	0.0	0.0	0.0	28.4	0.0	45.2
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	13	0	0	36	0	0	0	0	11	0	26

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

Cumulative (No Project) Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 71 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	2395	106	195	2322	0	0	0	0	98	0	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2395	106	195	2322	0	0	0	0	98	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2395	106	195	2322	0	0	0	0	98	0	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2395	106	195	2322	0	0	0	0	98	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	4937	219	1805	5187	0	0	0	0	676	0	1035
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.11	0.45	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.61	0.61	0.14	0.75	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.00	0.79	0.79	0.79	0.60	0.00	0.00	0.00	0.00	0.79	0.00	0.79
Uniform Del:	0.0	19.1	19.1	54.4	7.5	0.0	0.0	0.0	0.0	50.7	0.0	50.7
IncremntDel:	0.0	1.4	1.4	16.1	0.3	0.0	0.0	0.0	0.0	13.0	0.0	13.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.5	20.5	70.5	7.8	0.0	0.0	0.0	0.0	63.7	0.0	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.5	20.5	70.5	7.8	0.0	0.0	0.0	0.0	63.7	0.0	63.7
LOS by Move:	A	C	C	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	28	28	10	16	0	0	0	0	11	0	11

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: B[12.4]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	14	13	23	20	108	59	30	21	5	30	9
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	25	22	21	36	32	171	94	48	33	8	48	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	22	21	36	32	171	94	48	33	8	48	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	22	21	36	32	171	94	48	33	8	48	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	423	329	64	343	338	55	62	xxxx	xxxxx	81	xxxx	xxxxx
Potent Cap.:	545	593	1006	615	586	1018	1554	xxxx	xxxxx	1530	xxxx	xxxxx
Move Cap.:	410	553	1006	553	546	1018	1554	xxxx	xxxxx	1530	xxxx	xxxxx
Volume/Cap:	0.06	0.04	0.02	0.07	0.06	0.17	0.06	xxxx	xxxx	0.01	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	557	xxxxx	xxxx	819	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.4			11.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 67.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	25	25		7	25	25		7	20	20		7	20	20	
Lanes:	1 0	3 0	0		0 0	2 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	226	1349	0	0	1352	131	182	0	213	0	0	0				
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59				
Initial Bse:	358	2138	0	0	2143	208	288	0	338	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	358	2138	0	0	2143	208	288	0	338	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	358	2138	0	0	2143	208	288	0	338	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	358	2138	0	0	2143	208	288	0	338	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.46	0.00	0.54	0.00	0.00	0.00				
Final Sat.:	1805	5187	0	0	4667	452	793	0	928	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.41	0.00	0.00	0.46	0.46	0.36	0.00	0.36	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.18	0.60	0.00	0.00	0.42	0.42	0.33	0.00	0.33	0.00	0.00	0.00				
Volume/Cap:	1.10	0.69	0.00	0.00	1.10	1.10	1.10	0.00	1.10	0.00	0.00	0.00				
Uniform Del:	53.2	17.8	0.0	0.0	37.8	37.8	43.4	0.0	43.4	0.0	0.0	0.0				
IncremntDel:	78.5	0.7	0.0	0.0	51.8	51.8	67.1	0.0	67.1	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	131.8	18.4	0.0	0.0	89.6	89.6	110.5	0.0	110.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	131.8	18.4	0.0	0.0	89.6	89.6	110.5	0.0	110.5	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	F	F	F	A	F	A	A	A				
HCM2kAvgQ:	22	21	0	0	47	47	36	0	36	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 71.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	Cunningham Road								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		1 0	0 1	0	
Volume Module:																
Base Vol:	1	7	1	430	1	73	41	43	2	1	73	310				
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59				
Initial Bse:	2	11	2	682	2	116	65	68	3	2	116	491				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	11	2	682	2	116	65	68	3	2	116	491				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	11	2	682	2	116	65	68	3	2	116	491				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	2	11	2	682	2	116	65	68	3	2	116	491				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.97	0.97	0.85	0.70	0.70	0.85	0.95	0.99	0.99	0.95	0.88	0.88				
Lanes:	0.12	0.88	1.00	0.99	0.01	1.00	1.00	0.96	0.04	1.00	0.19	0.81				
Final Sat.:	230	1609	1615	1334	3	1615	1805	1803	84	1805	318	1352				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.00	0.51	0.51	0.07	0.04	0.04	0.04	0.00	0.36	0.36				
Crit Moves:					****		****				****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.08	0.25	0.25	0.17	0.34	0.34				
Volume/Cap:	0.01	0.01	0.00	1.06	1.06	0.15	0.46	0.15	0.15	0.01	1.06	1.06				
Uniform Del:	12.2	12.2	12.2	23.4	23.4	13.1	39.7	26.5	26.5	30.8	29.6	29.6				
IncremntDel:	0.0	0.0	0.0	53.5	53.5	0.1	2.4	0.2	0.2	0.0	55.6	55.6				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	12.2	12.2	12.2	76.9	76.9	13.2	42.1	26.7	26.7	30.8	85.2	85.2				
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:	12.2	12.2	12.2	76.9	76.9	13.2	42.1	26.7	26.7	30.8	85.2	85.2				
LOS by Move:	B	B	B	E	E	B	D	C	C	C	F	F				
HCM2kAvgQ:	0	0	0	29	29	2	2	2	2	0	26	26				

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 76 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	98	180	71	119	111	1	422	10	151	503	91
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	59	155	285	113	189	176	2	669	16	239	797	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	155	285	113	189	176	2	669	16	239	797	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	155	285	113	189	176	2	669	16	239	797	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	155	285	113	189	176	2	669	16	239	797	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.85	0.65	0.65	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.27	0.73	1.00	0.37	0.63	1.00	0.01	1.95	0.04	1.00	1.69	0.31
Final Sat.:	362	960	1615	464	777	1615	8	3508	83	1805	2987	540
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.18	0.24	0.24	0.11	0.19	0.19	0.19	0.13	0.27	0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.24	0.38	0.38	0.20	0.34	0.34
Volume/Cap:	0.53	0.53	0.58	0.80	0.80	0.36	0.80	0.51	0.51	0.67	0.80	0.80
Uniform Del:	28.8	28.8	29.3	31.9	31.9	27.1	35.7	24.1	24.1	37.0	30.1	30.1
IncremntDel:	1.3	1.3	1.7	11.1	11.1	0.4	5.2	0.3	0.3	4.7	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.2	30.2	31.1	43.0	43.0	27.6	40.9	24.4	24.4	41.6	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	31.1	43.0	43.0	27.6	40.9	24.4	24.4	41.6	34.0	34.0
LOS by Move:	C	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	6	8	11	11	4	13	9	9	8	16	16

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.118
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 74.7
Optimal Cycle: 180 Level Of Service: E

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	119	2	447	0	358	306	314	579	0
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	0	0	189	3	708	0	567	485	498	918	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	189	3	708	0	567	485	498	918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	3	708	0	567	485	498	918	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:	0	0	0	189	3	708	0	567	485	498	918	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	1.08	0.92	1.05	1.95	0.00
Final Sat.:	0	0	0	3621	61	1615	0	1812	1549	1872	3451	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.44	0.00	0.31	0.31	0.27	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.28	0.28	0.24	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	0.13	1.12	0.00	1.12	1.12	1.12	0.51	0.00
Uniform Del:	0.0	0.0	0.0	19.5	19.5	30.4	0.0	36.0	36.0	38.1	15.8	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	72.9	0.0	67.5	67.5	64.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.5	19.5	103.3	0.0	104	103.5	102.5	16.0	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:	0.0	0.0	0.0	19.5	19.5	103.3	0.0	104	103.5	102.5	16.0	0.0
LOS by Move:	A	A	A	B	B	F	A	F	F	F	B	A
HCM2kAvgQ:	0	0	0	2	2	35	0	28	28	26	10	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 61 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	306	2	165	34	0	42	219	238	0	0	501	204
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	485	3	262	54	0	67	347	377	0	0	794	323
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	3	0	54	0	67	347	377	0	0	794	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	3	0	54	0	67	347	377	0	0	794	323
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	3	0	54	0	67	347	377	0	0	794	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.87	0.87
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.13	0.87
Final Sat.:	1799	12	0	1805	0	1615	3502	1900	0	0	3528	1436
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.03	0.00	0.04	0.10	0.20	0.00	0.00	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.13	0.43	0.00	0.00	0.30	0.30
Volume/Cap:	0.76	0.76	0.00	0.30	0.00	0.41	0.76	0.47	0.00	0.00	0.76	0.76
Uniform Del:	28.6	28.6	0.0	41.7	0.0	42.2	42.0	20.6	0.0	0.0	32.0	32.0
IncremntDel:	5.3	5.3	0.0	0.9	0.0	1.7	7.4	0.4	0.0	0.0	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	33.9	33.9	0.0	42.7	0.0	43.9	49.4	21.0	0.0	0.0	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	33.9	0.0	42.7	0.0	43.9	49.4	21.0	0.0	0.0	34.4	34.4
LOS by Move:	C	C	A	D	A	D	D	C	A	A	C	C
HCM2kAvgQ:	15	15	0	2	0	2	7	8	0	0	13	13

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.4
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	297	1195	98	257	1174	185	165	260	178	255	325	193
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	471	1894	155	407	1861	293	262	412	282	404	515	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	1894	155	407	1861	293	262	412	282	404	515	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	1894	155	407	1861	293	262	412	282	404	515	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	471	1894	155	407	1861	293	262	412	282	404	515	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2138	1270
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.10	0.12	0.36	0.18	0.14	0.11	0.17	0.12	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.12	0.37	0.37	0.15	0.25	0.25	0.15	0.25	0.25
Volume/Cap:	0.97	0.95	0.25	0.95	0.97	0.49	0.97	0.46	0.70	0.77	0.97	0.97
Uniform Del:	55.7	38.6	27.1	56.6	40.2	31.5	55.0	41.4	44.4	53.2	48.3	48.3
IncremntDel:	32.7	10.1	0.2	29.8	13.8	0.6	45.9	0.4	5.5	7.0	23.4	23.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	88.4	48.6	27.3	86.4	54.0	32.1	100.8	41.8	49.9	60.2	71.7	71.7
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:	88.4	48.6	27.3	86.4	54.0	32.1	100.8	41.8	49.9	60.2	71.7	71.7
LOS by Move:	F	D	C	F	D	C	F	D	D	E	E	E
HCM2kAvgQ:	14	31	4	12	32	9	15	7	11	10	22	22

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: 114 Level Of Service: C

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3	0 0	0 0	3	0 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	2157	0	0	1321	0	288	0	358	0	0	0
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	3419	0	0	2094	0	456	0	567	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3419	0	0	2094	0	456	0	567	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3419	0	0	2094	0	456	0	567	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3419	0	0	2094	0	456	0	567	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.45	0.00	1.55	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2464	0	2648	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.40	0.00	0.19	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.00	0.00	0.56	0.00	0.79	0.00	0.92	0.00	0.00	0.00
Uniform Del:	0.0	15.0	0.0	0.0	8.6	0.0	46.8	0.0	48.5	0.0	0.0	0.0
IncremntDel:	0.0	4.1	0.0	0.0	0.2	0.0	3.4	0.0	11.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	0.0	0.0	8.8	0.0	50.2	0.0	60.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	0.0	0.0	8.8	0.0	50.2	0.0	60.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	E	A	A	A
HCM2kAvgQ:	0	44	0	0	14	0	14	0	18	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 1.195
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 114.4
Optimal Cycle: 180 Level Of Service: F

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3	0 0	0 0	3	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module:												
Base Vol:	0	1389	0	0	1424	0	0	0	0	461	0	1263
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	2202	0	0	2257	0	0	0	0	731	0	2002
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2202	0	0	2257	0	0	0	0	731	0	2002
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2202	0	0	2257	0	0	0	0	731	0	2002
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2202	0	0	2257	0	0	0	0	731	0	2002
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.21	0.00	0.70
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	1.17	0.00	0.00	1.19	0.00	0.00	0.00	0.00	0.35	0.00	1.19
Uniform Del:	0.0	41.3	0.0	0.0	41.3	0.0	0.0	0.0	0.0	13.8	0.0	26.7
IncremntDel:	0.0	80.5	0.0	0.0	93.1	0.0	0.0	0.0	0.0	0.1	0.0	93.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	122	0.0	0.0	134	0.0	0.0	0.0	0.0	13.9	0.0	120.4
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:	0.0	122	0.0	0.0	134	0.0	0.0	0.0	0.0	13.9	0.0	120.4
LOS by Move:	A	F	A	A	F	A	A	A	A	B	A	F
HCM2kAvgQ:	0	49	0	0	51	0	0	0	0	8	0	69

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

Cumulative (No Project) Conditions
Weekday Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	1883	56	176	1704	0	0	0	0	98	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1883	56	176	1704	0	0	0	0	98	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1883	56	176	1704	0	0	0	0	98	0	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:	0	1883	56	176	1704	0	0	0	0	98	0	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	5016	150	1805	5187	0	0	0	0	815	0	909
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.10	0.33	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.59	0.15	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.64	0.64	0.64	0.44	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Uniform Del:	0.0	17.6	17.6	51.7	6.5	0.0	0.0	0.0	0.0	48.6	0.0	48.6
IncremntDel:	0.0	0.5	0.5	4.9	0.1	0.0	0.0	0.0	0.0	4.2	0.0	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	18.0	18.0	56.6	6.5	0.0	0.0	0.0	0.0	52.8	0.0	52.8
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:	0.0	18.0	18.0	56.6	6.5	0.0	0.0	0.0	0.0	52.8	0.0	52.8
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	19	8	9	0	0	0	0	9	0	9

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: B[11.3]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	14	6	20	21	94	23	30	19	4	30	8
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	26	23	10	32	34	152	37	48	31	6	48	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	23	10	32	34	152	37	48	31	6	48	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	23	10	32	34	152	37	48	31	6	48	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	298	212	64	222	221	55	61	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	658	689	1006	738	681	1018	1555	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	527	669	1006	697	662	1018	1555	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	0.05	0.03	0.01	0.05	0.05	0.15	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	629	xxxxx	xxxx	884	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.3			10.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 80 Level Of Service: C

Street Name:	El Camino Real								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	25	25		7	25	25		7	20	20		7	20	20	
Lanes:	1 0	3 0	0		0 0	2 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	175	1006	0	0	994	75	147	0	150	0	0	0				
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61				
Initial Bse:	282	1622	0	0	1602	121	237	0	242	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	282	1622	0	0	1602	121	237	0	242	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	282	1622	0	0	1602	121	237	0	242	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	282	1622	0	0	1602	121	237	0	242	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	0.49	0.00	0.51	0.00	0.00	0.00				
Final Sat.:	1805	5187	0	0	4775	360	855	0	873	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.31	0.00	0.00	0.34	0.34	0.28	0.00	0.28	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green/Cycle:	0.19	0.60	0.00	0.00	0.41	0.41	0.34	0.00	0.34	0.00	0.00	0.00				
Volume/Cap:	0.83	0.53	0.00	0.00	0.83	0.83	0.83	0.00	0.83	0.00	0.00	0.00				
Uniform Del:	50.6	15.5	0.0	0.0	34.5	34.5	39.7	0.0	39.7	0.0	0.0	0.0				
IncremntDel:	15.1	0.2	0.0	0.0	2.9	2.9	9.5	0.0	9.5	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	65.8	15.6	0.0	0.0	37.3	37.3	49.2	0.0	49.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	65.8	15.6	0.0	0.0	37.3	37.3	49.2	0.0	49.2	0.0	0.0	0.0				
LOS by Move:	E	B	A	A	D	D	D	A	D	A	A	A				
HCM2kAvgQ:	13	14	0	0	24	24	20	0	20	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 43 Level Of Service: C

Street Name:	Cunningham Road								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0 1	0 0	1		0 1	0 0	1		1 0	0 1	0		1 0	0 1	0	
Volume Module:																
Base Vol:	3	13	0	236	1	32	44	31	3	16	38	203				
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61				
Initial Bse:	5	21	0	380	2	52	71	50	5	26	61	327				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	21	0	380	2	52	71	50	5	26	61	327				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	21	0	380	2	52	71	50	5	26	61	327				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	5	21	0	380	2	52	71	50	5	26	61	327				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.96	0.96	1.00	0.69	0.69	0.85	0.95	0.99	0.99	0.95	0.87	0.87				
Lanes:	0.19	0.81	1.00	0.99	0.01	1.00	1.00	0.91	0.09	1.00	0.16	0.84				
Final Sat.:	340	1474	1900	1315	6	1615	1805	1710	165	1805	262	1399				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.00	0.29	0.29	0.03	0.04	0.03	0.03	0.01	0.23	0.23				
Crit Moves:					****		****				****					
Green/Cycle:	0.45	0.45	0.00	0.45	0.45	0.45	0.08	0.26	0.26	0.18	0.37	0.37				
Volume/Cap:	0.03	0.03	0.00	0.64	0.64	0.07	0.51	0.11	0.11	0.08	0.64	0.64				
Uniform Del:	13.6	13.6	0.0	18.8	18.8	13.8	39.8	25.2	25.2	30.4	23.5	23.5				
IncremntDel:	0.0	0.0	0.0	2.3	2.3	0.0	3.0	0.1	0.1	0.1	2.2	2.2				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	13.6	13.6	0.0	21.1	21.1	13.9	42.8	25.3	25.3	30.5	25.7	25.7				
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:	13.6	13.6	0.0	21.1	21.1	13.9	42.8	25.3	25.3	30.5	25.7	25.7				
LOS by Move:	B	B	A	C	C	B	D	C	C	C	C	C				
HCM2kAvgQ:	0	0	0	9	9	1	3	1	1	1	10	10				

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 65 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	26	99	192	82	72	81	1	493	8	169	333	116
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	42	160	310	132	116	131	2	795	13	272	537	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	160	310	132	116	131	2	795	13	272	537	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	160	310	132	116	131	2	795	13	272	537	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	160	310	132	116	131	2	795	13	272	537	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.61	0.61	0.85	0.95	0.95	0.95	0.95	0.91	0.91
Lanes:	0.21	0.79	1.00	0.53	0.47	1.00	0.01	1.96	0.03	1.00	1.48	0.52
Final Sat.:	348	1324	1615	612	537	1615	7	3538	57	1805	2573	896
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.19	0.22	0.22	0.08	0.22	0.22	0.22	0.15	0.21	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.30	0.37	0.37	0.22	0.28	0.28
Volume/Cap:	0.41	0.41	0.65	0.74	0.74	0.28	0.74	0.61	0.61	0.68	0.74	0.74
Uniform Del:	28.4	28.4	30.9	31.9	31.9	27.2	31.2	25.9	25.9	35.7	32.5	32.5
IncremntDel:	0.6	0.6	3.3	8.3	8.3	0.3	2.7	0.9	0.9	4.8	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.0	29.0	34.2	40.2	40.2	27.5	33.9	26.8	26.8	40.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	29.0	34.2	40.2	40.2	27.5	33.9	26.8	26.8	40.5	35.5	35.5
LOS by Move:	C	C	C	D	D	C	C	C	C	D	D	D
HCM2kAvgQ:	5	5	9	9	9	3	13	11	11	9	12	12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 125 Level Of Service: D

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	169	0	253	0	395	337	273	544	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	0	0	272	0	408	0	637	543	440	877	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	272	0	408	0	637	543	440	877	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	0	408	0	637	543	440	877	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:	0	0	0	272	0	408	0	637	543	440	877	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1814	1547	1780	3548	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.25	0.00	0.35	0.35	0.25	0.25	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.38	0.38	0.26	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.93	0.00	0.93	0.93	0.93	0.39	0.00
Uniform Del:	0.0	0.0	0.0	28.8	0.0	35.6	0.0	30.0	30.0	35.9	8.6	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	27.4	0.0	12.8	12.8	11.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	63.1	0.0	42.8	42.8	47.7	8.7	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:	0.0	0.0	0.0	29.0	0.0	63.1	0.0	42.8	42.8	47.7	8.7	0.0
LOS by Move:	A	A	A	C	A	E	A	D	D	D	A	A
HCM2kAvgQ:	0	0	0	3	0	17	0	23	23	18	7	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 66 Level Of Service: C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	301	1	228	30	0	30	231	338	0	0	448	256
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	485	2	368	48	0	48	372	545	0	0	722	413
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	2	0	48	0	48	372	545	0	0	722	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	2	0	48	0	48	372	545	0	0	722	413
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	2	0	48	0	48	372	545	0	0	722	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1805	6	0	1805	0	1615	3502	1900	0	0	3268	1634
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.03	0.00	0.03	0.11	0.29	0.00	0.00	0.22	0.25
Crit Moves:	****			****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.31	0.31
Volume/Cap:	0.80	0.80	0.00	0.27	0.00	0.30	0.80	0.64	0.00	0.00	0.70	0.80
Uniform Del:	30.3	30.3	0.0	41.6	0.0	41.8	42.1	21.5	0.0	0.0	30.2	31.5
IncremntDel:	7.8	7.8	0.0	0.8	0.0	1.0	9.9	1.7	0.0	0.0	1.4	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	38.1	38.1	0.0	42.4	0.0	42.8	52.1	23.2	0.0	0.0	31.7	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	0.0	42.4	0.0	42.8	52.1	23.2	0.0	0.0	31.7	35.0
LOS by Move:	D	D	A	D	A	D	D	C	A	A	C	C
HCM2kAvgQ:	16	16	0	2	0	2	8	13	0	0	12	15

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: 81 Level Of Service: D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	1007	96	254	881	89	152	214	140	175	184	136
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	324	1623	155	409	1420	143	245	345	226	282	297	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	1623	155	409	1420	143	245	345	226	282	297	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1623	155	409	1420	143	245	345	226	282	297	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1623	155	409	1420	143	245	345	226	282	297	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	1943	1436
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.10	0.12	0.27	0.09	0.14	0.10	0.14	0.08	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.40	0.40	0.15	0.41	0.41	0.17	0.26	0.26	0.11	0.19	0.19
Volume/Cap:	0.67	0.79	0.24	0.79	0.67	0.22	0.79	0.37	0.54	0.75	0.79	0.79
Uniform Del:	53.3	34.6	26.3	53.5	31.6	25.2	51.6	39.7	41.7	56.3	50.0	50.0
IncremntDel:	3.8	2.2	0.2	8.1	0.9	0.2	12.9	0.3	1.5	8.1	6.5	6.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.1	36.7	26.5	61.6	32.5	25.3	64.6	39.9	43.2	64.4	56.5	56.5
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:	57.1	36.7	26.5	61.6	32.5	25.3	64.6	39.9	43.2	64.4	56.5	56.5
LOS by Move:	E	D	C	E	C	C	E	D	D	E	E	E
HCM2kAvgQ:	7	22	4	10	17	4	11	6	8	7	12	12

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 56 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1487	0	0	1140	0	176	0	255	0	0	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	2397	0	0	1838	0	284	0	411	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2397	0	0	1838	0	284	0	411	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2397	0	0	1838	0	284	0	411	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2397	0	0	1838	0	284	0	411	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.41	0.00	1.59	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2389	0	2700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.35	0.00	0.12	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.00	0.00	0.49	0.00	0.50	0.00	0.64	0.00	0.00	0.00
Uniform Del:	0.0	9.6	0.0	0.0	8.0	0.0	43.0	0.0	44.7	0.0	0.0	0.0
IncremntDel:	0.0	0.4	0.0	0.0	0.1	0.0	0.3	0.0	1.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.0	0.0	0.0	8.1	0.0	43.3	0.0	46.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.0	0.0	8.1	0.0	43.3	0.0	46.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	18	0	0	12	0	7	0	10	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 180 Level Of Service: D

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1071	0	0	1420	0	0	0	0	477	0	980
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	1726	0	0	2289	0	0	0	0	769	0	1580
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1726	0	0	2289	0	0	0	0	769	0	1580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1726	0	0	2289	0	0	0	0	769	0	1580
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1726	0	0	2289	0	0	0	0	769	0	1580
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.22	0.00	0.56
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.79	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.41	0.00	1.05
Uniform Del:	0.0	32.5	0.0	0.0	37.6	0.0	0.0	0.0	0.0	18.3	0.0	30.4
IncremntDel:	0.0	2.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0	0.1	0.0	36.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	34.5	0.0	0.0	69.9	0.0	0.0	0.0	0.0	18.4	0.0	66.4
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:	0.0	34.5	0.0	0.0	69.9	0.0	0.0	0.0	0.0	18.4	0.0	66.4
LOS by Move:	A	C	A	A	E	A	A	A	A	B	A	E
HCM2kAvgQ:	0	23	0	0	43	0	0	0	0	9	0	46

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

Cumulative (No Project) Conditions
Weekend Midday Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 69 Level Of Service: C

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1 0		1 0 3	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	1433	29	126	1433	0	0	0	0	65	0	106
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	2310	47	203	2310	0	0	0	0	105	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2310	47	203	2310	0	0	0	0	105	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2310	47	203	2310	0	0	0	0	105	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2310	47	203	2310	0	0	0	0	105	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.94	0.06	1.00	3.00	0.00	0.00	0.00	0.00	0.38	0.00	0.62
Final Sat.:	0	5069	103	1805	5187	0	0	0	0	649	0	1058
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.11	0.45	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.14	0.72	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.78	0.78	0.78	0.61	0.00	0.00	0.00	0.00	0.78	0.00	0.78
Uniform Del:	0.0	20.9	20.9	53.7	8.9	0.0	0.0	0.0	0.0	48.9	0.0	48.9
IncremntDel:	0.0	1.4	1.4	14.4	0.3	0.0	0.0	0.0	0.0	11.0	0.0	11.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.3	22.3	68.2	9.2	0.0	0.0	0.0	0.0	59.9	0.0	59.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	22.3	68.2	9.2	0.0	0.0	0.0	0.0	59.9	0.0	59.9
LOS by Move:	A	C	C	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	27	27	10	17	0	0	0	0	12	0	12

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[11.1]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	11	10	9	21	20	115	23	27	13	4	44	8
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	18	16	15	34	32	185	37	44	21	6	71	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	16	15	34	32	185	37	44	21	6	71	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	16	15	34	32	185	37	44	21	6	71	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	327	225	54	234	229	77	84	xxxx	xxxxx	64	xxxx	xxxxx
Potent Cap.:	630	678	1019	725	674	989	1526	xxxx	xxxxx	1551	xxxx	xxxxx
Move Cap.:	482	658	1019	686	655	989	1526	xxxx	xxxxx	1551	xxxx	xxxxx
Volume/Cap:	0.04	0.02	0.01	0.05	0.05	0.19	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	640	xxxxx	xxxx	879	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.1			10.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 177 Level Of Service: D

Street Name:	El Camino Real								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	25	25		7	25	25		7	20	20		7	20	20	
Lanes:	1 0	3	0	0	0 0	2	1	0	0 0	1!	0	0	0 0	0	0	0
Volume Module:																
Base Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0				
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61				
Initial Bse:	266	2139	0	0	2187	218	206	0	271	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	266	2139	0	0	2187	218	206	0	271	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	266	2139	0	0	2187	218	206	0	271	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	266	2139	0	0	2187	218	206	0	271	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.43	0.00	0.57	0.00	0.00	0.00				
Final Sat.:	1805	5187	0	0	4656	463	742	0	974	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.41	0.00	0.00	0.47	0.47	0.28	0.00	0.28	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green/Cycle:	0.15	0.64	0.00	0.00	0.49	0.49	0.29	0.00	0.29	0.00	0.00	0.00				
Volume/Cap:	0.96	0.64	0.00	0.00	0.96	0.96	0.96	0.00	0.96	0.00	0.00	0.00				
Uniform Del:	54.7	14.2	0.0	0.0	32.1	32.1	45.5	0.0	45.5	0.0	0.0	0.0				
IncremntDel:	43.5	0.4	0.0	0.0	10.5	10.5	30.7	0.0	30.7	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	98.2	14.6	0.0	0.0	42.6	42.6	76.2	0.0	76.2	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	98.2	14.6	0.0	0.0	42.6	42.6	76.2	0.0	76.2	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	D	D	E	A	E	A	A	A				
HCM2kAvgQ:	15	19	0	0	39	39	24	0	24	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec): 90 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 37 Level Of Service: C

Street Name:	Cunningham Road								Crystal Springs Road							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	0 1	0	0	1	0 1	0	0	1	1 0	0	1	0	1 0	0	1	0
Volume Module:																
Base Vol:	52	43	6	2	43	214	310	3	49	0	2	0				
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61				
Initial Bse:	84	69	10	3	69	345	500	5	79	0	3	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	84	69	10	3	69	345	500	5	79	0	3	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	84	69	10	3	69	345	500	5	79	0	3	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:	84	69	10	3	69	345	500	5	79	0	3	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.81	0.81	0.85	0.99	0.99	0.85	0.95	0.86	0.86	1.00	1.00	1.00				
Lanes:	0.55	0.45	1.00	0.04	0.96	1.00	1.00	0.06	0.94	1.00	1.00	0.00				
Final Sat.:	839	694	1615	84	1805	1615	1805	94	1538	1900	1900	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.01	0.04	0.04	0.21	0.28	0.05	0.05	0.00	0.00	0.00				
Crit Moves:						****	****				****					
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.45	0.56	0.56	0.00	0.11	0.00				
Volume/Cap:	0.29	0.29	0.02	0.11	0.11	0.62	0.62	0.09	0.09	0.00	0.02	0.00				
Uniform Del:	21.5	21.5	19.5	20.2	20.2	24.7	19.1	9.3	9.3	0.0	35.6	0.0				
IncremntDel:	0.3	0.3	0.0	0.1	0.1	2.2	1.5	0.0	0.0	0.0	0.0	0.0				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00				
Delay/Veh:	21.8	21.8	19.5	20.2	20.2	26.8	20.7	9.4	9.4	0.0	35.6	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:	21.8	21.8	19.5	20.2	20.2	26.8	20.7	9.4	9.4	0.0	35.6	0.0				
LOS by Move:	C	C	B	C	C	C	C	A	A	A	D	A				
HCM2kAvgQ:	3	3	0	1	1	9	11	1	1	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 64 Level Of Service: C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	21	111	209	66	89	97	0	500	9	170	417	48
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	34	179	337	106	143	156	0	806	15	274	672	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	179	337	106	143	156	0	806	15	274	672	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	179	337	106	143	156	0	806	15	274	672	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:	34	179	337	106	143	156	0	806	15	274	672	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.65	0.65	0.85	1.00	0.95	0.95	0.95	0.94	0.94
Lanes:	0.16	0.84	1.00	0.43	0.57	1.00	0.00	1.96	0.04	1.00	1.79	0.21
Final Sat.:	278	1472	1615	528	712	1615	0	3536	64	1805	3189	367
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.21	0.20	0.20	0.10	0.00	0.23	0.23	0.15	0.21	0.21
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.34	0.34	0.23	0.57	0.57
Volume/Cap:	0.39	0.39	0.67	0.65	0.65	0.31	0.00	0.67	0.67	0.67	0.37	0.37
Uniform Del:	26.9	26.9	29.9	29.6	29.6	26.2	0.0	28.1	28.1	35.2	11.8	11.8
IncremntDel:	0.5	0.5	3.5	3.7	3.7	0.4	0.0	1.4	1.4	4.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.4	27.4	33.4	33.4	33.4	26.6	0.0	29.6	29.6	39.4	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	27.4	33.4	33.4	33.4	26.6	0.0	29.6	29.6	39.4	11.9	11.9
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	5	5	10	8	8	4	0	12	12	9	7	7

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 110 Level Of Service: C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	141	1	245	0	321	385	246	453	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	0	0	227	2	395	0	517	621	397	730	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	227	2	395	0	517	621	397	730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	2	395	0	517	621	397	730	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:	0	0	0	227	2	395	0	517	621	397	730	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.85	1.00	0.87	0.87	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	1.00	1.06	1.94	0.00
Final Sat.:	0	0	0	3566	25	1615	0	1657	1657	1873	3450	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.24	0.00	0.31	0.37	0.21	0.21	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.41	0.41	0.23	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	0.91	0.00	0.76	0.91	0.91	0.33	0.00
Uniform Del:	0.0	0.0	0.0	28.6	28.6	35.5	0.0	25.3	27.8	37.4	8.1	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	23.5	0.0	2.3	10.3	10.4	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.8	28.8	59.0	0.0	27.6	38.1	47.8	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	28.8	59.0	0.0	27.6	38.1	47.8	8.2	0.0
LOS by Move:	A	A	A	C	C	E	A	C	D	D	A	A
HCM2kAvgQ:	0	0	0	3	3	16	0	16	23	16	5	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 71 Level Of Service: D

Street Name:	US 101 NB Ramps									San Bruno Avenue								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Ignore					Include					Include					Include				
Min. Green:	10	0	0		10	0	10		10	0	0		10	0	10					
Lanes:	0	0	1!	0	0	1	0	0	0	1	2	0	1	0	0	0	0	2	1	0
Volume Module:																				
Base Vol:	308	3	211		22	0	14		247	319	0		0	383	270					
Growth Adj:	1.61	1.61	1.61		1.61	1.61	1.61		1.61	1.61	1.61		1.61	1.61	1.61					
Initial Bse:	496	5	340		35	0	23		398	514	0		0	617	435					
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	496	5	0		35	0	23		398	514	0		0	617	435					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	496	5	0		35	0	23		398	514	0		0	617	435					
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	496	5	0		35	0	23		398	514	0		0	617	435					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.95	0.95	1.00		0.95	1.00	0.85		0.92	1.00	1.00		1.00	0.85	0.85					
Lanes:	0.99	0.01	0.00		1.00	0.00	1.00		2.00	1.00	0.00		0.00	2.00	1.00					
Final Sat.:	1793	17	0		1805	0	1615		3502	1900	0		0	3244	1622					
Capacity Analysis Module:																				
Vol/Sat:	0.28	0.28	0.00		0.02	0.00	0.01		0.11	0.27	0.00		0.00	0.19	0.27					
Crit Moves:	****				****				****						****					
Green/Cycle:	0.33	0.33	0.00		0.10	0.00	0.10		0.13	0.45	0.00		0.00	0.32	0.32					
Volume/Cap:	0.84	0.84	0.00		0.20	0.00	0.14		0.84	0.60	0.00		0.00	0.60	0.84					
Uniform Del:	31.2	31.2	0.0		41.3	0.0	41.1		42.3	20.6	0.0		0.0	28.8	31.8					
IncremntDel:	10.8	10.8	0.0		0.5	0.0	0.4		13.2	1.2	0.0		0.0	0.6	5.5					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00					
Delay/Veh:	42.0	42.0	0.0		41.8	0.0	41.5		55.4	21.7	0.0		0.0	29.3	37.3					
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	42.0	0.0		41.8	0.0	41.5		55.4	21.7	0.0		0.0	29.3	37.3					
LOS by Move:	D	D	A		D	A	D		E	C	A		A	C	D					
HCM2kAvgQ:	17	17	0		1	0	1		9	12	0		0	9	16					

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 55.7
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real									San Bruno Avenue								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	7	25	25			7	25	25			7	25	25			7	25	25		
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	1	1	0
Volume Module:																				
Base Vol:	252	1227	156		282	842	83		205	269	193		203	263	142					
Growth Adj:	1.61	1.61	1.61		1.61	1.61	1.61		1.61	1.61	1.61		1.61	1.61	1.61					
Initial Bse:	406	1978	251		455	1357	134		330	434	311		327	424	229					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	406	1978	251		455	1357	134		330	434	311		327	424	229					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	406	1978	251		455	1357	134		330	434	311		327	424	229					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	406	1978	251		455	1357	134		330	434	311		327	424	229					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.92	0.91	0.85		0.92	0.91	0.85		0.95	0.95	0.85		0.92	0.90	0.90					
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		2.00	1.30	0.70					
Final Sat.:	3502	5187	1615		3502	5187	1615		1805	3610	1615		3502	2220	1199					
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.38	0.16		0.13	0.26	0.08		0.18	0.12	0.19		0.09	0.19	0.19					
Crit Moves:		****			****				****					****						
Green/Cycle:	0.16	0.39	0.39		0.13	0.36	0.36		0.19	0.26	0.26		0.13	0.20	0.20					
Volume/Cap:	0.72	0.98	0.40		0.98	0.72	0.23		0.98	0.47	0.75		0.75	0.98	0.98					
Uniform Del:	51.8	39.0	28.6		56.1	35.7	28.7		52.5	40.6	44.3		54.9	52.0	52.0					
IncremntDel:	4.5	14.6	0.4		35.1	1.4	0.2		42.1	0.4	7.2		6.9	28.5	28.5					
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Delay/Veh:	56.3	53.5	29.0		91.3	37.1	28.9		94.6	41.0	51.5		61.7	80.5	80.5					
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:	56.3	53.5	29.0		91.3	37.1	28.9		94.6	41.0	51.5		61.7	80.5	80.5					
LOS by Move:	E	D	C		F	D	C		F	D	D		E	F	F					
HCM2kAvgQ:	9	34	7		13	18	4		18	8	13		8	18	18					

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 65 Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1874	0	0	1289	759	130	0	350	0	0	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	3021	0	0	2078	1224	210	0	564	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3021	0	0	2078	0	210	0	564	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3021	0	0	2078	0	210	0	564	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3021	0	0	2078	0	210	0	564	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.27	0.00	1.73	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2123	0	2889	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.00	0.40	0.00	0.10	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.00	0.00	0.56	0.00	0.41	0.00	0.82	0.00	0.00	0.00
Uniform Del:	0.0	12.7	0.0	0.0	8.8	0.0	41.7	0.0	46.7	0.0	0.0	0.0
IncremntDel:	0.0	1.5	0.0	0.0	0.2	0.0	0.1	0.0	5.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	0.0	0.0	9.0	0.0	41.9	0.0	52.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	0.0	0.0	9.0	0.0	41.9	0.0	52.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	31	0	0	14	0	6	0	14	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 72.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	2 1	0	0 0	2 1	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1432	377	0	1759	354	0	0	0	362	0	929
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	2308	608	0	2836	571	0	0	0	584	0	1498
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2308	0	0	2836	0	0	0	0	584	0	1498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2308	0	0	2836	0	0	0	0	584	0	1498
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2308	0	0	2836	0	0	0	0	584	0	1498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.17	0.00	0.53
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.92	0.00	0.00	1.13	0.00	0.00	0.00	0.00	0.36	0.00	1.13
Uniform Del:	0.0	31.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0	22.1	0.0	34.6
IncremntDel:	0.0	5.9	0.0	0.0	62.3	0.0	0.0	0.0	0.0	0.1	0.0	66.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	36.8	0.0	0.0	95.7	0.0	0.0	0.0	0.0	22.2	0.0	101.3
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:	0.0	36.8	0.0	0.0	95.7	0.0	0.0	0.0	0.0	22.2	0.0	101.3
LOS by Move:	A	D	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	0	35	0	0	58	0	0	0	0	7	0	49

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

Cumulative plus Project Conditions
AM Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1270	34	59	1157	0	0	0	0	48	0	75
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	2080	56	97	1895	0	0	0	0	79	0	123
Added Vol:	0	0	8	15	0	0	0	0	0	11	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2080	64	112	1895	0	0	0	0	90	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2080	64	112	1895	0	0	0	0	90	0	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2080	64	112	1895	0	0	0	0	90	0	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2080	64	112	1895	0	0	0	0	90	0	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	5013	153	1805	5187	0	0	0	0	677	0	1034
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.06	0.37	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.63	0.63	0.09	0.73	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.65	0.65	0.65	0.50	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Uniform Del:	0.0	14.9	14.9	56.8	7.5	0.0	0.0	0.0	0.0	47.7	0.0	47.7
IncremntDel:	0.0	0.5	0.5	8.8	0.1	0.0	0.0	0.0	0.0	4.5	0.0	4.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.4	15.4	65.6	7.7	0.0	0.0	0.0	0.0	52.2	0.0	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.4	15.4	65.6	7.7	0.0	0.0	0.0	0.0	52.2	0.0	52.2
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	20	5	12	0	0	0	0	9	0	9

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: B[11.4]

Street Name:	Mastick Avenue									Taylor Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0						
Volume Module:																		
Base Vol:	12	10	7	17	22	98	19	23	5	3	35	7						
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64						
Initial Bse:	20	16	11	28	36	161	31	38	8	5	57	11						
Added Vol:	0	0	0	0	0	24	22	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	20	16	11	28	36	185	53	38	8	5	57	11						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	20	16	11	28	36	185	53	38	8	5	57	11						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	20	16	11	28	36	185	53	38	8	5	57	11						
Critical Gap Module:																		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	331	227	42	235	225	63	69	xxxx	xxxxx	46	xxxx	xxxxx						
Potent Cap.:	626	676	1035	724	678	1007	1545	xxxx	xxxxx	1575	xxxx	xxxxx						
Move Cap.:	475	650	1035	682	652	1007	1545	xxxx	xxxxx	1575	xxxx	xxxxx						
Volume/Cap:	0.04	0.03	0.01	0.04	0.06	0.18	0.03	xxxx	xxxx	0.00	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.3	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	612	xxxxx	xxxx	889	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	11.4	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*						
ApproachDel:	11.4			10.6			xxxxxx			xxxxxx								
ApproachLOS:	B			B			*			*								

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 47.7
Optimal Cycle: 180 Level Of Service: D

Street Name:	El Camino Real									Crystal Springs Road								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R						
Control:	Protected			Protected			Split Phase			Split Phase								
Rights:	Include			Include			Include			Include								
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20						
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0						
Volume Module:																		
Base Vol:	144	1113	0	0	1082	72	162	0	266	0	0	0						
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64						
Initial Bse:	236	1823	0	0	1772	118	265	0	436	0	0	0						
Added Vol:	0	7	0	0	9	1	1	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	236	1830	0	0	1781	119	266	0	436	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	236	1830	0	0	1781	119	266	0	436	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	236	1830	0	0	1781	119	266	0	436	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	236	1830	0	0	1781	119	266	0	436	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00						
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	0.38	0.00	0.62	0.00	0.00	0.00						
Final Sat.:	1805	5187	0	0	4819	322	648	0	1060	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.35	0.00	0.00	0.37	0.37	0.41	0.00	0.41	0.00	0.00	0.00						
Crit Moves:	****				****		****											
Green/Cycle:	0.13	0.51	0.00	0.00	0.38	0.38	0.42	0.00	0.42	0.00	0.00	0.00						
Volume/Cap:	0.98	0.69	0.00	0.00	0.98	0.98	0.98	0.00	0.98	0.00	0.00	0.00						
Uniform Del:	56.1	24.0	0.0	0.0	40.0	40.0	37.2	0.0	37.2	0.0	0.0	0.0						
IncremntDel:	52.0	0.8	0.0	0.0	15.8	15.8	28.4	0.0	28.4	0.0	0.0	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00						
Delay/Veh:	108.1	24.8	0.0	0.0	55.7	55.7	65.5	0.0	65.5	0.0	0.0	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	108.1	24.8	0.0	0.0	55.7	55.7	65.5	0.0	65.5	0.0	0.0	0.0						
LOS by Move:	F	C	A	A	E	E	E	A	E	A	A	A						
HCM2kAvgQ:	14	20	0	0	33	33	33	0	33	0	0	0						

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	1.226
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	135.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7 10 10			7 10 10			7 10 10			7 10 10		
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	1	1	0	353	0	36	109	55	0	8	47	529
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	2	2	0	578	0	59	179	90	0	13	77	867
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	2	0	579	0	59	179	90	0	13	77	868
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	2	0	579	0	59	179	90	0	13	77	868
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	0	579	0	59	179	90	0	13	77	868
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	0	579	0	59	179	90	0	13	77	868
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	0.71	1.00	0.85	0.95	1.00	1.00	0.95	0.86	0.86
Lanes:	0.50	0.50	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.08	0.92
Final Sat.:	865	865	1900	1353	0	1615	1805	1900	0	1805	133	1504
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.00	0.04	0.10	0.05	0.00	0.01	0.58	0.58
Crit Moves:				****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.35	0.00	0.35	0.08	0.32	0.00	0.23	0.47	0.47
Volume/Cap:	0.01	0.01	0.00	1.23	0.00	0.10	1.23	0.15	0.00	0.03	1.23	1.23
Uniform Del:	19.1	19.1	0.0	29.3	0.0	19.8	41.4	21.6	0.0	27.1	23.8	23.8
IncremntDel:	0.0	0.0	0.0	119.5	0.0	0.1	148.0	0.1	0.0	0.0	113	113.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Delay/Veh:	19.1	19.1	0.0	148.8	0.0	19.9	189.4	21.7	0.0	27.1	137	137.1
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:	19.1	19.1	0.0	148.8	0.0	19.9	189.4	21.7	0.0	27.1	137	137.1
LOS by Move:	B	B	A	F	A	B	F	C	A	C	F	F
HCM2kAvgQ:	0	0	0	32	0	1	12	2	0	0	50	50

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.535
Loss Time (sec): 12 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.6
Optimal Cycle: 64 | Level Of Service: C

Street Name:	San Mateo Avenue									San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	13	101	178	49	28	51	0	453	8	82	241	115
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	21	165	292	80	46	84	0	742	13	134	395	188
Added Vol:	0	1	6	0	1	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	166	298	80	47	84	0	742	13	138	395	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	166	298	80	47	84	0	742	13	138	395	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	166	298	80	47	84	0	742	13	138	395	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	166	298	80	47	84	0	742	13	138	395	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.72	0.72	0.85	1.00	0.95	0.95	0.95	0.90	0.90
Lanes:	0.11	0.89	1.00	0.63	0.37	1.00	0.00	1.97	0.03	1.00	1.35	0.65
Final Sat.:	208	1626	1615	861	503	1615	0	3537	62	1805	2327	1110
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.18	0.09	0.09	0.05	0.00	0.21	0.21	0.08	0.17	0.17
Crit Moves:			****					****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.00	0.39	0.39	0.14	0.54	0.54
Volume/Cap:	0.30	0.30	0.53	0.27	0.27	0.15	0.00	0.53	0.53	0.53	0.32	0.32
Uniform Del:	23.9	23.9	26.3	23.7	23.7	22.7	0.0	23.4	23.4	39.7	13.0	13.0
IncremntDel:	0.3	0.3	1.0	0.3	0.3	0.1	0.0	0.4	0.4	2.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.2	24.2	27.4	24.0	24.0	22.8	0.0	23.8	23.8	41.9	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	24.2	27.4	24.0	24.0	22.8	0.0	23.8	23.8	41.9	13.1	13.1
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	4	4	8	3	3	2	0	10	10	5	5	5

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	54	Level Of Service:	C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0 0 0 0			1 1 0 0 1			0 0 1 1 0			1 1 1 0 0		
Volume Module:												
Base Vol:	0	0	0	267	1	163	0	459	319	63	303	0
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	0	0	437	2	267	0	752	523	103	496	0
Added Vol:	0	0	0	0	0	2	0	3	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	437	2	269	0	755	525	103	498	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	437	2	269	0	755	525	103	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	437	2	269	0	755	525	103	498	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:	0	0	0	437	2	269	0	755	525	103	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	0.85	1.00	0.89	0.89	0.94	0.94	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.18	0.82	1.00	2.00	0.00
Final Sat.:	0	0	0	3434	13	1615	0	2000	1390	1789	3578	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.17	0.00	0.38	0.38	0.06	0.14	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.67	0.00	0.67	0.67	0.58	0.21	0.00
Uniform Del:	0.0	0.0	0.0	32.4	32.4	33.9	0.0	15.4	15.4	43.0	6.6	0.0
IncremntDel:	0.0	0.0	0.0	0.5	0.5	4.4	0.0	0.9	0.9	0.8	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	32.9	38.3	0.0	16.4	16.4	43.8	6.7	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:	0.0	0.0	0.0	32.9	32.9	38.3	0.0	16.4	16.4	43.8	6.7	0.0
LOS by Move:	A	A	A	C	C	D	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	9	0	15	15	4	3	0

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.2
Optimal Cycle:	52	Level Of Service:	C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	233	4	216	33	0	19	380	340	0	0	157	81
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	382	7	354	54	0	31	622	557	0	0	257	133
Added Vol:	2	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	7	354	54	0	31	625	557	0	0	257	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	7	0	54	0	31	625	557	0	0	257	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	7	0	54	0	31	625	557	0	0	257	133
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	7	0	54	0	31	625	557	0	0	257	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.98	0.02	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1780	30	0	1805	0	1615	3502	1900	0	0	3282	1641
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.00	0.03	0.00	0.02	0.18	0.29	0.00	0.00	0.08	0.08
Crit Moves:	****			****				****		****		
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.29	0.45	0.00	0.00	0.16	0.16
Volume/Cap:	0.65	0.65	0.00	0.30	0.00	0.19	0.62	0.65	0.00	0.00	0.49	0.50
Uniform Del:	28.6	28.6	0.0	41.8	0.0	41.3	30.8	21.4	0.0	0.0	38.2	38.3
IncremntDel:	2.6	2.6	0.0	0.9	0.0	0.6	1.2	1.8	0.0	0.0	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	31.1	31.1	0.0	42.7	0.0	41.9	32.0	23.2	0.0	0.0	38.6	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:	31.1	31.1	0.0	42.7	0.0	41.9	32.0	23.2	0.0	0.0	38.6	38.8
LOS by Move:	C	C	A	D	A	D	C	C	A	A	D	D
HCM2kAvgQ:	11	11	0	2	0	1	9	14	0	0	4	5

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.9
Optimal Cycle:	81	Level Of Service:	D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	201	947	103	183	678	79	190	298	177	172	216	116
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	329	1551	169	300	1111	129	311	488	290	282	354	190
Added Vol:	2	12	0	0	13	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	1563	169	300	1124	129	311	488	291	282	354	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	1563	169	300	1124	129	311	488	291	282	354	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	1563	169	300	1124	129	311	488	291	282	354	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	1563	169	300	1124	129	311	488	291	282	354	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2227	1196
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.10	0.09	0.22	0.08	0.17	0.14	0.18	0.08	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.38	0.38	0.11	0.34	0.34	0.22	0.30	0.30	0.12	0.20	0.20
Volume/Cap:	0.64	0.79	0.27	0.79	0.64	0.24	0.79	0.46	0.61	0.65	0.79	0.79
Uniform Del:	52.0	35.7	27.8	56.5	36.1	30.7	48.0	37.3	39.4	54.3	49.4	49.4
IncremntDel:	2.6	2.3	0.2	10.8	0.8	0.2	10.4	0.3	2.3	3.5	6.2	6.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.6	37.9	28.1	67.3	36.9	31.0	58.5	37.7	41.7	57.8	55.6	55.6
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:	54.6	37.9	28.1	67.3	36.9	31.0	58.5	37.7	41.7	57.8	55.6	55.6
LOS by Move:	D	D	C	E	D	C	E	D	D	E	E	E
HCM2kAvgQ:	7	22	5	8	14	4	14	8	11	7	13	13

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.610
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.0
Optimal Cycle: 56 | Level Of Service: B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1446	0	0	1201	0	202	0	160	0	0	0
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	2369	0	0	1967	0	331	0	262	0	0	0
Added Vol:	0	12	0	0	11	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2381	0	0	1978	0	331	0	264	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2381	0	0	1978	0	331	0	264	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2381	0	0	1978	0	331	0	264	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2381	0	0	1978	0	331	0	264	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.56	0.00	1.44	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2684	0	2490	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.38	0.00	0.12	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.75	0.00	0.00	0.75	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.00	0.00	0.51	0.00	0.61	0.00	0.53	0.00	0.00	0.00
Uniform Del:	0.0	7.4	0.0	0.0	6.5	0.0	47.2	0.0	46.3	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.0	0.0	0.1	0.0	1.1	0.0	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	0.0	0.0	6.6	0.0	48.4	0.0	46.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	0.0	0.0	6.6	0.0	48.4	0.0	46.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	16	0	0	12	0	8	0	7	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec): 130 | Critical Vol./Cap.(X): 0.905
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 30.9
Optimal Cycle: 105 | Level Of Service: C

Street Name:	El Camino Real									I-380 WB Off-Ramp		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	854	0	0	1534	0	0	0	0	460	0	655
Growth Adj:	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64	1.64
Initial Bse:	0	1399	0	0	2513	0	0	0	0	753	0	1073
Added Vol:	0	11	0	0	8	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1410	0	0	2521	0	0	0	0	756	0	1073
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	2521	0	0	0	0	756	0	1073
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	2521	0	0	0	0	756	0	1073
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	0	0	2521	0	0	0	0	756	0	1073
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.22	0.00	0.38
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.00	0.51	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.52	0.00	0.91
Uniform Del:	0.0	19.1	0.0	0.0	27.1	0.0	0.0	0.0	0.0	28.2	0.0	35.5
IncremntDel:	0.0	0.2	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.3	0.0	10.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	19.3	0.0	0.0	31.8	0.0	0.0	0.0	0.0	28.5	0.0	45.5
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:	0.0	19.3	0.0	0.0	31.8	0.0	0.0	0.0	0.0	28.5	0.0	45.5
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	13	0	0	36	0	0	0	0	12	0	26

Cumulative plus Project Conditions
PM Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 79 Level Of Service: C

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1511	67	123	1465	0	0	0	0	62	0	95
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	2395	106	195	2322	0	0	0	0	98	0	151
Added Vol:	0	0	12	22	0	0	0	0	0	8	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2395	118	217	2322	0	0	0	0	106	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2395	118	217	2322	0	0	0	0	106	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2395	118	217	2322	0	0	0	0	106	0	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2395	118	217	2322	0	0	0	0	106	0	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	0.00	2.86	0.14	1.00	3.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	4908	242	1805	5187	0	0	0	0	681	0	1030
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.12	0.45	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.59	0.59	0.15	0.74	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.82	0.82	0.82	0.60	0.00	0.00	0.00	0.00	0.82	0.00	0.82
Uniform Del:	0.0	20.9	20.9	53.8	7.9	0.0	0.0	0.0	0.0	50.5	0.0	50.5
IncremntDel:	0.0	1.9	1.9	18.2	0.3	0.0	0.0	0.0	0.0	15.2	0.0	15.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	22.8	22.8	72.0	8.2	0.0	0.0	0.0	0.0	65.8	0.0	65.8
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:	0.0	22.8	22.8	72.0	8.2	0.0	0.0	0.0	0.0	65.8	0.0	65.8
LOS by Move:	A	C	C	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	30	30	11	16	0	0	0	0	12	0	12

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: B[13.5]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	16	14	13	23	20	108	59	30	21	5	30	9
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	25	22	21	36	32	171	94	48	33	8	48	14
Added Vol:	0	0	0	0	0	18	34	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	22	21	36	32	189	128	48	33	8	48	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	22	21	36	32	189	128	48	33	8	48	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	22	21	36	32	189	128	48	33	8	48	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	500	397	64	411	406	55	62	xxxx	xxxxx	81	xxxx	xxxxx
Potent Cap.:	484	544	1006	555	537	1018	1554	xxxx	xxxxx	1530	xxxx	xxxxx
Move Cap.:	348	493	1006	487	487	1018	1554	xxxx	xxxxx	1530	xxxx	xxxxx
Volume/Cap:	0.07	0.05	0.02	0.07	0.07	0.19	0.08	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	493	xxxxx	xxxx	790	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.5			11.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 1.100
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 67.6
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real									Crystal Springs Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	226	1349	0	0	1352	131	182	0	213	0	0	0
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	358	2138	0	0	2143	208	288	0	338	0	0	0
Added Vol:	0	10	0	0	7	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	2148	0	0	2150	209	290	0	338	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	2148	0	0	2150	209	290	0	338	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	2148	0	0	2150	209	290	0	338	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	2148	0	0	2150	209	290	0	338	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4667	453	796	0	925	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.41	0.00	0.00	0.46	0.46	0.36	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.60	0.00	0.00	0.42	0.42	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	1.10	0.69	0.00	0.00	1.10	1.10	1.10	0.00	1.10	0.00	0.00	0.00
Uniform Del:	53.3	17.8	0.0	0.0	37.8	37.8	43.4	0.0	43.4	0.0	0.0	0.0
IncremntDel:	79.6	0.7	0.0	0.0	53.0	53.0	68.1	0.0	68.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	132.8	18.5	0.0	0.0	90.8	90.8	111.5	0.0	111.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.8	18.5	0.0	0.0	90.8	90.8	111.5	0.0	111.5	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	F	F	A	F	A	A	A
HCM2kAvgQ:	22	22	0	0	48	48	36	0	36	0	0	0

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	1.014
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	71.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	1	7	1	430	1	73	41	43	2	1	73	310
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	2	11	2	682	2	116	65	68	3	2	116	491
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	11	2	684	2	116	65	68	3	2	116	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	11	2	684	2	116	65	68	3	2	116	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	2	684	2	116	65	68	3	2	116	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	11	2	684	2	116	65	68	3	2	116	492
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.70	0.70	0.85	0.95	0.99	0.99	0.95	0.88	0.88
Lanes:	0.12	0.88	1.00	0.99	0.01	1.00	1.00	0.96	0.04	1.00	0.19	0.81
Final Sat.:	230	1609	1615	1335	3	1615	1805	1803	84	1805	318	1352
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.51	0.51	0.07	0.04	0.04	0.04	0.00	0.36	0.36
Crit Moves:					****		****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.08	0.25	0.25	0.17	0.34	0.34
Volume/Cap:	0.01	0.01	0.00	1.07	1.07	0.15	0.46	0.15	0.15	0.01	1.07	1.07
Uniform Del:	12.2	12.2	12.2	23.4	23.4	13.1	39.7	26.5	26.5	30.8	29.6	29.6
IncremntDel:	0.0	0.0	0.0	54.3	54.3	0.1	2.4	0.2	0.2	0.0	56.4	56.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	12.2	12.2	12.2	77.7	77.7	13.2	42.1	26.7	26.7	30.8	86.0	86.0
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:	12.2	12.2	12.2	77.7	77.7	13.2	42.1	26.7	26.7	30.8	86.0	86.0
LOS by Move:	B	B	B	E	E	B	D	C	C	C	F	F
HCM2kAvgQ:	0	0	0	29	29	2	2	2	2	0	27	27

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.4
Optimal Cycle:	76	Level Of Service:	C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	98	180	71	119	111	1	422	10	151	503	91
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	59	155	285	113	189	176	2	669	16	239	797	144
Added Vol:	0	1	4	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	156	289	113	190	176	2	669	16	245	797	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	156	289	113	190	176	2	669	16	245	797	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	156	289	113	190	176	2	669	16	245	797	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	156	289	113	190	176	2	669	16	245	797	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	0.85	0.65	0.65	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	0.27	0.73	1.00	0.37	0.63	1.00	0.01	1.95	0.04	1.00	1.69	0.31
Final Sat.:	361	962	1615	462	779	1615	8	3508	83	1805	2987	540
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.18	0.24	0.24	0.11	0.19	0.19	0.19	0.14	0.27	0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.24	0.37	0.37	0.20	0.34	0.34
Volume/Cap:	0.53	0.53	0.59	0.80	0.80	0.36	0.80	0.51	0.51	0.67	0.80	0.80
Uniform Del:	28.8	28.8	29.4	31.9	31.9	27.1	35.7	24.4	24.4	36.8	30.2	30.2
IncremntDel:	1.4	1.4	1.8	11.2	11.2	0.4	5.2	0.3	0.3	4.8	3.9	3.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.1	30.1	31.2	43.1	43.1	27.5	41.0	24.7	24.7	41.7	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	31.2	43.1	43.1	27.5	41.0	24.7	24.7	41.7	34.0	34.0
LOS by Move:	C	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	6	8	11	11	4	13	9	9	8	16	16

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.123
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	75.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	119	2	447	0	358	306	314	579	0
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	0	0	189	3	708	0	567	485	498	918	0
Added Vol:	0	0	0	0	0	4	0	2	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	189	3	712	0	569	487	498	920	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	189	3	712	0	569	487	498	920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	3	712	0	569	487	498	920	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:	0	0	0	189	3	712	0	569	487	498	920	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	0.97	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.97	0.03	1.00	0.00	1.08	0.92	1.05	1.95	0.00
Final Sat.:	0	0	0	3621	61	1615	0	1812	1549	1869	3454	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.44	0.00	0.31	0.31	0.27	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.39	0.39	0.00	0.28	0.28	0.24	0.52	0.00
Volume/Cap:	0.00	0.00	0.00	0.13	0.13	1.12	0.00	1.12	1.12	1.12	0.51	0.00
Uniform Del:	0.0	0.0	0.0	19.4	19.4	30.4	0.0	36.0	36.0	38.1	15.9	0.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	74.5	0.0	69.2	69.2	66.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.5	19.5	104.9	0.0	105	105.2	104.3	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.5	19.5	104.9	0.0	105	105.2	104.3	16.1	0.0
LOS by Move:	A	A	A	B	B	F	A	F	F	F	B	A
HCM2kAvgQ:	0	0	0	2	2	35	0	28	28	26	10	0

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.9
Optimal Cycle:	61	Level Of Service:	C

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	306	2	165	34	0	42	219	238	0	0	501	204
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	485	3	262	54	0	67	347	377	0	0	794	323
Added Vol:	2	0	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	3	262	54	0	67	349	377	0	0	794	323
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	3	0	54	0	67	349	377	0	0	794	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	3	0	54	0	67	349	377	0	0	794	323
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	3	0	54	0	67	349	377	0	0	794	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.87	0.87
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.13	0.87
Final Sat.:	1799	12	0	1805	0	1615	3502	1900	0	0	3528	1436
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.03	0.00	0.04	0.10	0.20	0.00	0.00	0.23	0.23
Crit Moves:	****			****			****				****	
Green/Cycle:	0.35	0.35	0.00	0.10	0.00	0.10	0.13	0.43	0.00	0.00	0.29	0.29
Volume/Cap:	0.76	0.76	0.00	0.30	0.00	0.41	0.76	0.47	0.00	0.00	0.76	0.76
Uniform Del:	28.6	28.6	0.0	41.7	0.0	42.2	42.0	20.6	0.0	0.0	32.1	32.1
IncremntDel:	5.4	5.4	0.0	0.9	0.0	1.7	7.5	0.4	0.0	0.0	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	34.0	34.0	0.0	42.7	0.0	43.9	49.4	21.0	0.0	0.0	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	0.0	42.7	0.0	43.9	49.4	21.0	0.0	0.0	34.5	34.5
LOS by Move:	C	C	A	D	A	D	D	C	A	A	C	C
HCM2kAvgQ:	15	15	0	2	0	2	7	8	0	0	13	13

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 58.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real									San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	297	1195	98	257	1174	185	165	260	178	255	325	193
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	471	1894	155	407	1861	293	262	412	282	404	515	306
Added Vol:	1	9	0	0	20	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	1903	155	407	1881	293	262	412	284	404	515	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	1903	155	407	1881	293	262	412	284	404	515	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	1903	155	407	1881	293	262	412	284	404	515	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	1903	155	407	1881	293	262	412	284	404	515	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2138	1270
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.10	0.12	0.36	0.18	0.14	0.11	0.18	0.12	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.39	0.39	0.12	0.37	0.37	0.15	0.25	0.25	0.15	0.25	0.25
Volume/Cap:	0.97	0.95	0.25	0.95	0.97	0.49	0.97	0.46	0.71	0.78	0.97	0.97
Uniform Del:	55.8	38.4	26.9	56.6	40.1	31.3	55.1	41.5	44.6	53.2	48.5	48.5
IncremntDel:	33.8	10.0	0.2	29.8	14.6	0.6	47.2	0.4	5.8	7.2	24.4	24.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	89.6	48.5	27.1	86.4	54.7	31.9	102.3	41.9	50.5	60.5	72.9	72.9
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:	89.6	48.5	27.1	86.4	54.7	31.9	102.3	41.9	50.5	60.5	72.9	72.9
LOS by Move:	F	D	C	F	D	C	F	D	D	E	E	E
HCM2kAvgQ:	14	31	4	12	33	9	15	7	11	10	22	22

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	116	Level Of Service:	C

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0 3 0 0			0 0 3 0 0			1 0 1! 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	2157	0	0	1321	0	288	0	358	0	0	0
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	3419	0	0	2094	0	456	0	567	0	0	0
Added Vol:	0	9	0	0	17	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3428	0	0	2111	0	456	0	570	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3428	0	0	2111	0	456	0	570	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3428	0	0	2111	0	456	0	570	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3428	0	0	2111	0	456	0	570	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.90	1.00	0.90	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.44	0.00	1.56	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2461	0	2650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.00	0.00	0.41	0.00	0.19	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.00	0.00	0.57	0.00	0.79	0.00	0.92	0.00	0.00	0.00
Uniform Del:	0.0	15.1	0.0	0.0	8.6	0.0	46.8	0.0	48.6	0.0	0.0	0.0
IncremntDel:	0.0	4.2	0.0	0.0	0.2	0.0	3.4	0.0	11.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	0.0	0.0	8.8	0.0	50.2	0.0	60.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	0.0	0.0	8.8	0.0	50.2	0.0	60.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	E	A	A	A
HCM2kAvgQ:	0	45	0	0	14	0	14	0	18	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	1.197
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	115.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1389	0	0	1424	0	0	0	0	461	0	1263
Growth Adj:	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
Initial Bse:	0	2202	0	0	2257	0	0	0	0	731	0	2002
Added Vol:	0	8	0	0	12	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2210	0	0	2269	0	0	0	0	736	0	2002
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2210	0	0	2269	0	0	0	0	736	0	2002
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2210	0	0	2269	0	0	0	0	736	0	2002
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2210	0	0	2269	0	0	0	0	736	0	2002
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.21	0.00	0.70
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.37	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Volume/Cap:	0.00	1.17	0.00	0.00	1.20	0.00	0.00	0.00	0.00	0.36	0.00	1.20
Uniform Del:	0.0	41.2	0.0	0.0	41.2	0.0	0.0	0.0	0.0	13.9	0.0	26.8
IncremntDel:	0.0	80.7	0.0	0.0	94.1	0.0	0.0	0.0	0.0	0.1	0.0	94.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	122	0.0	0.0	135	0.0	0.0	0.0	0.0	14.0	0.0	121.5
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:	0.0	122	0.0	0.0	135	0.0	0.0	0.0	0.0	14.0	0.0	121.5
LOS by Move:	A	F	A	A	F	A	A	A	A	B	A	F
HCM2kAvgQ:	0	49	0	0	52	0	0	0	0	8	0	69

Cumulative plus Project Conditions
Weekday Midday Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 61 Level Of Service: B

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	1168	35	109	1057	0	0	0	0	61	0	68
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	1883	56	176	1704	0	0	0	0	98	0	110
Added Vol:	0	0	11	20	0	0	0	0	0	11	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1883	67	196	1704	0	0	0	0	109	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1883	67	196	1704	0	0	0	0	109	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1883	67	196	1704	0	0	0	0	109	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1883	67	196	1704	0	0	0	0	109	0	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.91	1.00	0.91
Lanes:	0.00	2.90	0.10	1.00	3.00	0.00	0.00	0.00	0.00	0.47	0.00	0.53
Final Sat.:	0	4983	178	1805	5187	0	0	0	0	809	0	914
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.11	0.33	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.57	0.57	0.16	0.73	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.67	0.67	0.67	0.45	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Uniform Del:	0.0	19.7	19.7	51.2	7.1	0.0	0.0	0.0	0.0	47.8	0.0	47.8
IncremntDel:	0.0	0.6	0.6	5.8	0.1	0.0	0.0	0.0	0.0	4.9	0.0	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.3	20.3	57.0	7.2	0.0	0.0	0.0	0.0	52.7	0.0	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	20.3	57.0	7.2	0.0	0.0	0.0	0.0	52.7	0.0	52.7
LOS by Move:	A	C	C	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	20	8	10	0	0	0	0	10	0	10

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.6 Worst Case Level Of Service: B[12.3]

Street Name:	Mastick Avenue						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	16	14	6	20	21	94	23	30	19	4	30	8
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	26	23	10	32	34	152	37	48	31	6	48	13
Added Vol:	0	0	0	0	0	26	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	23	10	32	34	178	68	48	31	6	48	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	23	10	32	34	178	68	48	31	6	48	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	23	10	32	34	178	68	48	31	6	48	13
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	373	274	64	284	283	55	61	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	587	637	1006	673	629	1018	1555	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	447	605	1006	623	598	1018	1555	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	0.06	0.04	0.01	0.05	0.06	0.17	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	554	xxxxx	xxxx	862	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.3	xxxxx	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.3			10.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 82 Level Of Service: C

Street Name:	El Camino Real									Crystal Springs Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	175	1006	0	0	994	75	147	0	150	0	0	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	282	1622	0	0	1602	121	237	0	242	0	0	0
Added Vol:	0	9	0	0	10	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1631	0	0	1612	123	238	0	242	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	1631	0	0	1612	123	238	0	242	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1631	0	0	1612	123	238	0	242	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	1631	0	0	1612	123	238	0	242	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	0.50	0.00	0.50	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4767	363	857	0	871	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.31	0.00	0.00	0.34	0.34	0.28	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.60	0.00	0.00	0.41	0.41	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.83	0.53	0.00	0.00	0.83	0.83	0.83	0.00	0.83	0.00	0.00	0.00
Uniform Del:	50.7	15.5	0.0	0.0	34.5	34.5	39.8	0.0	39.8	0.0	0.0	0.0
IncremntDel:	15.6	0.2	0.0	0.0	2.9	2.9	9.8	0.0	9.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	66.3	15.6	0.0	0.0	37.4	37.4	49.6	0.0	49.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	15.6	0.0	0.0	37.4	37.4	49.6	0.0	49.6	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	D	A	D	A	A	A
HCM2kAvgQ:	13	14	0	0	24	24	20	0	20	0	0	0

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	3	13	0	236	1	32	44	31	3	16	38	203
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	5	21	0	380	2	52	71	50	5	26	61	327
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	21	0	381	2	52	71	50	5	26	61	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	0	381	2	52	71	50	5	26	61	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	0	381	2	52	71	50	5	26	61	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	21	0	381	2	52	71	50	5	26	61	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	1.00	0.69	0.69	0.85	0.95	0.99	0.99	0.95	0.87	0.87
Lanes:	0.19	0.81	1.00	0.99	0.01	1.00	1.00	0.91	0.09	1.00	0.16	0.84
Final Sat.:	340	1474	1900	1315	6	1615	1805	1710	165	1805	260	1400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.29	0.29	0.03	0.04	0.03	0.03	0.01	0.24	0.24
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.00	0.45	0.45	0.45	0.08	0.26	0.26	0.18	0.37	0.37
Volume/Cap:	0.03	0.03	0.00	0.64	0.64	0.07	0.51	0.11	0.11	0.08	0.64	0.64
Uniform Del:	13.6	13.6	0.0	18.9	18.9	13.9	39.8	25.2	25.2	30.4	23.5	23.5
IncremntDel:	0.0	0.0	0.0	2.3	2.3	0.0	3.0	0.1	0.1	0.1	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.6	13.6	0.0	21.2	21.2	13.9	42.8	25.3	25.3	30.5	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:	13.6	13.6	0.0	21.2	21.2	13.9	42.8	25.3	25.3	30.5	25.8	25.8
LOS by Move:	B	B	A	C	C	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	9	9	1	3	1	1	1	10	10

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	65	Level Of Service:	C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	26	99	192	82	72	81	1	493	8	169	333	116
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	42	160	310	132	116	131	2	795	13	272	537	187
Added Vol:	0	1	6	0	1	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	161	316	132	117	131	2	795	13	278	537	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	161	316	132	117	131	2	795	13	278	537	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	161	316	132	117	131	2	795	13	278	537	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	161	316	132	117	131	2	795	13	278	537	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.60	0.60	0.85	0.95	0.95	0.95	0.95	0.91	0.91
Lanes:	0.21	0.79	1.00	0.53	0.47	1.00	0.01	1.96	0.03	1.00	1.48	0.52
Final Sat.:	346	1327	1615	609	539	1615	7	3538	57	1805	2573	896
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.20	0.22	0.22	0.08	0.22	0.22	0.22	0.15	0.21	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.30	0.36	0.36	0.22	0.28	0.28
Volume/Cap:	0.41	0.41	0.67	0.74	0.74	0.28	0.74	0.62	0.62	0.69	0.74	0.74
Uniform Del:	28.4	28.4	31.0	31.9	31.9	27.1	31.2	26.2	26.2	35.6	32.5	32.5
IncremntDel:	0.6	0.6	3.6	8.4	8.4	0.3	2.7	0.9	0.9	5.0	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.9	28.9	34.6	40.2	40.2	27.5	33.9	27.1	27.1	40.6	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	34.6	40.2	40.2	27.5	33.9	27.1	27.1	40.6	35.6	35.6
LOS by Move:	C	C	C	D	D	C	C	C	C	D	D	D
HCM2kAvgQ:	5	5	10	9	9	3	13	11	11	9	12	12

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.0
Optimal Cycle:	128	Level Of Service:	D

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	169	0	253	0	395	337	273	544	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	0	0	272	0	408	0	637	543	440	877	0
Added Vol:	0	0	0	0	0	3	0	4	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	272	0	411	0	641	545	440	879	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	272	0	411	0	641	545	440	879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	0	411	0	641	545	440	879	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:	0	0	0	272	0	411	0	641	545	440	879	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	1.00	0.88	0.88	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	0	0	0	3618	0	1615	0	1816	1545	1778	3551	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.25	0.00	0.35	0.35	0.25	0.25	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.38	0.38	0.26	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.94	0.00	0.94	0.94	0.94	0.39	0.00
Uniform Del:	0.0	0.0	0.0	28.8	0.0	35.7	0.0	30.1	30.1	36.0	8.7	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	28.3	0.0	13.4	13.4	12.3	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.9	0.0	63.9	0.0	43.5	43.5	48.4	8.7	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:	0.0	0.0	0.0	28.9	0.0	63.9	0.0	43.5	43.5	48.4	8.7	0.0
LOS by Move:	A	A	A	C	A	E	A	D	D	D	A	A
HCM2kAvgQ:	0	0	0	3	0	17	0	23	23	19	7	0

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	66	Level Of Service:	D

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	301	1	228	30	0	30	231	338	0	0	448	256
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	485	2	368	48	0	48	372	545	0	0	722	413
Added Vol:	2	0	0	0	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	2	368	48	0	48	376	545	0	0	722	413
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	2	0	48	0	48	376	545	0	0	722	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	2	0	48	0	48	376	545	0	0	722	413
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	2	0	48	0	48	376	545	0	0	722	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.86	0.86
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1805	6	0	1805	0	1615	3502	1900	0	0	3268	1634
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.00	0.03	0.00	0.03	0.11	0.29	0.00	0.00	0.22	0.25
Crit Moves:		****		****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.13	0.45	0.00	0.00	0.31	0.31
Volume/Cap:	0.81	0.81	0.00	0.27	0.00	0.30	0.81	0.64	0.00	0.00	0.71	0.81
Uniform Del:	30.4	30.4	0.0	41.6	0.0	41.8	42.1	21.5	0.0	0.0	30.3	31.6
IncremntDel:	7.9	7.9	0.0	0.8	0.0	1.0	10.1	1.7	0.0	0.0	1.5	3.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	38.3	38.3	0.0	42.4	0.0	42.8	52.2	23.2	0.0	0.0	31.8	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	0.0	42.4	0.0	42.8	52.2	23.2	0.0	0.0	31.8	35.2
LOS by Move:	D	D	A	D	A	D	D	C	A	A	C	D
HCM2kAvgQ:	16	16	0	2	0	2	8	13	0	0	12	15

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.9
Optimal Cycle:	82	Level Of Service:	D

Street Name:	El Camino Real						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	201	1007	96	254	881	89	152	214	140	175	184	136
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	324	1623	155	409	1420	143	245	345	226	282	297	219
Added Vol:	2	12	0	0	18	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1635	155	409	1438	143	245	345	228	282	297	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1635	155	409	1438	143	245	345	228	282	297	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1635	155	409	1438	143	245	345	228	282	297	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1635	155	409	1438	143	245	345	228	282	297	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.15	0.85
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	1943	1436
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.10	0.12	0.28	0.09	0.14	0.10	0.14	0.08	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.40	0.40	0.15	0.41	0.41	0.17	0.26	0.26	0.11	0.19	0.19
Volume/Cap:	0.68	0.79	0.24	0.79	0.68	0.22	0.79	0.37	0.55	0.75	0.79	0.79
Uniform Del:	53.4	34.5	26.1	53.5	31.6	25.0	51.7	39.8	41.9	56.3	50.0	50.0
IncremntDel:	4.0	2.2	0.2	8.3	0.9	0.2	13.2	0.3	1.6	8.2	6.7	6.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	36.7	26.3	61.8	32.5	25.2	64.9	40.0	43.5	64.6	56.7	56.7
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:	57.4	36.7	26.3	61.8	32.5	25.2	64.9	40.0	43.5	64.6	56.7	56.7
LOS by Move:	E	D	C	E	C	C	E	D	D	E	E	E
HCM2kAvgQ:	8	22	4	10	18	4	11	6	8	7	12	12

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	56	Level Of Service:	B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1487	0	0	1140	0	176	0	255	0	0	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	2397	0	0	1838	0	284	0	411	0	0	0
Added Vol:	0	12	0	0	16	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2409	0	0	1854	0	284	0	414	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2409	0	0	1854	0	284	0	414	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2409	0	0	1854	0	284	0	414	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2409	0	0	1854	0	284	0	414	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.41	0.00	1.59	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2386	0	2703	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.36	0.00	0.12	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.50	0.00	0.50	0.00	0.65	0.00	0.00	0.00
Uniform Del:	0.0	9.7	0.0	0.0	8.1	0.0	43.0	0.0	44.7	0.0	0.0	0.0
IncremntDel:	0.0	0.4	0.0	0.0	0.1	0.0	0.3	0.0	1.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.1	0.0	0.0	8.2	0.0	43.3	0.0	46.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	8.2	0.0	43.3	0.0	46.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	19	0	0	12	0	7	0	10	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1071	0	0	1420	0	0	0	0	477	0	980
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	1726	0	0	2289	0	0	0	0	769	0	1580
Added Vol:	0	12	0	0	11	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1738	0	0	2300	0	0	0	0	773	0	1580
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1738	0	0	2300	0	0	0	0	773	0	1580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1738	0	0	2300	0	0	0	0	773	0	1580
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1738	0	0	2300	0	0	0	0	773	0	1580
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.22	0.00	0.56
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.79	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.42	0.00	1.05
Uniform Del:	0.0	32.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0	18.4	0.0	30.5
IncremntDel:	0.0	2.0	0.0	0.0	33.1	0.0	0.0	0.0	0.0	0.2	0.0	36.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	34.6	0.0	0.0	70.6	0.0	0.0	0.0	0.0	18.5	0.0	67.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	0.0	0.0	70.6	0.0	0.0	0.0	0.0	18.5	0.0	67.2
LOS by Move:	A	C	A	A	E	A	A	A	A	B	A	E
HCM2kAvgQ:	0	23	0	0	43	0	0	0	0	9	0	46

Cumulative plus Project Conditions
Weekend Midday Peak Hour

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

Intersection #1 San Mateo Avenue / El Camino Real / Taylor Avenue

Cycle (sec): 130 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 79 Level Of Service: C

Street Name:	El Camino Real						Taylor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7 25	25		7 25	25		7 20	20		7 20	20	
Lanes:	0 0 2	1	0	1 0 3	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0 1433	29	126	1433	0	0	0	0	65	0	106	
Growth Adj:	1.61 1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	
Initial Bse:	0 2310	47	203	2310	0	0	0	0	105	0	171	
Added Vol:	0 0	14	25	0	0	0	0	0	13	0	17	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0 2310	61	228	2310	0	0	0	0	118	0	188	
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0 2310	61	228	2310	0	0	0	0	118	0	188	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0 2310	61	228	2310	0	0	0	0	118	0	188	
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0 2310	61	228	2310	0	0	0	0	118	0	188	
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	1.00 0.91	0.91	0.95	0.91	1.00	1.00	1.00	1.00	0.90	1.00	0.90	
Lanes:	0.00 2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	0.39	0.00	0.61	
Final Sat.:	0 5034	132	1805	5187	0	0	0	0	659	0	1051	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.46	0.46	0.13	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.18	
Crit Moves:	****		****						****			
Green/Cycle:	0.00 0.56	0.56	0.15	0.71	0.00	0.00	0.00	0.00	0.22	0.00	0.22	
Volume/Cap:	0.00 0.82	0.82	0.82	0.62	0.00	0.00	0.00	0.00	0.82	0.00	0.82	
Uniform Del:	0.0 23.4	23.4	53.3	9.7	0.0	0.0	0.0	0.0	48.4	0.0	48.4	
IncremntDel:	0.0 2.0	2.0	17.4	0.3	0.0	0.0	0.0	0.0	13.5	0.0	13.5	
InitQueuDel:	0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00 1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	
Delay/Veh:	0.0 25.4	25.4	70.7	10.0	0.0	0.0	0.0	0.0	62.0	0.0	62.0	
User DelAdj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0 25.4	25.4	70.7	10.0	0.0	0.0	0.0	0.0	62.0	0.0	62.0	
LOS by Move:	A C	C	E	A	A	A	A	A	E	A	E	
HCM2kAvgQ:	0 29	29	11	17	0	0	0	0	14	0	14	

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

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

Intersection #2 Mastick Avenue / Taylor Avenue

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: B[12.1]

Street Name:	Mastick Avenue									Taylor Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R						
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled								
Rights:	Include			Include			Include			Include								
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0						
Volume Module:																		
Base Vol:	11	10	9	21	20	115	23	27	13	4	44	8						
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61						
Initial Bse:	18	16	15	34	32	185	37	44	21	6	71	13						
Added Vol:	0	0	0	0	0	30	39	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	18	16	15	34	32	215	76	44	21	6	71	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	18	16	15	34	32	215	76	44	21	6	71	13						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	18	16	15	34	32	215	76	44	21	6	71	13						
Critical Gap Module:																		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	420	303	54	312	307	77	84	xxxx	xxxxx	64	xxxx	xxxxx						
Potent Cap.:	547	613	1019	645	610	989	1526	xxxx	xxxxx	1551	xxxx	xxxxx						
Move Cap.:	392	579	1019	596	576	989	1526	xxxx	xxxxx	1551	xxxx	xxxxx						
Volume/Cap:	0.05	0.03	0.01	0.06	0.06	0.22	0.05	xxxx	xxxx	0.00	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.3	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	554	xxxxx	xxxx	851	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	12.1	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*						
ApproachDel:	12.1			11.3			xxxxxx			xxxxxx								
ApproachLOS:	B			B			*			*								

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

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

Intersection #3 Crystal Springs Road / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 180 Level Of Service: D

Street Name:	El Camino Real									Crystal Springs Road								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R						
Control:	Protected			Protected			Split Phase			Split Phase								
Rights:	Include			Include			Include			Include								
Min. Green:	7	25	25	7	25	25	7	20	20	7	20	20						
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	0	0 0	0 0	0						
Volume Module:																		
Base Vol:	165	1327	0	0	1357	135	128	0	168	0	0	0						
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61						
Initial Bse:	266	2139	0	0	2187	218	206	0	271	0	0	0						
Added Vol:	0	12	0	0	11	2	2	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	266	2151	0	0	2198	220	208	0	271	0	0	0						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	266	2151	0	0	2198	220	208	0	271	0	0	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	266	2151	0	0	2198	220	208	0	271	0	0	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
FinalVolume:	266	2151	0	0	2198	220	208	0	271	0	0	0						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.90	1.00	0.90	1.00	1.00	1.00						
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	0.43	0.00	0.57	0.00	0.00	0.00						
Final Sat.:	1805	5187	0	0	4650	465	747	0	971	0	0	0						
Capacity Analysis Module:																		
Vol/Sat:	0.15	0.41	0.00	0.00	0.47	0.47	0.28	0.00	0.28	0.00	0.00	0.00						
Crit Moves:	****				****				****									
Green/Cycle:	0.15	0.64	0.00	0.00	0.49	0.49	0.29	0.00	0.29	0.00	0.00	0.00						
Volume/Cap:	0.97	0.65	0.00	0.00	0.97	0.97	0.97	0.00	0.97	0.00	0.00	0.00						
Uniform Del:	54.7	14.2	0.0	0.0	32.1	32.1	45.6	0.0	45.6	0.0	0.0	0.0						
IncremntDel:	44.7	0.4	0.0	0.0	11.1	11.1	31.7	0.0	31.7	0.0	0.0	0.0						
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00						
Delay/Veh:	99.4	14.7	0.0	0.0	43.3	43.3	77.3	0.0	77.3	0.0	0.0	0.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	99.4	14.7	0.0	0.0	43.3	43.3	77.3	0.0	77.3	0.0	0.0	0.0						
LOS by Move:	F	B	A	A	D	D	E	A	E	A	A	A						
HCM2kAvgQ:	15	19	0	0	40	40	24	0	24	0	0	0						

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

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

Intersection #4 Crystal Springs Road / Cunningham Road

Cycle (sec):	90	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Cunningham Road						Crystal Springs Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	52	43	6	2	43	214	310	3	49	0	2	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	84	69	10	3	69	345	500	5	79	0	3	0
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	69	10	5	69	345	500	5	79	0	3	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	69	10	5	69	345	500	5	79	0	3	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	69	10	5	69	345	500	5	79	0	3	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	69	10	5	69	345	500	5	79	0	3	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.85	0.99	0.99	0.85	0.95	0.86	0.86	1.00	0.94	0.94
Lanes:	0.55	0.45	1.00	0.07	0.93	1.00	1.00	0.06	0.94	1.00	0.62	0.38
Final Sat.:	838	693	1615	131	1744	1615	1805	94	1538	1900	1106	686
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.04	0.04	0.21	0.28	0.05	0.05	0.00	0.00	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.45	0.56	0.56	0.00	0.11	0.11
Volume/Cap:	0.29	0.29	0.02	0.12	0.12	0.62	0.62	0.09	0.09	0.00	0.03	0.03
Uniform Del:	21.5	21.5	19.5	20.2	20.2	24.7	19.1	9.3	9.3	0.0	35.7	35.7
IncremntDel:	0.3	0.3	0.0	0.1	0.1	2.2	1.5	0.0	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Delay/Veh:	21.9	21.9	19.5	20.3	20.3	26.8	20.7	9.4	9.4	0.0	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	19.5	20.3	20.3	26.8	20.7	9.4	9.4	0.0	35.7	35.7
LOS by Move:	C	C	B	C	C	C	C	A	A	A	D	D
HCM2kAvgQ:	3	3	0	1	1	9	11	1	1	0	0	0

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

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

Intersection #5 San Bruno Avenue / San Mateo Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	64	Level Of Service:	C

Street Name:	San Mateo Avenue						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	7	25	25	7	25	25
Lanes:	0 1	0 0	1	0 1	0 0	1	0 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	21	111	209	66	89	97	0	500	9	170	417	48
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	34	179	337	106	143	156	0	806	15	274	672	77
Added Vol:	0	1	7	0	1	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	180	344	106	144	156	0	806	15	281	672	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	180	344	106	144	156	0	806	15	281	672	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	180	344	106	144	156	0	806	15	281	672	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:	34	180	344	106	144	156	0	806	15	281	672	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.66	0.66	0.85	1.00	0.95	0.95	0.95	0.94	0.94
Lanes:	0.16	0.84	1.00	0.42	0.58	1.00	0.00	1.96	0.04	1.00	1.79	0.21
Final Sat.:	277	1473	1615	529	719	1615	0	3536	64	1805	3189	367
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.21	0.20	0.20	0.10	0.00	0.23	0.23	0.16	0.21	0.21
Crit Moves:			****					****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.34	0.34	0.23	0.57	0.57
Volume/Cap:	0.39	0.39	0.68	0.64	0.64	0.31	0.00	0.68	0.68	0.68	0.37	0.37
Uniform Del:	26.8	26.8	29.9	29.4	29.4	26.0	0.0	28.5	28.5	35.1	11.9	11.9
IncremntDel:	0.5	0.5	3.7	3.5	3.5	0.3	0.0	1.6	1.6	4.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.3	27.3	33.6	33.0	33.0	26.4	0.0	30.1	30.1	39.6	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	33.6	33.0	33.0	26.4	0.0	30.1	30.1	39.6	12.1	12.1
LOS by Move:	C	C	C	C	C	C	A	C	C	D	B	B
HCM2kAvgQ:	5	5	10	8	8	4	0	12	12	9	7	7

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

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

Intersection #6 San Bruno Avenue / US 101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.5
Optimal Cycle:	113	Level Of Service:	C

Street Name:	US 101 SB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	10	10	10	0	25	25	10	25	0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	1 1	0	1 1	1 0	0
Volume Module:												
Base Vol:	0	0	0	141	1	245	0	321	385	246	453	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	0	0	227	2	395	0	517	621	397	730	0
Added Vol:	0	0	0	0	0	4	0	4	3	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	227	2	399	0	521	624	397	733	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	227	2	399	0	521	624	397	733	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	227	2	399	0	521	624	397	733	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:	0	0	0	227	2	399	0	521	624	397	733	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	0.95	0.85	1.00	0.87	0.87	0.93	0.93	1.00
Lanes:	0.00	0.00	0.00	1.99	0.01	1.00	0.00	1.00	1.00	1.05	1.95	0.00
Final Sat.:	0	0	0	3569	25	1615	0	1657	1657	1868	3455	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.25	0.00	0.31	0.38	0.21	0.21	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.41	0.41	0.23	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.24	0.24	0.92	0.00	0.77	0.92	0.92	0.33	0.00
Uniform Del:	0.0	0.0	0.0	28.5	28.5	35.5	0.0	25.4	27.9	37.5	8.2	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.1	24.3	0.0	2.5	10.9	11.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	28.7	28.7	59.8	0.0	27.9	38.8	48.5	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.7	28.7	59.8	0.0	27.9	38.8	48.5	8.2	0.0
LOS by Move:	A	A	A	C	C	E	A	C	D	D	A	A
HCM2kAvgQ:	0	0	0	3	3	16	0	16	23	16	6	0

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

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

Intersection #7 San Bruno Avenue / US 101 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.3
Optimal Cycle:	72	Level Of Service:	D

Street Name:	US 101 NB Ramps						San Bruno Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	10	0	0	10	0	10	10	0	0	10	0	10
Lanes:	0 0	1! 0	0	1 0	0 0	1	2 0	1 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	308	3	211	22	0	14	247	319	0	0	383	270
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	496	5	340	35	0	23	398	514	0	0	617	435
Added Vol:	3	0	0	0	0	0	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	499	5	340	35	0	23	402	514	0	0	617	435
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	5	0	35	0	23	402	514	0	0	617	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	5	0	35	0	23	402	514	0	0	617	435
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	5	0	35	0	23	402	514	0	0	617	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.95	1.00	0.85	0.92	1.00	1.00	1.00	0.85	0.85
Lanes:	0.99	0.01	0.00	1.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1793	17	0	1805	0	1615	3502	1900	0	0	3244	1622
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.02	0.00	0.01	0.11	0.27	0.00	0.00	0.19	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.33	0.33	0.00	0.10	0.00	0.10	0.14	0.45	0.00	0.00	0.32	0.32
Volume/Cap:	0.85	0.85	0.00	0.20	0.00	0.14	0.85	0.60	0.00	0.00	0.60	0.85
Uniform Del:	31.3	31.3	0.0	41.3	0.0	41.1	42.2	20.6	0.0	0.0	28.9	31.9
IncremntDel:	11.0	11.0	0.0	0.5	0.0	0.4	13.4	1.2	0.0	0.0	0.6	5.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	42.3	42.3	0.0	41.8	0.0	41.5	55.7	21.8	0.0	0.0	29.5	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:	42.3	42.3	0.0	41.8	0.0	41.5	55.7	21.8	0.0	0.0	29.5	37.6
LOS by Move:	D	D	A	D	A	D	E	C	A	A	C	D
HCM2kAvgQ:	17	17	0	1	0	1	9	12	0	0	9	16

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

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

Intersection #8 San Bruno Avenue / El Camino Real

Cycle (sec): 130 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 56.0
Optimal Cycle: 180 Level Of Service: E

Street Name:	El Camino Real									San Bruno Avenue		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	25	25	7	25	25	7	25	25	7	25	25
Lanes:	2 0 3 0 1			2 0 3 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module:												
Base Vol:	252	1227	156	282	842	83	205	269	193	203	263	142
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	406	1978	251	455	1357	134	330	434	311	327	424	229
Added Vol:	2	14	0	0	23	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	1992	251	455	1380	134	330	434	313	327	424	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	1992	251	455	1380	134	330	434	313	327	424	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1992	251	455	1380	134	330	434	313	327	424	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	1992	251	455	1380	134	330	434	313	327	424	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3502	5187	1615	3502	5187	1615	1805	3610	1615	3502	2220	1199
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.16	0.13	0.27	0.08	0.18	0.12	0.19	0.09	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.39	0.39	0.13	0.37	0.37	0.19	0.26	0.26	0.12	0.20	0.20
Volume/Cap:	0.73	0.98	0.40	0.98	0.73	0.23	0.98	0.47	0.75	0.75	0.98	0.98
Uniform Del:	51.9	38.9	28.4	56.2	35.7	28.6	52.6	40.7	44.4	55.0	52.0	52.0
IncremntDel:	4.8	15.1	0.4	36.0	1.5	0.2	42.9	0.4	7.5	7.2	29.3	29.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.7	54.0	28.8	92.1	37.1	28.7	95.5	41.0	51.9	62.2	81.3	81.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	54.0	28.8	92.1	37.1	28.7	95.5	41.0	51.9	62.2	81.3	81.3
LOS by Move:	E	D	C	F	D	C	F	D	D	E	F	F
HCM2kAvgQ:	9	35	7	14	18	4	18	8	13	8	18	18

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

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

Intersection #9 I-380 EB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	66	Level Of Service:	B

Street Name:	El Camino Real						I-380 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	25	0	25	0	0	0
Lanes:	0 0	3 0	0	0 0	2 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1874	0	0	1289	759	130	0	350	0	0	0
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	3021	0	0	2078	1224	210	0	564	0	0	0
Added Vol:	0	14	0	0	20	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3035	0	0	2098	1224	210	0	567	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3035	0	0	2098	0	210	0	567	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3035	0	0	2098	0	210	0	567	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3035	0	0	2098	0	210	0	567	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	1.27	0.00	1.73	0.00	0.00	0.00
Final Sat.:	0	5187	0	0	5187	0	2122	0	2891	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.00	0.00	0.40	0.00	0.10	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.71	0.00	0.00	0.71	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.00	0.00	0.57	0.00	0.41	0.00	0.82	0.00	0.00	0.00
Uniform Del:	0.0	12.8	0.0	0.0	8.9	0.0	41.7	0.0	46.8	0.0	0.0	0.0
IncremntDel:	0.0	1.5	0.0	0.0	0.2	0.0	0.1	0.0	5.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	0.0	0.0	9.1	0.0	41.9	0.0	52.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	0.0	0.0	9.1	0.0	41.9	0.0	52.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	32	0	0	15	0	6	0	15	0	0	0

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

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

Intersection #10 I-380 WB Off-Ramp / El Camino Real

Cycle (sec):	130	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	72.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	El Camino Real						I-380 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	25	0	0	25	0	0	0	0	25	0	25
Lanes:	0 0	2 1	0	0 0	2 1	0	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	0	1432	377	0	1759	354	0	0	0	362	0	929
Growth Adj:	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61	1.61
Initial Bse:	0	2308	608	0	2836	571	0	0	0	584	0	1498
Added Vol:	0	14	0	0	14	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2322	608	0	2850	571	0	0	0	590	0	1498
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2322	0	0	2850	0	0	0	0	590	0	1498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2322	0	0	2850	0	0	0	0	590	0	1498
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2322	0	0	2850	0	0	0	0	590	0	1498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	0.92	1.00	0.75
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	5187	0	0	5187	0	0	0	0	3502	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.17	0.00	0.53
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.47	0.00	0.47
Volume/Cap:	0.00	0.92	0.00	0.00	1.13	0.00	0.00	0.00	0.00	0.36	0.00	1.13
Uniform Del:	0.0	31.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0	22.2	0.0	34.6
IncremntDel:	0.0	6.1	0.0	0.0	63.4	0.0	0.0	0.0	0.0	0.1	0.0	67.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	37.1	0.0	0.0	96.8	0.0	0.0	0.0	0.0	22.3	0.0	102.5
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:	0.0	37.1	0.0	0.0	96.8	0.0	0.0	0.0	0.0	22.3	0.0	102.5
LOS by Move:	A	D	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	0	35	0	0	59	0	0	0	0	8	0	49

APPENDIX C

Background Development Projects

Korve Engineering

November 4, 2005

CITY OF SAN BRUNO
COMMUNITY DEVELOPMENT DEPARTMENT

NOV 0 9 2005

RECEIVED

Ms. Beilin Yu
Associate Planner
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

RE: GLENVIEW TERRACES - DRAFT TRAFFIC STUDY

Dear Ms. Yu:

Korve Engineering is pleased to submit this Draft Traffic Study documenting the results of our data collection, analysis and recommendations relative to the Glenview Terraces residential project. The project proposes 16 new attached residential units in the northeast corner of the San Bruno Avenue/Glenview Drive intersection. Access would be provided by two-way driveways, one on San Bruno Avenue east of Glenview Drive and one on Glenview Drive north of San Bruno Avenue. A two-way 25 foot wide access roadway would extend through the project site connecting the two driveways.

Introduction

This analysis evaluates the traffic-related impacts of the proposed project during both the weekday morning and evening peak hours. Traffic impacts are assessed at the Glenview Drive/San Bruno Avenue intersection in the study area for the following four scenarios:

1. Existing Conditions;
2. Existing plus Project Conditions;
3. Cumulative Conditions; and
4. Cumulative plus Project Conditions.

The project's access proposal and driveways are also evaluated and discussed.

Setting

The proposed project site, illustrated in Figure 1, is located in the south-western portion of the City of San Bruno. This analyses study intersections are also illustrated in Figure 1. The intersection of San Bruno Avenue/Glenview Drive is currently unsignalized with stop control on the Glenview Drive approaches. The two project driveway intersections with Glenview Drive and San Bruno Avenue are analyzed in the Existing plus Project and Cumulative plus Project scenarios. The Project Driveway intersections would be stop controlled on the driveway approaches.

A California Corporation

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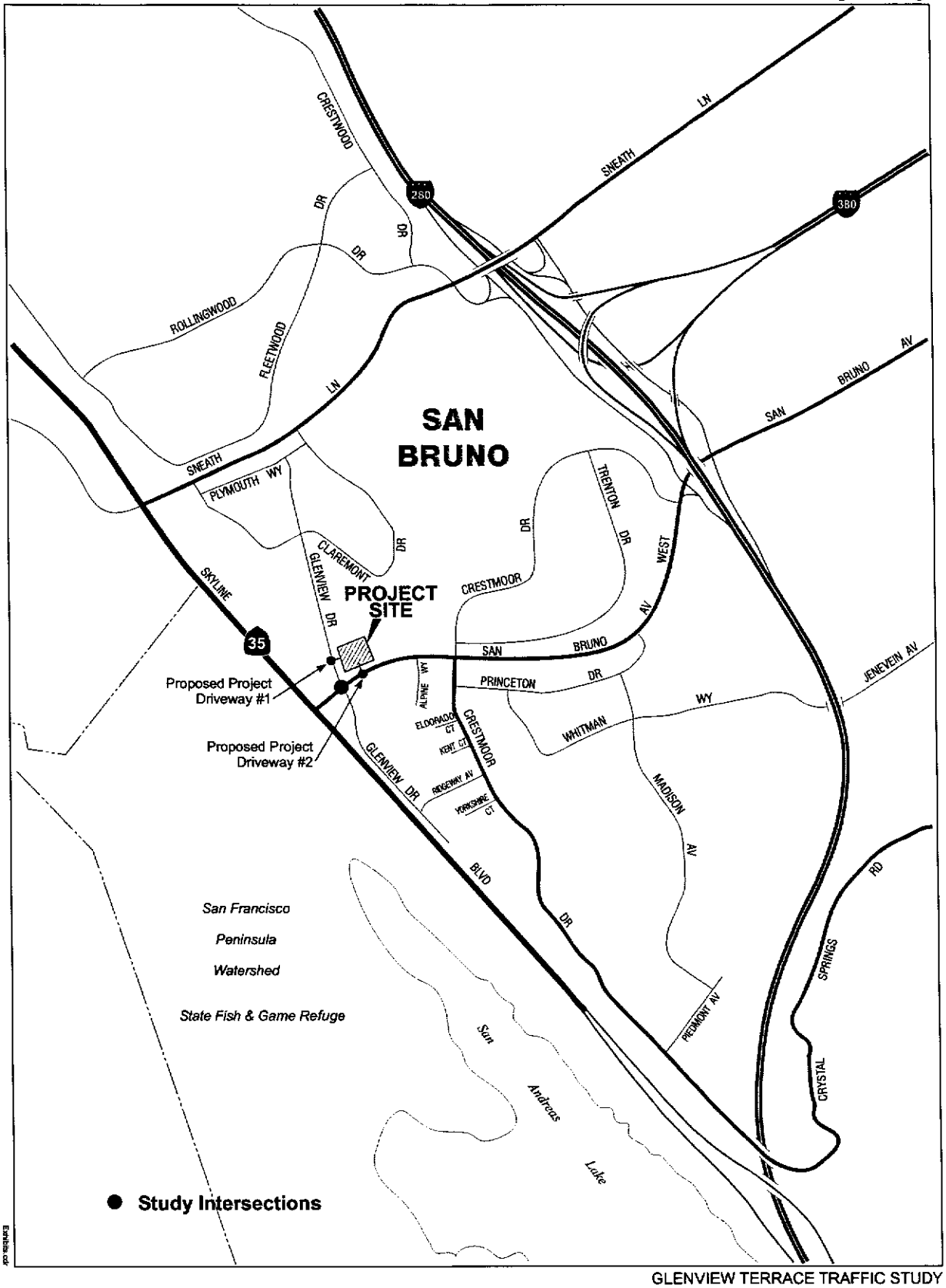
San Jose
Salt Lake City

Korve Engineering



GLENVIEW TERRACE TRAFFIC STUDY

Figure 1

PROJECT LOCATION AND STUDY INTERSECTIONS

model were used. The C/CAG model predicts that traffic will increase by one percent per year in the study area for the next 20 years to the year 2025. The C/CAG confirmed that this project was beneath the threshold where the City would need to notify C/CAG and meet their specific analysis requirements (i.e. updating the county model).

Trip Generation

The number of vehicle trips that would be generated by the proposed project was estimated through a trip generation analysis. Trip generation rates and inbound/outbound splits for the land use under consideration were taken from the Institute of Transportation Engineer's, *Trip Generation Manual, Seventh Edition*. Table 3 presents the results of the project's trip generation analysis.

The proposed project is forecast to result in a daily decrease of approximately 94 daily vehicle trips. In the morning peak hour, it is forecast to generate approximately 7 vehicle trips (1 inbound and 6 outbound). In the evening peak hour, the project will generate approximately 8 vehicle trips (5 inbound and 3 outbound).

Table 3: Project Trip Generation

		AM Peak			PM Peak			Daily		
Land Use	Size/Units	In	Out	Total	In	Out	Total	In	Out	Total
Condominum/ Townhome	16 DU	1	6	7	5	3	8	47	47	94

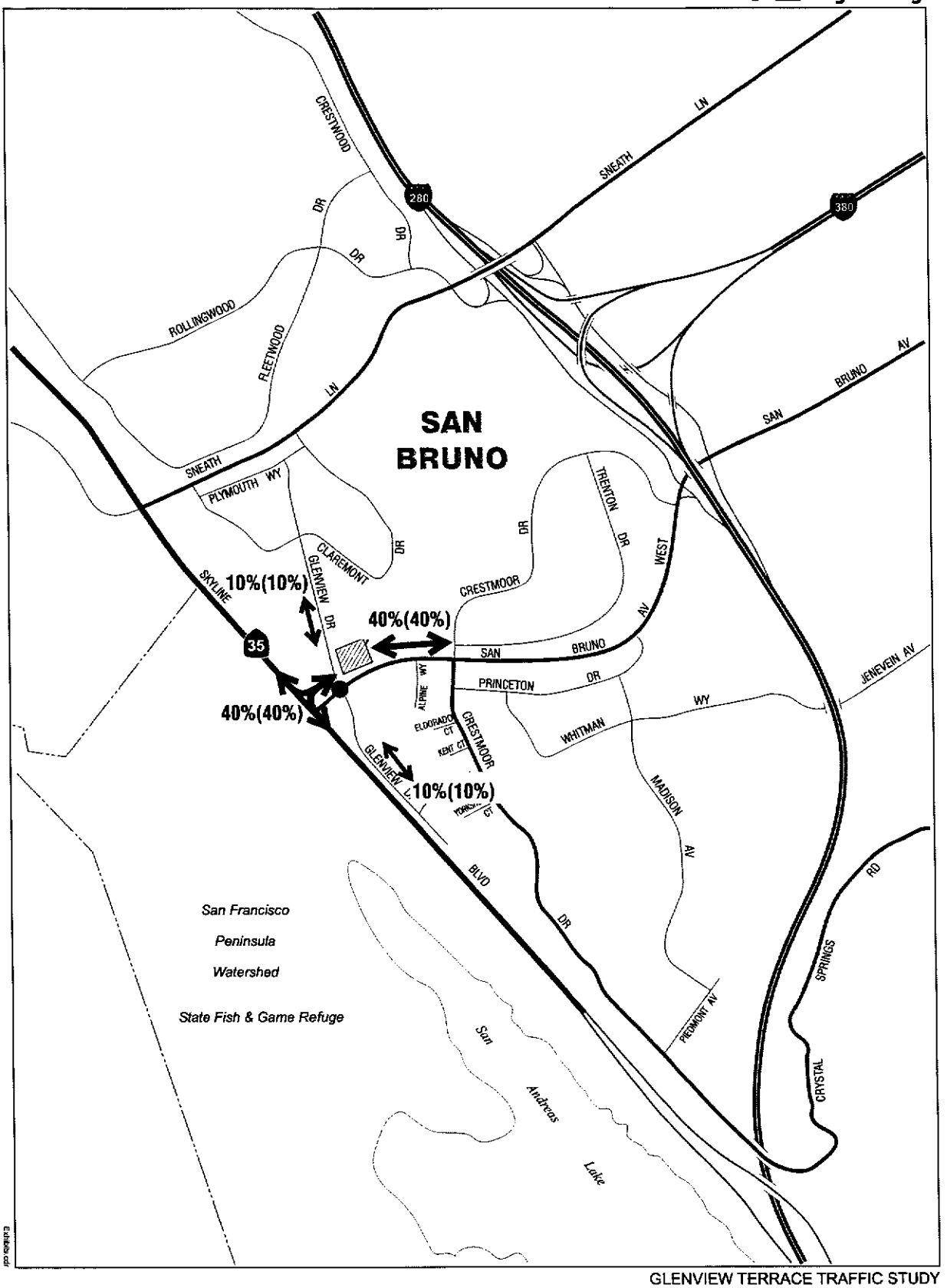
Source: *ITE Trip Generation, 7th Edition*, Korve Engineering, Inc., 2005.

Trip Distribution

Vehicle trips forecast to be generated by the proposed project were assigned to the surrounding transportation network based on a distribution pattern developed based on existing travel patterns. The project's anticipated trip distribution pattern was developed based on observations of traffic flows on the local street system. Figure 3 illustrates the project's anticipated trip distribution pattern.

Approximately 40 percent of project traffic would arrive and depart from the east, with 40 percent arriving or departing from the west. Ten percent of project trips would use Glenview Drive north of the project site. The remaining 10 percent of project trips would arrive and depart from the south using Glenview Drive.

Korve Engineering

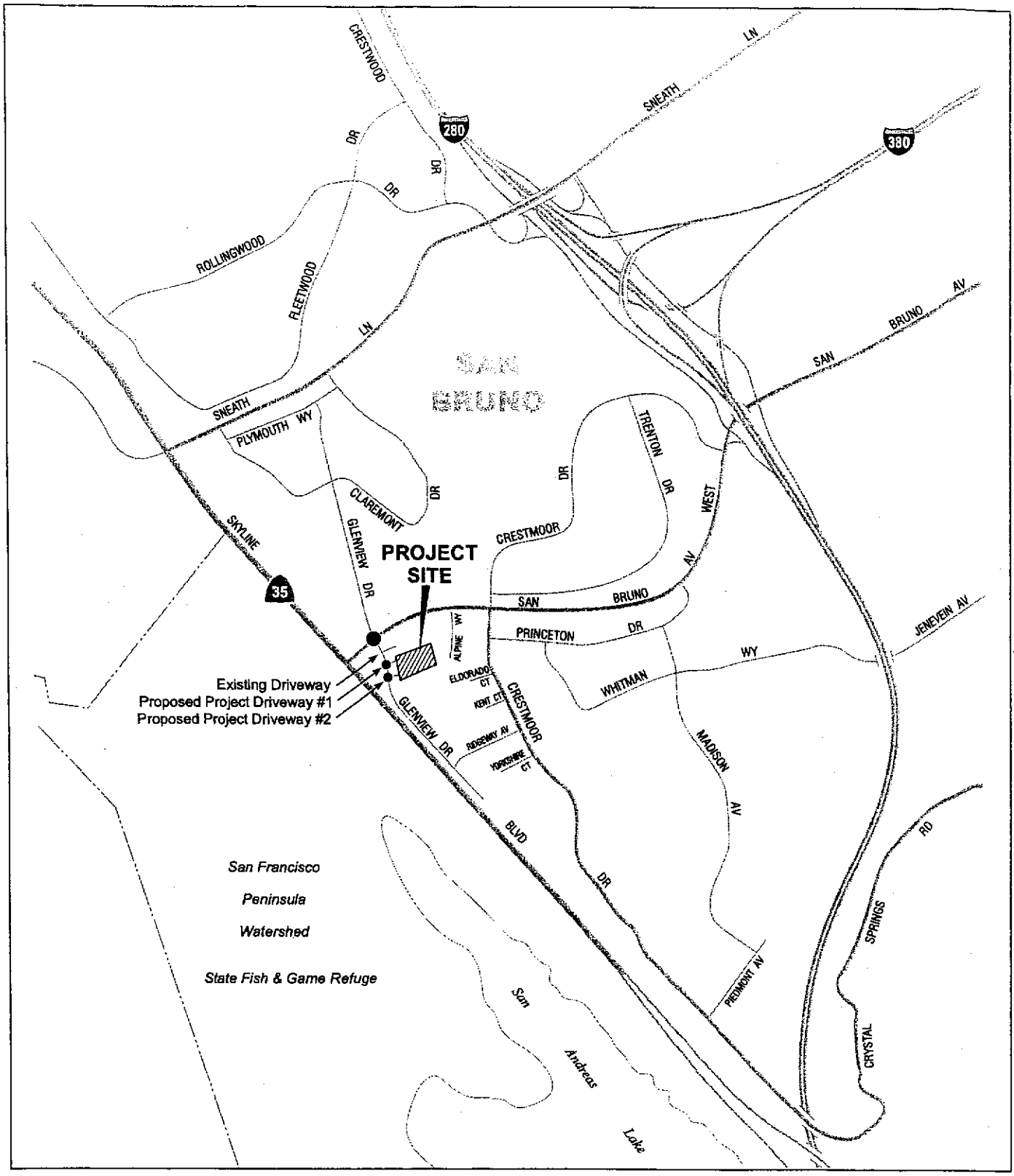


GLENVIEW TERRACE TRAFFIC STUDY

Figure 3

PROJECT TRIP DISTRIBUTION

AM (PM) Peak Hour



LSA

FIGURE 6

● STUDY INTERSECTIONS

Skycrest Project
Project Location and
Study Intersections

SOURCE: KORVE ENGINEERING, 2004.

I:\BRF430 skycrest\figures\Fig_6.AI (11/30/04)

Scenario 3 – Year 2025 Conditions. This scenario represents cumulative conditions in the year 2025. To analyze the cumulative traffic conditions in the study area, forecasts by the City/County Association of Governments of San Mateo County (C/CAG) travel demand model were used. The C/CAG model predicts that traffic will increase by approximately one percent per year in the study area for the next 20 years to the year 2025.

Scenario 4 – Year 2025 Plus Project Conditions. Scenario 4 includes cumulative conditions in the year 2025 associated with regional growth expected to occur by the year 2025, and traffic associated with proposed redevelopment of the project site.

The intersection of San Bruno Avenue/Glenview Drive is currently unsignalized with stop control on the Glenview Drive approaches. The two project driveway intersections with Glenview Drive are analyzed in the Existing plus Project and Cumulative plus Project scenarios. The Project Driveway/ Glenview Drive intersections would be stop controlled on the driveway approaches.

Level of service (LOS) is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined, ranging from LOS A (best operating conditions) to LOS F (worst operating conditions) as illustrated in Table 6. The City of San Bruno defines the acceptable level of service for intersection operations as LOS D.

Criteria of Significance. Significant traffic impacts at intersections are defined to occur when the addition of project traffic causes traffic operations to deteriorate from an acceptable level to an unacceptable level. The City of San Bruno requires that LOS D be maintained. An intersection found to degrade to LOS "E" or "F", would constitute a significant impact.[8] Intersections which operate at LOS E or F in a base condition must maintain that level of service.

Project Trip Generation. The number of vehicle trips that would be generated by the proposed project was estimated through a trip generation analysis. Trip generation rates and inbound/outbound splits for the land use under consideration were taken from the Institute of Transportation Engineer's, *Trip Generation Manual, Seventh Edition.* The proposed project (the construction of 27 residential units after demolition of 23,500 square feet of retail uses) is forecast to result in a daily decrease of approximately 755 daily vehicle trips. In the morning peak hour, it is forecast to remove approximately four vehicle trips (reduce 10 inbound and generate 6 outbound) from the roadway network. In the evening peak hour, the project will remove approximately 61 vehicle trips (25 inbound and 36 outbound), as shown in Table 7. Vehicle trips forecast to be generated (removed) by the proposed Skycrest project were assigned to the surrounding transportation network based on a distribution pattern developed based on existing travel patterns.

[8] City of San Bruno Draft General Plan 2025 – Transportation Element. This is a Draft Element that has not yet been adopted, but this is a standard that the City has been utilizing.

Table 6: Intersection Level of Service Definitions

Level of Service	Description	Control Delay (seconds/vehicle) Unsignalized Intersections
A	Little or no delay	≤ 10.0
B	Short traffic delay	> 10.0 and ≤ 15.0
C	Average traffic delay	> 15.0 and ≤ 25.0
D	Long traffic delay	> 25.0 and ≤ 35.0
E	Very long traffic delay	> 35.0 and ≤ 50.0
F	Extreme traffic delay	> 50.0

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

Table 7: Trip Generation

Land Use	Size/Units	AM Peak			PM Peak			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Land Uses To Be Removed										
Shopping Center	23,590 sq.ft	15	9	24	42	46	88	506	506	1,013
Proposed Land Uses										
Single-Family Detached Housing	27 DU	5	15	20	17	10	27	129	129	258
Difference		(10)	6	(4)	(25)	(36)	(61)	(377)	(377)	(755)

Source: *ITE Trip Generation, 7th Edition*, Korve Engineering, Inc., 2004.

Project Trip Distribution. Vehicle trips forecast to be generated (removed) by the proposed Skycrest project were assigned to the surrounding transportation network based on a distribution pattern developed based on existing travel patterns. The project's anticipated trip distribution pattern was developed based on observations of traffic flows on the local street system. Approximately 40 percent of project traffic would arrive and depart from the east, with 40 percent arriving or departing from the west. Ten percent of project trips would use Glenview Drive north of the project site. The remaining 10 percent of project trips would arrive and depart from the south using Glenview Drive.

Existing Operations. As shown in Table 8, the existing study intersections currently operate at LOS A during both the AM and PM peak hours. The minor street approach (Glenview Drive) operates at LOS C under existing conditions during both the AM and PM peak hours. The intersection of San Bruno Avenue /Glenview Drive is stop controlled on the Glenview Drive approaches. The two project driveways on Glenview Drive would be stop-controlled at the driveway approaches. Two Levels of Service are reported for these one-way and two-way stop controlled intersections. These locations are intersections that have stop signs on the minor street approaches, while the major street approaches have no control. First, an overall Level of Service and average control delay is reported for all approaches to the intersection, including those that have no stop control. Secondly, the average control delay for the worst minor street approach is also reported. This second figure is indicative of how long it takes minor street traffic to enter the major street during the morning and evening peak hours.

TABLE D.7
PROJECT TRIP DISTRIBUTION

Trip Route	Percentage
US 101 (North)	32
US 101 (South)	20
I-280 (North)	27
I-280 (South)	5
Skyline Blvd. (North)	1
El Camino Real (North)	7
El Camino Real (South)	3
SFO Airport	5
Total	**100**

SOURCE: DKS Associates, 1999.

No intersection impacts are anticipated with the operation of the project. However, the project is anticipated to add traffic to intersection facilities expected to operate at LOS F in the 2020. The project is anticipated to add no traffic to critical movements at the intersection of El Camino Real and Noor Avenue. The project is anticipated to add 0.01 to the critical volume to capacity ratio at the intersection of San Bruno Avenue and South Airport Boulevard. The magnitude of the addition of traffic to critical movements at these intersections would not represent a significant impact of the project.

The project is also anticipated to add traffic to critical movements at the unsignalized intersection of Sneath Lane and Commodore Drive. This intersection is anticipated to warrant a traffic signal in the No Project condition. In the absence of improvements to this intersection in the No Project condition, project condition vehicle trips would further exacerbate an anticipated future deficiency.

FREEWAY LEVEL OF SERVICE ANALYSIS

Freeway segment level of service was evaluated for freeway segments in the a.m. and p.m. peak hours in the vicinity of the study area. Freeway LOS standards for basic freeway segments are indicated in Table D.9.

Future traffic projections for the No Project condition were obtained from travel demand model results. Anticipated traffic volumes on freeway segments for the project were based upon the manual addition of project traffic to the No Project condition freeway volumes. The capacity of freeway segments was calculated based on the number of travel lanes and the travel lane capacities contained within the travel demand model. Tables D.10 and D.11 illustrate the 2020 No Project and project freeway analysis results for the a.m. and p.m. peak hours.

4. PROJECT CONDITIONS

This section describes the project characteristics, including projected trip generation, parking demand, and proposed site access and circulation.

PROJECT DESCRIPTION

The proposed project includes the construction of a new 24,800-square foot church and seven townhomes. The church site is zoned R-1 and is located on the corner of two residential streets within a neighborhood of single-family homes. Most of the project trips will access the project site via San Bruno Avenue or Cunningham Way/Crystal Springs Road.

A church that suffered fire damage was previously located on the project site and included 2,520 square feet of chapel area and 527 square feet of worship area and had no fixed seating. According to the Peninsula Christian Fellowship, the church had approximately 136 parishioners and held Sunday school and Sunday morning worship services. A parking lot adjacent to the church provided 57 parking stalls, and was accessed via Cedar Avenue.

According to discussions with the City of San Bruno and the site plan dated January 27, 2003 (Figure 7), the proposed project will include a three-story, 24,800-square foot church. The church will include 310 seats in a worship area, six classrooms or youth areas, and offices for church personnel. The Peninsula Christian Fellowship expects to continue holding one Sunday service, Sunday school, and weekday evening classes and meetings starting between 6:00 and 7:00 PM. Adjacent to the church, a church parking lot with 62 parking spaces will be accessible via driveways on Cedar Avenue.

The residential townhomes would be located behind the church facilities and would have a separate access road off of Pepper Drive. The site plan shows the 20-foot-wide proposed access road terminating at a retaining wall. Each of the seven townhomes is three stories high and has a driveway on the south side of the access road. Two covered parking spaces and one uncovered space are located next to each townhome.

SITE ACCESS AND CIRCULATION

The site plan (Figure 6) shows a parking lot with 62 spaces adjacent to the proposed church. One-way driveways provide access to the parking lot from Cedar Avenue. According to the site plan, the parking lot will have one-way aisles with three rows of angled parking. In the parking area, a passenger loading area is provided along the church walkway.

Several parking spaces shown on the site plan will need to be reconfigured or removed. The first two spaces in the parking lot (labeled A on Figure 6) are too close to the lot entrance and vehicles backing out of the spaces will not have adequate visibility. In the southwest corner of the parking lot, vehicles will not be able to use the space labeled B due to the angle of the back fence. This is a significant impact.

> ***Impact:*** The parking spaces labeled A on the site plan (Figure 6) are too close to the church parking lot entrance to allow sufficient sight distance for backing vehicles.
>
> ***Mitigation:*** Reconfigure parking lot to set back parking spaces from the vehicle entrance.

Impact: Vehicles will not be able to turn into the parking space labeled B on the site plan (Figure 6). The proximity of the gate to the townhome access road and the angle of the space will prevent vehicles from using this space.

Mitigation: Remove the parking space and either remove the gate to the townhomes access road or create a more clearly delineated access route.

Access to the seven townhomes will be provided via a new access road off of Pepper Drive. This access road terminates at a retaining wall (labeled C). The American Association of State Highway and Transportation Officials (AASHTO) recommends in the Highways and Street Manual (AASHTO, 2001) that local streets open at one end should have a special turning area at the closed end. The most desirable type is circular with a minimum outside radii of 30 feet in residential areas. The current configuration on the site plan is adequate, but turning vehicles would need to use a townhome driveway and emergency vehicles may need to exit to Pepper Drive in reverse. A sidewalk should be provided along the south side of the access road, which should connect to Pepper Drive and the church.

As shown on the site plan, the access road to the townhomes has a sharp right angle turn (labeled D). The inside radius of this is too tight. AASHTO recommends a minimum radius of 25 feet for a 10 miles-per-hour turning speed.

Impact: As designed, the curve of the townhome access road does not meet AASHTO standards for neighborhood road design. Vehicles will not be able to make the sharp right-hand turn. Without crossing the centerline, sight distance may also be insufficient if anything is built or landscaped in the inside of the curve.

Mitigation: Redesign access road so that the inner radius of the turn is at least 25 feet.

TRIP GENERATION

The number of trips generated by the church reconstruction and new townhomes was calculated based on rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual (Seventh Edition, 2003). The Peninsula Christian Fellowship provided the schedule and attendance estimates for church events, services, and office hours. During both the weekday PM peak hour and the Sunday afternoon peak hour, the Peninsula Christian Fellowship's projected attendance for church events is lower than the number projected based on ITE rates. This analysis uses the larger trip generation estimates based on ITE rates to allow for a future increase in church membership and to present the more conservative traffic scenario.

ITE provides trip generation rates for churches based on the floor area or the number of seats in the worship area. Weekday trip generation is better correlated with square footage of the church, including the ancillary space available for office staff, youth groups, and other church groups. Table 6 shows the projected weekday trip generation for the project with the church trips rates based on the floor area of the church.

TABLE 6
WEEKDAY TRIP GENERATION

Land Use	Size	Daily		PM Peak Hour			
		Rate[1]	Trips	Rate[1]	Trips	In	Out
Church Buildings	24.8 ksf	9.11	259	0.66	19	11	8
Townhomes	7 units	9.57	67	0.97	7	5	2
New Traffic			**326**		**26**	**16**	**10**

Notes:
1. Church Weekday trip rates are based ITE Trip Generation equation for the Church land use (#560).
2. Residential Townhomes (#230).
Source: ITE and Fehr & Peers, 2004.

The Peninsula Christian Fellowship Church plans to have a single Sunday service from 10:30 AM to 12:00 PM. The church will generate the greatest amount of trips directly before and after this service. Since traffic volumes on the surrounding roadway network are higher on Sunday afternoons than Sunday mornings, afternoon conditions were analyzed. Sunday trip generation for the church is based on the number of seats in the worship area. During the afternoon, a church with 310 seats is expected to have 195 trips, of which about 90 percent will be exiting the church (Table 7).

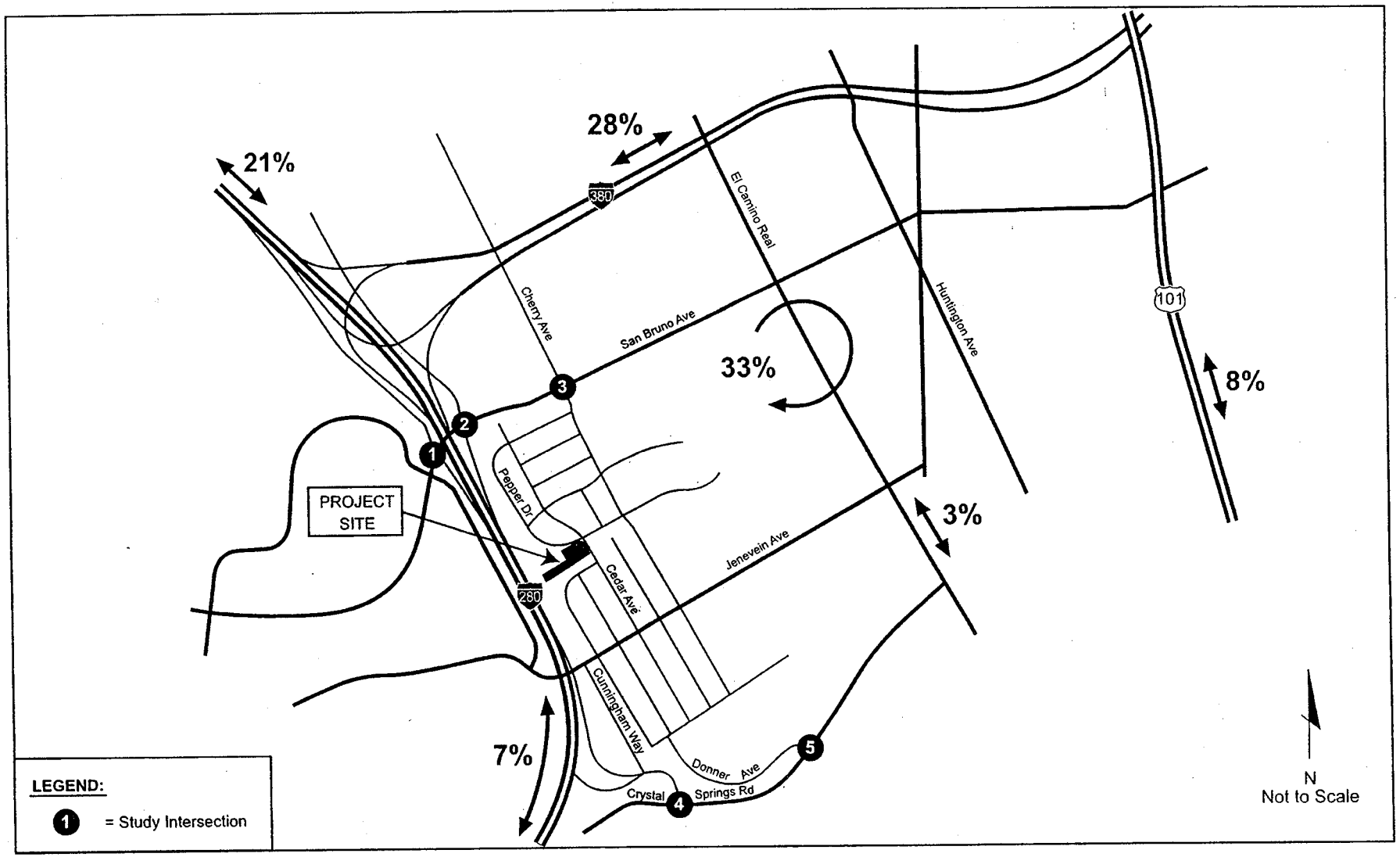
TABLE 7
SUNDAY TRIP GENERATION

Land Use	Size	Daily		Afternoon Peak Hour			
		Rate	Trips	Rate	Trips	In	Out
Church Buildings	310 seats	1.53[1]	474	0.63[1]	195	19	176
Townhomes	7 units	4.84	34	0.45	3	1	2
New Traffic			**508**		**198**	**20**	**178**

Notes:
1. Sunday trip rates are based on average trip rates per church seat from ITE Trip Generation for the Church land use (Land Use 560). Rates are conservative since they are based on studies that include multiple services.
Source: ITE and Fehr & Peers, 2004.

TRIP DISTRIBUTION AND ASSIGNMENT

The geographic distribution of project-generated trips was estimated based on the geographic distribution of the Peninsula Christian Fellowship's parishioners. The Peninsula Christian Fellowship provided a listing of its parishioners' zip codes. Based on the number of parishioners living in each geographic area, 33 percent of project trips are expected to be local to San Bruno. Of the remaining 64 percent of project trips, 49 percent are expected to travel to or from the north and 18 percent are expected to travel to or from the south (Table 8).



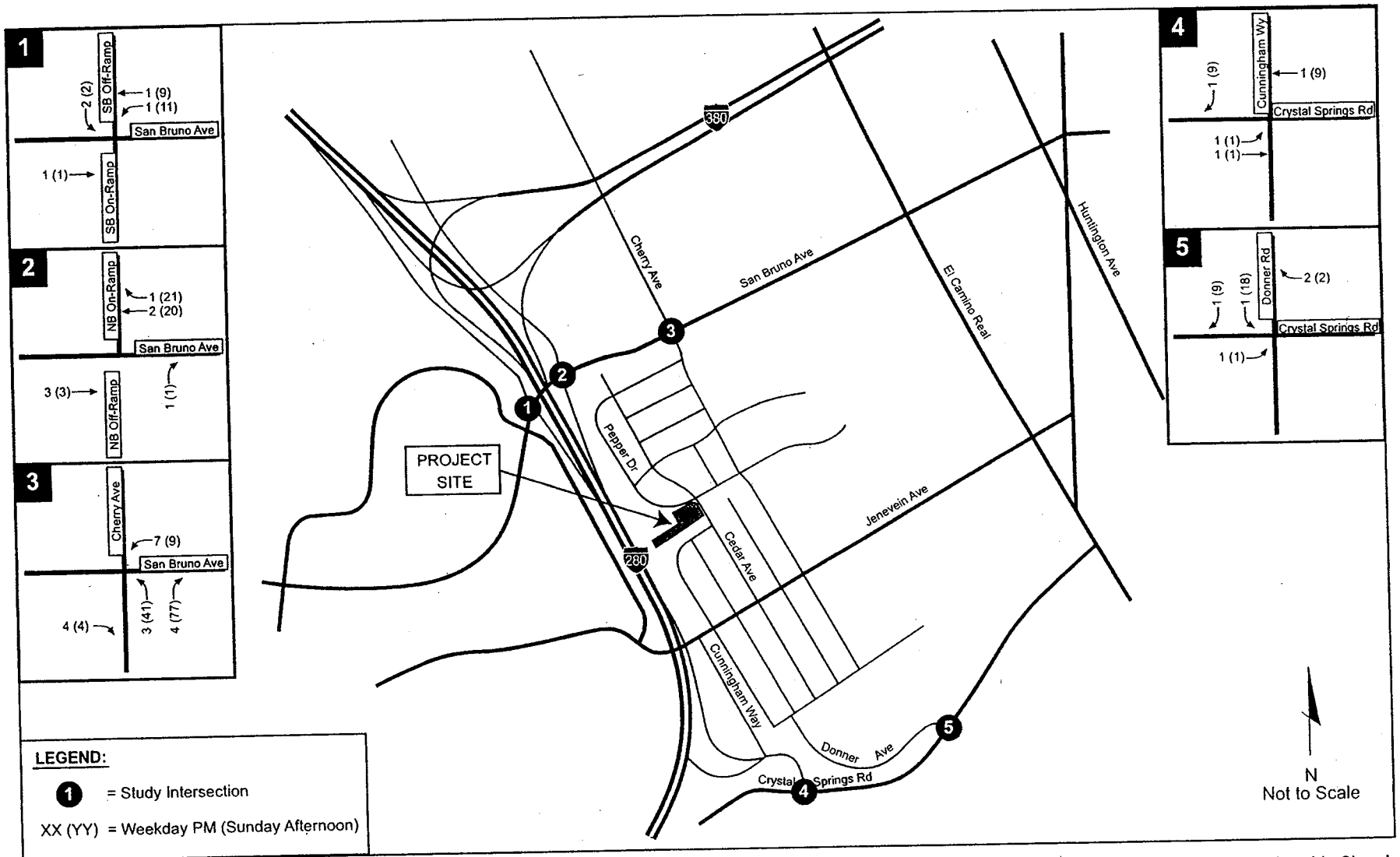
Peninsula Christian Fellowship Church

FEHR & PEERS
TRANSPORTATION CONSULTANTS

January 2005
1037-0137\graphics\0137-7 ptd

PROJECT TRIP DISTRIBUTION

FIGURE 7



Peninsula Christian Fellowship Church

FEHR & PEERS
TRANSPORTATION CONSULTANTS

January 2005
1037-0137\graphics\0137-8 pta

PROJECT TRIP ASSIGNMENT

FIGURE 8

TABLE 8
DIRECTIONAL PROJECT TRIP DISTRIBUTION

Direction	Cities	Percentage
Local	San Bruno	33
North-East	South San Francisco, San Francisco	28
North-West	Colma, Daly City, San Francisco, San Rafael	21
South-East	Burlingame, Millbrae, San Mateo	11
South-West	Millbrae, San Mateo, Saratoga	7
	Total	***100***

Source : The Peninsula Christian Fellowship and Fehr & Peers, 2004.

Figure 7 shows the general directions of approach and departure for the project-generated trips. Using this distribution, the project-generated trips were assigned to specific routes through the study intersections. The expected weekday PM peak hour and Sunday peak hour increases to study intersection turning movement volumes, known as project trip assignment, is depicted on Figure 8.

INTERSECTION OPERATIONS

Figure 9 shows the turning movement volumes for the background plus project scenario. Adding the project trips to the study intersections causes the San Bruno Avenue/Cherry Avenue intersection to degrade from LOS B to LOS C during the Sunday afternoon peak. All of the signalized study intersections continue to operate at LOS C or better during the weekday PM peak hour and the Sunday afternoon peak hour. The southbound approach of the unsignalized study intersection continues to operate at LOS F during the PM peak hour, but is not expected to warrant signalization.

The project will have a ***less-than-significant impact*** on intersection operations under background plus project conditions.

3. BACKGROUND NO PROJECT CONDITIONS

The background scenario includes traffic from development projects that have been approved, but not yet constructed and/or occupied at the time the traffic counts were collected and that may affect the study intersections. This scenario will serve as the baseline conditions for the analysis of the proposed project's transportation impacts.

EXISTING APPROVED PROJECTS

The City of San Bruno expects that two approved projects will be completed and/or occupied in the near future that may contribute traffic to the study intersections:

U.S. Navy Site Specific Plan: This plan includes the development of 56 acres within the City of San Bruno. The site is generally bounded by Sneath Lane and privately held lands to the north, El Camino real and Tanforan Park Shopping Center to the east, I-380 and the Bayhill Office complex to the south, and Cherry Avenue to the west. The project includes residential, office, and retail space. Three hundred residential units have recently been built but are unoccupied as of December 2004, and another 185 residential units are expected to be built and occupied in the near future.

For the background conditions in the Peninsula Christian Fellowship Church study, the number of trips generated from the 485 new residential units was calculated according to the published ITE trip generation rates for the apartment land use (Land Use 220). Appendix D of the *U.S. Navy Site and Its Environs Specific Plan Draft EIR* (Environmental Science Associates, 2000) estimates that 27 percent of residential trips from the project site will use I-280 North and 5 percent of residential trips will use I-280 South. Most trips from the U.S. Navy Site to I-280 will use Sneath Lane / I-280 on- and off-ramps, but some trips may access I-280 via San Bruno Avenue. Background vehicle turning movements in the Peninsula Christian Fellowship Church study include the assignment of 20 percent of trips from U.S. Navy Site residential development to I-280, to the San Bruno Avenue study intersections.

Tanforan Mall Expansion: The Tanforan Mall is located west of the project site along San Bruno Avenue and will be expanded to include an additional 25,000 square feet of retail space and a 20-screen, 4,000-square foot movie theatre. The mall expansion was included in the *San Bruno Redevelopment Project Area Plan EIR* (Environmental Science Associates, 1999), which uses a land use model to analyze transportation impacts for the whole development.

Since no specific trip generation or trip assignment was calculated for the new retail space and movie theatre, the following methodology was used to estimate the number of trips traveling through the Peninsula Christian Fellowship Church study intersections. The total number of trips generated by the additional retail space and movie theatre was calculated according to ITE trip generation rates for the shopping (Land Use 820) and movie theatre mega-plex (Land Use 445) land uses. The trip assignment to study intersections on San Bruno Avenue followed the trip distribution used in the U.S. Navy Site Specific plan. Background vehicle turning movements in the Peninsula Christian Fellowship Church study include the assignment of 6 percent of trips generated by the mall expansion (366 PM peak hour and 477 Sunday peak hour trips) to the San Bruno Avenue study intersections.

Table 4
Weekday Trip Distribution

	Inbound			Outbound		
Driveway	Percent of Total	Phase One	Phase Two	Percent of total	Phase One	Phase Two
S. El Camino Real	24%	488	586	22%	484	582
N. El Camino Real	8%	163	195	9%	198	238
Sneath / Burger King	15%	305	366	18%	396	476
Sneath / Auto Center	6%	122	146	6%	132	159
Sneath / Huntington	14%	284	342	16%	352	423
N. Huntington	11%	223	268	10%	220	264
S. Huntington	10%	203	244	10%	220	264
S. Loop Road	10%	203	244	9%	198	238
	98%	2,032	2,441	100%	2,201	2,644

Source: DKS Associates

Table 5
Weekend Trip Distribution

	Inbound			Outbound		
Driveway	Percent of Total	Phase One	Phase Two	Percent of total	Phase One	Phase Two
S. El Camino Real	24%	702	843	22%	594	714
N. El Camino Real	8%	234	281	9%	243	292
Sneath / Burger King	15%	439	527	18%	486	584
Sneath / Auto Center	6%	175	211	6%	162	195
Sneath / Huntington	14%	409	492	16%	432	519
N. Huntington	11%	322	387	10%	270	324
S. Huntington	10%	292	351	10%	270	324
S. Loop Road	10%	292	351	9%	243	292
	98%	2,925	3,514	100%	2,700	3,244

Source: DKS Associates

INTERSECTION COUNTS

Due to the extensive construction occurring in the area, no new counts undertaken for the PM scenario. Instead existing counts were used for each of the external intersections. Table 6 provides the date and the source for each of these counts.

Table 6
Existing Intersection Counts

El Camino Real/Sneath Lane	November 17, 1998
El Camino Real/ San Bruno Avenue	February 24, 1998
Sneath Lane/ Huntington Avenue	November 17, 1998
San Bruno Avenue/ Huntington Avenue	November 18, 1998

APPENDIX D

Traffic Collision Data

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0602909	EL CAMINO REAL/MEMORY LN/SAN MATEO AV	07/25/2006	OTHER IMPR OPER DRIVI NG
SBPD*0703618	EL CAMINO REAL/MEMORY LN/SAN MATEO AV	10/04/2007	OTHER VIOL ATION

2 records listed.

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0600294	EL CAMINO REAL/TAYLOR AV	01/21/2006	SPEED TOO FAST
SBPD*0600355	EL CAMINO REAL/TAYLOR AV	01/26/2006	OTHER VIOLATION
SBPD*0601859	333 EL CAMINO REAL/500 TAYLOR AV	05/11/2006	IMPROPER TURN
SBPD*0602557	333 EL CAMINO REAL/500 TAYLOR AV	06/30/2006	RAN TRAFFIC LIGHT
SBPD*0603063	333 EL CAMINO REAL/500 TAYLOR AV	08/05/2006	IMPROPER TURN
SBPD*0700151	333 EL CAMINO REAL/500 TAYLOR AV	01/12/2007	FAIL TO YIELD
SBPD*0700610	333 EL CAMINO REAL/500 TAYLOR AV	02/16/2007	FOLLOWING TOO CLOSE
SBPD*0701726	EL CAMINO REAL/TAYLOR AV	05/11/2007	RAN TRAFFIC LIGHT
SBPD*0702290	EL CAMINO REAL/TAYLOR AV	07/02/2007	FAIL TO YIELD

9 records listed.

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0600079	CRYSTAL SPRINGS RD/EL CAMINO REAL	01/08/2006	SPEED TOO FAST
SBPD*0600163	CRYSTAL SPRINGS RD/EL CAMINO REAL	01/13/2006	FOLLOWING TOO CLOSE
SBPD*0601934	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	05/16/2006	SPEED TOO FAST
SBPD*0602020	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	05/22/2006	SPEED TOO FAST
SBPD*0602433	CRYSTAL SPRINGS RD/EL CAMINO REAL	06/21/2006	IMPROPER TURN
SBPD*0602664	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	07/07/2006	SPEED TOO FAST
SBPD*0602732	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	07/12/2006	RAN TRAFFIC LIGHT
SBPD*0603169	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	08/14/2006	FAIL TO YIELD
SBPD*0603543	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	09/08/2006	IMPROPER TURN
SBPD*0604723	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	11/30/2006	OTHER IMPROPER DRIVING
SBPD*0604932	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	12/13/2006	FAIL TO YIELD
SBPD*0605174	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	12/30/2006	FOLLOWING TOO CLOSE
SBPD*0700111	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	01/09/2007	RAN TRAFFIC LIGHT
SBPD*0700436	655 CRYSTAL SPRINGS RD/293 EL CAMINO REAL	02/02/2007	FOLLOWING TOO CLOSE
SBPD*0702582	CRYSTAL SPRINGS RD/EL CAMINO REAL	07/23/2007	FOLLOWING TOO CLOSE
SBPD*0703111	CRYSTAL SPRINGS RD/EL CAMINO REAL	08/29/2007	SPEED TOO FAST
SBPD*0703876	CRYSTAL SPRINGS RD/EL CAMINO REAL	10/20/2007	SPEED TOO FAST

17 records listed.

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0600172	EL CAMINO REAL/JENEVEIN AV	01/14/2006	SPEED TOO FAST
SBPD*0601542	421 EL CAMINO REAL/560 JENEVEIN AV	04/19/2006	SPEED TOO FAST
SBPD*0602189	421 EL CAMINO REAL/560 JENEVEIN AV	06/02/2006	OTHER IMPR OPER DRIVI NG
SBPD*0602538	421 EL CAMINO REAL/560 JENEVEIN AV	06/29/2006	IMPROPER T URN
SBPD*0602925	421 EL CAMINO REAL/560 JENEVEIN AV	07/26/2006	RAN TRAFFI C LIGHT
SBPD*0603996	421 EL CAMINO REAL/560 JENEVEIN AV	10/11/2006	OTHER IMPR OPER DRIVI NG
SBPD*0604174	421 EL CAMINO REAL/560 JENEVEIN AV	10/24/2006	IMPROPER T URN
SBPD*0604287	421 EL CAMINO REAL/560 JENEVEIN AV	11/01/2006	OTHER IMPR OPER DRIVI NG
SBPD*0604993	421 EL CAMINO REAL/560 JENEVEIN AV	12/17/2006	OTHER IMPR OPER DRIVI NG
SBPD*0700423	421 EL CAMINO REAL/560 JENEVEIN AV	02/01/2007	IMPROPER T URN
SBPD*0701716	EL CAMINO REAL/JENEVEIN AV	05/10/2007	OTHER IMPR OPER DRIVI NG
SBPD*0702921	EL CAMINO REAL/JENEVEIN AV	08/15/2007	SPEED TOO FAST

12 records listed.

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0600095	EL CAMINO REAL/SAN BRUNO AV W	01/09/2006	SPEED TOO FAST
SBPD*0600187	EL CAMINO REAL/SAN BRUNO AV W	01/15/2006	UNSAFE LAN E CHNANGE
SBPD*0600300	EL CAMINO REAL/SAN BRUNO AV W	01/22/2006	SPEED TOO FAST
SBPD*0600674	715 EL CAMINO REAL/601 SAN BRUNO AV W	02/16/2006	SPEED TOO FAST
SBPD*0600696	715 EL CAMINO REAL/601 SAN BRUNO AV W	02/18/2006	RAN TRAFFI C LIGHT
SBPD*0600762	715 EL CAMINO REAL/601 SAN BRUNO AV W	02/22/2006	OTHER VIOL ATION
SBPD*0600974	715 EL CAMINO REAL/601 SAN BRUNO AV W	03/11/2006	OTHER IMPR OPER DRIVI NG
SBPD*0601034	715 EL CAMINO REAL/601 SAN BRUNO AV W	03/15/2006	OTHER IMPR OPER DRIVI NG
SBPD*0601447	715 EL CAMINO REAL/601 SAN BRUNO AV W	04/13/2006	OTHER IMPR OPER DRIVI NG
SBPD*0602320	715 EL CAMINO REAL/601 SAN BRUNO AV W	06/13/2006	OTHER IMPR OPER DRIVI NG
SBPD*0603475	EL CAMINO REAL/SAN BRUNO AV W	09/04/2006	SPEED TOO FAST
SBPD*0603754	715 EL CAMINO REAL/601 SAN BRUNO AV W	09/24/2006	FOLLOWING TOO CLOSE
SBPD*0604142	715 EL CAMINO REAL/601 SAN BRUNO AV W	10/15/2006	OTHER VIOL ATION
SBPD*0604570	EL CAMINO REAL/SAN BRUNO AV W	11/18/2006	IMPROPER T URN
SBPD*0700856	715 EL CAMINO REAL/601 SAN BRUNO AV W	03/06/2007	UNSAFE LAN E CHNANGE
SBPD*0700920	715 EL CAMINO REAL/601 SAN BRUNO AV W	03/13/2007	RAN TRAFFI C LIGHT
SBPD*0701098	715 EL CAMINO REAL/601 SAN BRUNO AV W	03/25/2007	SPEED TOO FAST
SBPD*0701323	715 EL CAMINO REAL/601 SAN BRUNO AV W	04/09/2007	SPEED TOO FAST
SBPD*0701490	EL CAMINO REAL/SAN BRUNO AV W	04/22/2007	OTHER IMPR OPER DRIVI NG
SBPD*0701664	EL CAMINO REAL/SAN BRUNO AV W	05/06/2007	SPEED TOO FAST
SBPD*0701754	EL CAMINO REAL/SAN BRUNO AV W	05/14/2007	RAN TRAFFI C LIGHT
SBPD*0701883	EL CAMINO REAL/SAN BRUNO AV W	05/26/2007	FAIL TO YI ELD
SBPD*0702110	EL CAMINO REAL/SAN BRUNO AV E	06/15/2007	IMPROPER T URN
SBPD*0702370	EL CAMINO REAL/SAN BRUNO AV W	07/05/2007	SPEED TOO FAST
SBPD*0703397	EL CAMINO REAL/SAN BRUNO AV W	09/18/2007	RAN TRAFFI

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0703409	EL CAMINO REAL/SAN BRUNO AV E	09/18/2007	C LIGHT SPEED TOO FAST

26 records listed.

ACCIDENT.....	LOCATION.....	DATE.....	PCF.....
SBPD*0600008	EL CAMINO REAL/I380	01/01/2006	FOLLOWING TOO CLOSE
SBPD*0600548	EL CAMINO REAL/I380	02/08/2006	FOLLOWING TOO CLOSE

2 records listed.

Cry
Hmc

```
+-------------------------Law Enforcement Main Menu-----------------------[x]+
+----------------------------SBPD Accident Entry--------------------------[x]+
|    SBPD No 0103097         Incident 010815010      Date 08/15/2001 Time 06:23|
|   Location 1ST AV/ANGUS+----------------------------[x]+B   DOW WEDNESDAY   |
|  Dist From 60    Feet/M|          Injury Types          | Accident, Hit & Run|
|   Vehicles 2   Injured +---+--+-------------------------+ SIDE SWIPE         |
|=========  1 Persons Inv|  1>01|SW-SEVERE WOUND          | Involved ==========|
|No Involv Last Name     |  2|02|OV-OTHER VISIBLE INJURY  |ake Model  Color    |
| 2 DRIVER FULLER        |  3|03|CP-COMPLAINT OF PAIN     |OYT COR    GLD      |
|                        |  4|04|FA-FATAL                 |                    |
|                        |  5|05|PD-PROPERTY DAMAGE ONLY  |                    |
|                        +---+--+-------------------------+                    |
|                                      |                                       |
|Investigated At Scene Yes    Left Scene Yes  Officer Involved? No             |
|Prim Factor IMPROPER TURN                  VC Section Violated VC 22107       |
|    Officer FRY                                                               |
|    Weather CLEAR                            Lighting DAYLIGHT                |
|                                                                              |
|    Surface Dry                       Traffic Control No Controls Present     |
|  Condition No Unusual Cond        Veh Involved With OTHER MOTOR VEHICLE      |
|  Narrative                                                                   |
|                                                                              |
|Entered 08/15/2001 12:14 By chaghour   Changed 08/15/2001 12:14  By chaghour  |
+SBPD*0103097-----------------------------------------------------------------
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PEDESTRIAN ACCIDENTS

FROM: 01/01/2004 TO 12/31/2004

CASE #.....	INJ LEV	LOCATION.....
SBPD*0400020	05	HUNTINGTON AV/SNEATH LN
	05	
SBPD*0400043	05	HUNTINGTON AV/NOOR AV
	02	
SBPD*0400044	05	SEABISCUIT AV/SNEATH
	02	
SBPD*0400334	05	1300 HUNTINGTON AV; POST OFFICE
	03	
SBPD*0400410	05	COURTLAND DR/WHITMAN WY
	02	
SBPD*0400844	02	HUNTINGTON AV/SAN BRUNO AV W
	05	
SBPD*0400849	02	DIAMOND/HERMAN ST
	05	
SBPD*0401684	05	EL CAMINO REAL/JENEVEIN
	02	
SBPD*0402011	05	BALBOA WY/SANTA LUCIA AV
	01	
SBPD*0402410	05	GREEN AV/SYLVAN
	05	
	03	
SBPD*0403605	01	MERION DR/OAKMONT DR
	01	
SBPD*0403784	05	CYPRESS CT/SAN MATEO AV
	03	
	05	
SBPD*0404227	03	CRYSTAL SPRINGS RD/EL CAMINO REAL
	05	
SBPD*0404241	03	EASTON AV/SAN BRUNO AV W
	03	
SBPD*0404756	02	EL CAMINO REAL/SAN BRUNO AV W
	05	

15 records listed.

PEDESTRIAN ACCIDENTS

FROM: 01/01/2005 TO 12/31/2005

CASE #.....	INJ LEV	LOCATION.....
SBPD*0500048	05	3RD AV/ANGUS AV E
	05	
	03	
SBPD*0500422	03	ROLLINGWOOD DR/SNEATH
	05	
	05	
SBPD*0500642	05	HUNTINGTON AV/SAN BRUNO AV W
	03	
SBPD*0501220	05	ANGUS AV W/HUNTINGTON AV
	02	
	03	
SBPD*0501366	03	555 SAN BRUNO AV W; ST BRUNO'S CATHOLIC CHURCH
	05	
SBPD*0501425	05	HENSLEY AV/SAN BRUNO AV W
	03	
	03	
SBPD*0501631	05	SAN BRUNO AV E/SAN MATEO AV
	03	
SBPD*0501981	02	755 7TH AV
	05	
SBPD*0502026	05	HENSLEY AV/SAN BRUNO AV W
	02	
	02	
SBPD*0502364	02	172 DIAMOND ST
	05	
SBPD*0502440	05	ANGUS AV/HENSLEY AV
	03	
SBPD*0502459	05	1250 EL CAMINO REAL; COMPUSA
	03	
SBPD*0502484	05	BAYHILL DR/ELM AV
	03	
SBPD*0502816	05	CRYSTAL SPRINGS RD/CYPRESS AV
	02	
	05	
SBPD*0503060	05	EL CAMINO REAL/SANTA DOMINGA AV
	03	
SBPD*0503721	05	MASSON AV/SAN BRUNO AV W
	03	
SBPD*0503738	05	EL CAMINO REAL/SAN BRUNO AV W
	03	

PEDESTRIAN ACCIDENTS

FROM: 01/01/2005 TO 12/31/2005

CASE #.....	INJ LEV	LOCATION.....
SBPD*0503864	03 05	EL CAMINO REAL/SAN BRUNO AV W
SBPD*0504102	05 02	CHERRY AV/JENEVEIN
SBPD*0504639	05	ANZA WY/SANTA LUCIA AV
SBPD*0504644	05 03	1015 SAN MATEO AV; THEISEN BROTHERS GLAS S CO
SBPD*0504669	05 01 05	EL CAMINO REAL/SANTA LUCIA
SBPD*0504703	05 03	EL CAMINO REAL/SAN FELIPE AV
SBPD*0504908	05 01	HUNTINGTON AV/SNEATH LN
SBPD*0504970	05 03	992 EL CAMINO REAL; SENIORES PIZZA
SBPD*0505077	01 05 05	EL CAMINO REAL/I380
SBPD*0505150	02 05	5TH AV/SAN BRUNO AV E

27 records listed.

PEDESTRIAN ACCIDENTS

FROM: 01/01/2006 TO 12/31/2006

CASE #.....	INJ LEV	LOCATION.....
SBPD*0600152	05 02	I380/SAN MATEO AV
SBPD*0600249	05 03	345 EL CAMINO REAL; GRACE HONDA
SBPD*0600890	02 05	600 ANGUS AV W/515 EL CAMINO REAL
SBPD*0600949	01 05	2000 SHARP PARK RD/SKYLINE BL/3901 WESTB OROUGH BL
SBPD*0601053	02 05	10 EL CAMINO REAL/116 SANTA DOMINGA AV
SBPD*0601664	05 03	1300 BAYHILL DR/800 CHERRY AV
SBPD*0602032	05 05 05	130 EL CAMINO REAL; DOG HOUSE COCKTAIL
SBPD*0602492	05 02	10 BAYSHORE CR N/1186 HERMAN ST
SBPD*0602672	03 05	GEORGIA AV/SAN ANSELMO AV N
SBPD*0603258	01 05	800 COMMODORE DR/1100 EL CAMINO REAL/10 TANFORAN WY
SBPD*0603289	05 02 05 05	1700 EL CAMINO REAL/125 SAN BENITO AV
SBPD*0603445	05	EL CAMINO REAL/SAN FELIPE AV
SBPD*0603722	01 05	2900 SAN BRUNO AV W/SKYLINE BL
SBPD*0603956	05 02	200 CITY PARK WY/1220 CRYSTAL SPRINGS RD /304 OAK AV
SBPD*0604234	05 03	1080 HERMAN ST/4 SCOTT ST
SBPD*0604419	05 04 01	EL CAMINO REAL/SANTA DOMINGA AV
SBPD*0604930	02 05	102 FLORIDA AV/364 HUNTINGTON AV

PEDESTRIAN ACCIDENTS

FROM: 01/01/2006 TO 12/31/2006

CASE #.....	INJ LEV	LOCATION.....
SBPD*0604993	05	421 EL CAMINO REAL/560 JENEVEIN AV
	03	
SBPD*0605153	05	1000 EL CAMINO REAL/HIGHWAY 380
	03	
	05	
	05	

19 records listed.

PEDESTRIAN ACCIDENTS

FROM: 01/01/2007 TO 12/31/2007

CASE #.....	INJ LEV	LOCATION.....
SBPD*0700087	01	180 EL CAMINO REAL/114 SAN FELIPE AV
	05	
SBPD*0700151	05	333 EL CAMINO REAL/500 TAYLOR AV
	03	
	05	
SBPD*0700368	05	1100 EL CAMINO REAL/600 SNEATH LN
	03	
SBPD*0700557	05	1800 NILES AV/402 REDWOOD AV
	03	
SBPD*0701490	05	EL CAMINO REAL/SAN BRUNO AV W
	03	
SBPD*0701668	05	SEABISCUIT AV/SNEATH LN
	03	
SBPD*0702290	05	EL CAMINO REAL/TAYLOR AV
	01	
SBPD*0702292	05	BERING DR/COLLEGE DR
SBPD*0702738	05	2ND AV/PINE ST
	01	
	05	
	05	
	05	
	05	
	05	
	05	
	05	
	05	
	03	
	03	
	05	
SBPD*0702962	05	1278 EL CAMINO REAL; BURGER KING
	03	
SBPD*0703085	03	HERMAN ST/SCOTT ST
	05	
SBPD*0703175	05	KAINS AV/MILLS AV
	01	
	05	

PEDESTRIAN ACCIDENTS

FROM: 01/01/2007 TO 12/31/2007

CASE #.....	INJ LEV	LOCATION.....
SBPD*0703310	01	2701 SHERWOOD DR
SBPD*0703643	05	LINDEN AV/SANTA LUCIA AV
	05	
	05	
	05	
	05	
	05	
	05	

14 records listed.