

Appendix C

Transportation Impact Analysis

Stanford University Medical Center

Draft Environmental Impact Report

Transportation Impact Analysis

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1.0 INTRODUCTION

Stanford University Medical Center (SUMC) has submitted an application to add a net of 1,311,411 square feet of hospital and medical office / clinic facilities that includes the rezoning of land from 'Public Facilities' to a new hospital zone. Buildings will be demolished and rebuilt in phases to meet the latest codes and standards.

The scope of work for the Traffic Impact Analysis (TIA) will identify and evaluate existing and potential future traffic conditions associated with the proposed project. The potential impacts are evaluated relative to the operation of public transportation, bicycle and pedestrian transportation, arterial roadways, intersections, freeways and transportation demand management (TDM) strategies.

1.1 Applicable Plans and Policies

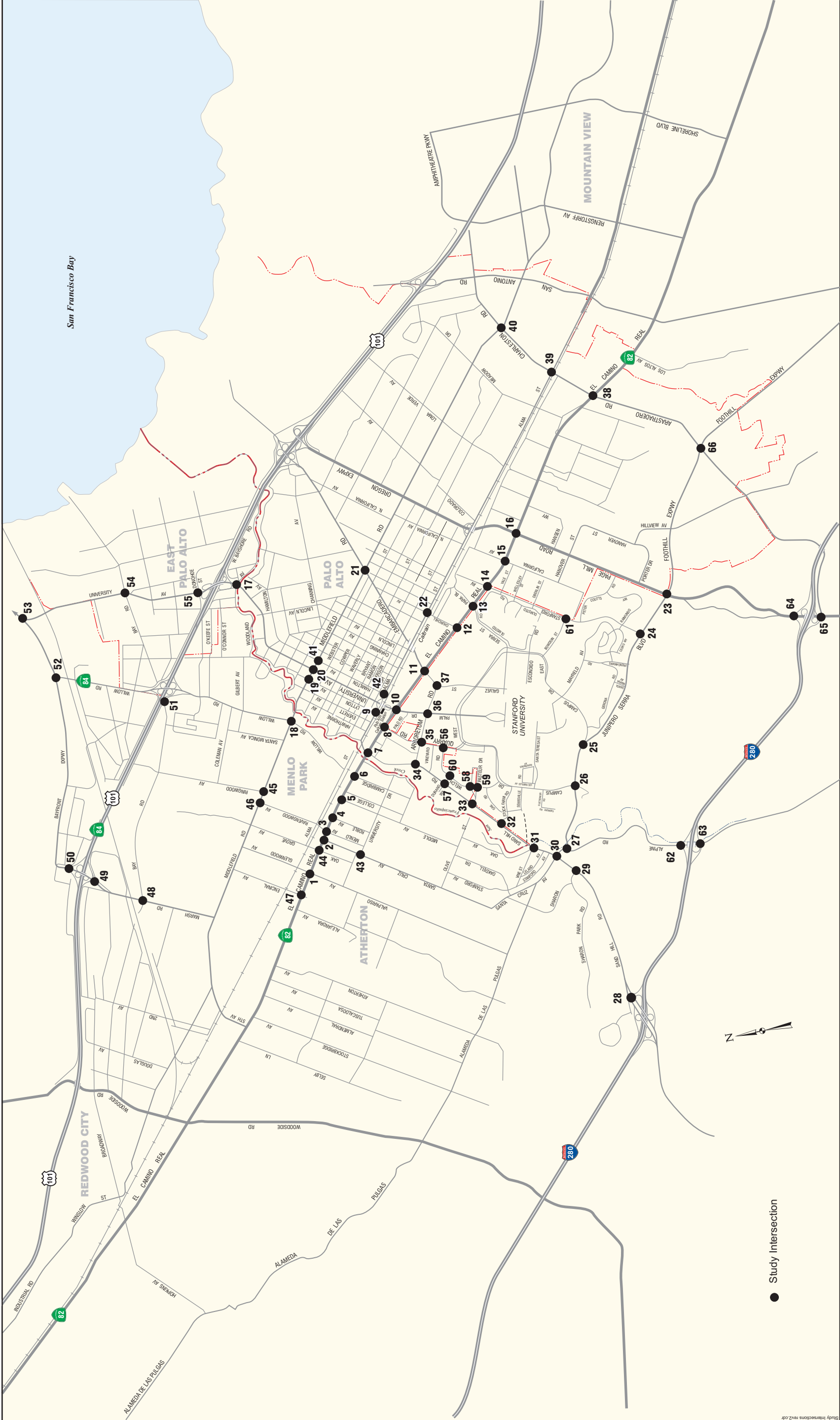
The study area, shown in Figure 1-1, is part of the City of Palo Alto and the adjacent cities of Menlo Park and East Palo Alto. Transportation planning in Palo Alto and the surrounding area is subject to the regulations of Federal, State, regional and local agencies and programs. Federal regulations are administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The California Department of Transportation (Caltrans) is responsible for State roadways and regional issues are addressed by the Metropolitan Transportation Commission (MTC). Congestion Management Agencies (CMAs) of both Santa Clara County and San Mateo County have developed regulations and policies with relevance to the proposed project at the local level.

1.2 Federal Agencies

MTC, which is a regional San Francisco Bay Area agency, implements policies by the FHWA and the FTA. It oversees transportation improvements in the nine-county Bay Area. It is also tasked with the development of the local State Transportation Improvement Program (STIP). In addition, the Transportation Equity Act for the 21st Century (TEA-21) empowers the MTC to determine the mix of transportation projects best suited for the region's needs.

1.3 State Agencies

Caltrans is the State agency responsible for State transportation facilities. It has jurisdiction over State highways in the study area, including El Camino Real (State Route 82), Bayshore Freeway (U.S. 101), Interstate 280 and the Dumbarton Bridge (State Route 84). Plans to provide new access or alterations to existing access to a State Route require Caltrans approval. Roadway improvements within a State right-of-way also need Caltrans approval and the approval process usually includes the development of detailed roadway geometrics and design plans.



Study Interactions rvv2.cdr

1.4 Regional Agencies

MTC is the metropolitan planning agency in charge of transportation planning, coordinating and financing for the nine-county San Francisco Bay Area. MTC distributes Federal and State funds to local projects and programs. MTC and the Association of Bay Area Governments (ABAG) jointly develop land use projections that are critical inputs for travel demand projections used in transportation analysis. The Peninsula Corridor Joint Powers Board (JPB) is the tri-county agency (San Francisco, San Mateo and Santa Clara counties) that has jurisdiction over the Caltrain rail service. The Dumbarton Bridge Bus Service (Line DB) is operated by AC Transit and funded by a consortium of several county transit districts, including the Santa Clara Valley Transportation Authority (VTA), SamTrans and the Bay Area Rapid Transit District (BART).

The Bay Area Air Quality Management District (BAAQMD) provides both policy guidance and regulatory control over stationary and mobile air pollution sources. Under the California Clean Air Act (CCAA) of 1988, the BAAQMD is required to prepare a Clean Air Plan (CAP) to achieve State standards for ozone and CO. The 2007 Ozone Strategy, jointly prepared by the MTC and ABAG, will show how the San Francisco Bay Area plans to comply with the State air quality standards for ozone and how the region will reduce transport of ozone and ozone precursors to neighboring air basins. Control measures will be established and adopted in the 2007-2009 timeframe.

The CCAA states that strategies should emphasize reducing emission from transportation and other area-wide sources. The Act requires air districts to adopt, implement and enforce Transportation Control Measures (TCMs). The MTC develops, maintains and updates a list of TCMs and distributes this information to keep the BAAQMD informed of trends.

1.5 Local Agencies

The Congestion Management Agencies (CMA) of both Santa Clara County and San Mateo County have regulations and policies that are relevant to the proposed project.

1.5.1 Santa Clara County

The Santa Clara Valley Transportation Authority (VTA) is the CMA for Santa Clara County. It oversees the Congestion Management Program (CMP) that defines methodologies and procedures for determining the transportation impact of a potential project. The most recent guidelines were updated in 2009. The following are CMP facilities within the study area by functional classification.

- Freeways:
 - US 101 and I-280
- Expressways and Arterials:
 - Page Mill Road
 - Oregon Expressway
 - El Camino Real
- Intersections:
 - El Camino Real/Sand Hill
 - El Camino Real/Embarcadero/Galvez,

- El Camino Real/Page Mill/Oregon Expressway,
- El Camino Real/Palm Drive
- El Camino Real/University Avenue
- Junipero Serra Boulevard/Page Mill
- Foothill Expressway/Arastradero Road

VTa has jurisdiction over public transit in the County. VTA bus service includes several local and intercity routes in Palo Alto and the VTA is a member of the Caltrain JPB.

The Santa Clara County Department of Roads and Airports is responsible for County roadways and airports, including the Palo Alto Airport, Page Mill Road, Foothill Expressway, Oregon Expressway, Stanford Avenue and Junipero Serra Boulevard.

1.5.2 San Mateo City/County Association of Governments

The San Mateo City/County Association of Governments has been designated as the CMA for San Mateo County. Within the study area, the San Mateo County CMP network includes US 101, I-280, SR 84, and El Camino Real. The intersections within the study area included under the CMP network are:

- Marsh Road and Bay Road
- Willow Road and Bayfront Expressway
- Bayfront Expressway and University Avenue

Public transit service in San Mateo County is provided by SamTrans. SamTrans makes connections to public transit services in Santa Clara County in Palo Alto.

1.6 Existing Regional and Local Network

The system of major roadways surrounding Stanford is part of the regional system serving Stanford, its neighboring communities on the Peninsula and across the Bay. All roadways are classified according to their primary functions, as described below.

- Freeway - A major roadway with controlled access, devoted exclusively to traffic movement, mainly of a through or regional nature.
- Expressway - A major roadway with less controlled access than a freeway, linking freeways with arterials and providing access to major destinations.
- Arterial - A major roadway mainly taking traffic to and from expressways and freeways and providing access to major destinations and also adjacent properties.
- Collector - A roadway that collects and distributes local traffic to and from arterials, and provides access primarily to adjacent properties.

Regional Roadway Facilities -- Regional access to the area is provided by US 101 and Interstate 280 that run the length of the San Francisco Peninsula from San Francisco to San Jose and by the Dumbarton Bridge that provides access to / from the East Bay. Descriptions of these routes are provided below.

- **US 101 (Bayshore Freeway)** is an eight-lane facility in the project area under the jurisdiction of the Caltrans. It has interchanges at Marsh Road, Willow Road,

University Avenue and Embarcadero Road/Oregon Expressway within the study area. US 101 is classified as a freeway.

- ▶ **Interstate 280 (Junipero Serra Freeway)** is an eight-lane facility in the project area under the jurisdiction of Caltrans. In the study area, I-280 has interchanges serving Palo Alto at Sand Hill Road, Alpine Road and Page Mill Road / Arastradero Road. Interstate 280 is classified as a freeway.
- ▶ **State Route 84 (Dumbarton Bridge)** is a six-lane facility under the jurisdiction of Caltrans. This facility connects Alameda County to San Mateo and Santa Clara Counties. It is classified as a freeway from I-880 to University Avenue in East Palo Alto.
- ▶ **El Camino Real (State Route 82)** is an arterial that runs north-south from San Francisco to San Jose, parallel to and between US 101 and I-280. El Camino Real is a six-lane roadway south of Ravenswood Avenue in Menlo Park and a four-lane divided road way north of Ravenswood Avenue to the Atherton border. The major intersections along El Camino Real within the study area are controlled by traffic signals with the exception of the El Camino Real/Palm/University Avenue interchange. This interchange is grade-separated and diamond-configured. The on / off ramps to El Camino Real are controlled by traffic signals. In the City of Palo Alto's Comprehensive Plan, El Camino Real is classified as an arterial. It is considered a primary arterial in the City of Menlo Park.

Local Access -- The primary streets that provide access within the study area are discussed below. These streets provide access to the study area as well as the local roadway network. For the purpose of this traffic and circulation discussion, roadways that parallel US 101 and I-280 are considered to run in the north/south direction and roadways that generally traverse toward the Santa Cruz Mountains or San Francisco Bay are considered to run in the east/west direction.

- ▶ **Middlefield Road** is a two- to four-lane undivided road that runs north-south, parallel to and between US 101 and El Camino Real. Middlefield Road runs from Redwood City to the City of Mountain View. The major intersections along Middlefield Road are signalized. Middlefield Road within Palo Alto is classified as an arterial. Under the City of Menlo Park guidelines, it is considered as a minor arterial.
- ▶ **Alma Street** is primarily a four-lane arterial that runs north-south, parallel to the Caltrain railroad tracks. Alma Street runs from El Camino Real (near San Francisquito Creek) to the San Antonio Road interchange in Mountain View, where it becomes Central Expressway (Santa Clara County G6) and terminates at De La Cruz Boulevard in the City of Santa Clara. In the study area, Alma Street has limited access from the west side due to the immediate proximity of the Caltrain railroad tracks. Alma Street is classified as an arterial.
- ▶ **Sand Hill Road** is a two- to four-lane arterial that runs east-west from Portola Road in the Town of Woodside to the Stanford Shopping Center in the City of Palo Alto. It is a two lane road from Portola Road to the I-280 interchange and widens to four lanes between I-280 and Arboretum Road. It narrows to a two lane road between Arboretum Road and El Camino Real. Within the study area, Sand Hill Road

provides connections to the Cities of Menlo Park and Palo Alto, as well as access to Stanford University. Sand Hill Road within Palo Alto is classified as an arterial. It is considered a primary arterial under the City of Menlo Park Guidelines.

- ▶ **Arboretum Road** is primarily a two-lane road located within the Stanford University campus. Arboretum Road is a four-lane road for a short distance from the Quarry Road intersection to the intersection with Sand Hill Road. South of Quarry Road, Arboretum Road is a two-lane campus road which provides access to the El Camino Real/Embarcadero Road intersection via Galvez Street, where Arboretum Road terminates. Except for the intersection at Galvez Street, all intersections on Arboretum Road are signalized. Arboretum Road within Palo Alto is classified as an arterial.
- ▶ **Embarcadero Road** is a four-lane arterial that runs east-west from the intersection of El Camino Real, through the US 101 interchange and terminates near the Palo Alto Municipal Airport. West of El Camino Real, Embarcadero Road becomes Galvez Street, which provides a link to Arboretum Road on the Stanford University campus. A short segment of Embarcadero Road underneath the Caltrain tracks is narrowed to three lanes. Embarcadero Road is classified by the City of Palo Alto as a residential arterial.
- ▶ **Junipero Serra Boulevard** is a two-lane undivided road that runs north-south and parallels I-280. Junipero Serra Boulevard runs from Alpine Road to Page Mill Road, at which point it widens to a four-lane divided facility south of Foothill Expressway. Junipero Serra Boulevard forms a portion of the southwesterly boundary of the Stanford University campus. Junipero Serra Boulevard is classified by the City of Palo Alto as an arterial and is a County-maintained road. It is considered a minor arterial by the City of Menlo Park.
- ▶ **University Avenue / Palm Drive** is a two- to four-lane road that runs east-west from the Dumbarton Bridge (SR 84) in the City of East Palo Alto to the El Camino Real grade-separated interchange, where it becomes Palm Drive. From SR 84 to US 101, University Avenue is a four-lane arterial. University Avenue narrows to two lanes through the residential and downtown areas of the City of Palo Alto. Near the Caltrain overcrossing, University Avenue widens to four lanes until it becomes Palm Drive. Palm Drive remains four lanes until the intersection with Arboretum Road where it narrows to three lanes. At Campus Drive West, Palm Drive narrows again to two lanes until it terminates at the University Main Quad. University Avenue is classified as a residential arterial by the City of Palo Alto.
- ▶ **Page Mill Road / Oregon Expressway** is a two- to four-lane roadway which runs east-west from Skyline Boulevard (SR 35) to US 101. From Skyline Boulevard to the I-280 interchange, Page Mill Road is a narrow winding two-lane road. From I-280 to Alma Street, Page Mill Road is a four-lane divided road that is also designated as Santa Clara County Road G3. From Alma Street where it interchanges to Oregon Expressway to US 101, it is a four-lane divided road. Page Mill Road / Oregon Expressway is classified as an arterial.

- ▶ **Alpine Road** is a two-lane road that runs east-west from Junipero Serra Boulevard to Portola Road. It has an interchange with I-280 west of Junipero Serra Boulevard. Beyond Junipero Serra Boulevard, Alpine Road becomes four-lane Santa Cruz Avenue for a short distance until it splits with the Alameda De Las Pulgas, where it narrows again to two lanes. Santa Cruz Avenue turns east-west at Avy Avenue in a residential neighborhood of Menlo Park and terminates at El Camino Real near downtown Menlo Park. Alpine Road / Santa Cruz Avenue is classified as a minor arterial by the City of Menlo Park.
- ▶ **Stanford Avenue** is a two-lane collector that runs east-west from Junipero Serra Boulevard to Park Boulevard in the City of Palo Alto. Stanford Avenue is a County-maintained roadway west of El Camino Real.
- ▶ **Marsh Road** is a two to four-lane arterial which runs east-west from Middlefield Road in Menlo Park to Bayfront Expressway, east of US 101. The two-lane segment of Marsh Road becomes four-lane near its intersection with Fair Oak Avenue and continues as four lanes across US 101 to Bayfront Expressway. In the City of Menlo Park, Marsh Road is classified as primary arterial between Bay Road and Bohannon Road and as a local street between Bay Road and Middlefield Road.
- ▶ **Willow Road** is a two- to four-lane arterial which runs east-west from Alma Street in Menlo Park to Bayfront Expressway (SR 84). Between Alma Street and US 101 interchange, Willow Road is two lanes and it becomes four lanes between US 101 and SR 84. It is classified as minor arterial between Middlefield Road and US 101 and from US 101 to Bayfront Expressway, it is considered a primary arterial.

1.7 Studied Intersections and Roadways

Intersections analyzed as part of this study are shown on Figure 1-1 and listed in Table 1-1. The AM and PM peak hours generally occur between the periods of 7:00 to 9:00 AM and 4:00 to 6:00 PM respectively. Turning movement volumes used in this study are obtained from the most recent CMA monitoring as well as counts collected between 2007 and 2009.

Similarly, freeway peak hour volumes used in this study were obtained from the most recent CMA monitoring and Caltrans. Freeway segments analyzed in this study are as follow:

▶ US 101 North of University N/B & S/B	▶ I-280 north of Sand Hill Road N/B & S/B
▶ US 101 South of University N/B & S/B	▶ I-280 south of Alpine Road N/B & S/B
▶ US 101 South of Embarcadero / Oregon	▶ I-280 south of Page Mill Road N/B & S/B
Expressway N/B & S/B	

In addition, Average Daily Traffic (ADT) counts were collected for eight segments of residential streets in October 2007. These eight segments are:

- ▶ Santa Cruz Avenue - North of Sand Hill Road
- ▶ Sharon Road - North of Sharon Park Drive

Table 1-1
List of Study Intersections

#	Intersections	City / Jurisdiction	Source and Date of Count
1	El Camino Real and Valparaiso Avenue	Menlo Park	AECOM October 2009
2	El Camino Real and Santa Cruz Avenue	Menlo Park	MP October 2006
3	El Camino Real and Ravenswood Avenue	Menlo Park	AECOM October 2009
4	El Camino Real and Roble Avenue	Menlo Park	MP October 2006
5	El Camino Real and Middle Avenue	Menlo Park	MP October 2006
6	El Camino Real and Cambridge Avenue	Menlo Park	MP October 2006
7	El Camino Real and Sand Hill Road and Alma Street	Palo Alto	AECOM February 2008
8	El Camino Real and Quarry Road	Palo Alto	PA Monitoring October 2006
9	Alma Street and Lytton Avenue	Palo Alto	AECOM October 2007
10	*El Camino Real and University Avenue and Palm Drive	Palo Alto	PA October 2008
11	El Camino Real and Embarcadero Road and Galvez Street	Palo Alto	PA October 2009
12	El Camino Real and Churchill Avenue	Palo Alto	AECOM September 2009
13	El Camino Real and Serra Street and Park Boulevard	Palo Alto	AECOM October 2007
14	El Camino Real and Stanford Avenue	Palo Alto	AECOM October 2007
15	El Camino Real and California Avenue	Palo Alto	PA May 2009
16	El Camino Real and Page Mill Road	Palo Alto	PA October 2008
17	Woodland Avenue and University Avenue	East Palo Alto	PA October 2008
18	Middlefield Road and Willow Road	Menlo Park	AECOM October 2009
19	Middlefield Road and Lytton Avenue	Palo Alto	AECOM October 2007
20	Middlefield Road and University Avenue	Palo Alto	PA October 2008
21	Middlefield Road and Embarcadero Road	Palo Alto	PA October 2008
22	Alma Street and Churchill Avenue	Palo Alto	PA Monitoring October 2006
23	Junipero Serra Boulevard and Foothill Expressway and Page Mill Road	Palo Alto	PA October 2008
24	Junipero Serra Boulevard and Stanford Avenue	Santa Clara County	AECOM October 2007
25	Junipero Serra Boulevard and Campus Drive East	Santa Clara County	AECOM October 2007
26	Junipero Serra Boulevard and Campus Drive West	Santa Clara County	PA Monitoring October 2006
27	Junipero Serra Boulevard and Alpine Road and Santa Cruz Avenue	Menlo Park	MP October 2006
28	Sand Hill Road and Sand Hill Circle and I-280	Menlo Park	AECOM September 2009
29	Sand Hill Road and Sharon Park	Menlo Park	MP November 2006
30	Santa Cruz Avenue and Sand Hill Road	Menlo Park	PA October 2008
31	Oak Avenue and Sand Hill Road	Menlo Park	MP November 2006
32	Stockfarm Road and Sand Hill Road and Oak Creek Drive	Palo Alto	AECOM October 2007
33	Pasteur Drive and Sand Hill Road	Palo Alto	AECOM October 2007
34	Arboretum Road and Sand Hill Road	Palo Alto	PA Monitoring October 2006
35	Arboretum Road and Quarry Road	Palo Alto	PA October 2008
36	Arboretum Road and Palm Drive	Palo Alto	PA Monitoring October 2007
37	Galvez Street and Arboretum Road	Palo Alto	PA Monitoring October 2006
38	El Camino Real and Charleston Road and Arastradero Road	Palo Alto	AECOM February 2008
39	Alma Street and Charleston Road	Palo Alto	PA October 2008
40	Middlefield Road and Charleston Road	Palo Alto	PA October 2008
41	Middlefield Road and Hamilton Avenue	Palo Alto	AECOM February 2008
42	Alma Street and Hamilton Avenue	Palo Alto	AECOM February 2008
43	University Drive and Santa Cruz Avenue	Menlo Park	MP October 2006
44	El Camino Real and Oak Grove Avenue	Menlo Park	AECOM October 2009
45	Middlefield Road and Ringwood Avenue	Menlo Park	MP October 2008
46	Middlefield Road and Ravenswood Avenue	Menlo Park	AECOM October 2009
47	El Camino Real and Encinal Road	Menlo Park	MP October 2006
48	Bay Road and Marsh Road	Menlo Park	MP November 2006
49	Marsh Road and US 101 SB off Ramp	Menlo Park	MP November 2006
50	Marsh Road and US 101 NB off Ramp	Menlo Park	MP November 2006
51	Bay Road and Willow Road	Menlo Park	MP October 2006
52	Bayfront Expressway and Willow Road	Menlo Park	MP October 2006
53	Bayfront Expressway and University Avenue	Menlo Park	AECOM February 2008
54	Bay Road and University Avenue	East Palo Alto	Fehr and Peers September 2007
55	Donohoe Street and University Avenue	East Palo Alto	AECOM September 2009
56	Welch Road and Quarry Road	Palo Alto	PA Monitoring October 2006
57	Durand Way and Sand Hill Road	Palo Alto	AECOM February 2008
58	Pasteur Drive NB and Welch Road	Palo Alto	PA Monitoring October 2006
59	Pasteur Drive SB and Welch Road	Palo Alto	PA Monitoring October 2006
60	Durand Way Extension and Welch Road	Palo Alto	N/A
61	Bowdoin Street and Stanford Road	Palo Alto	AECOM February 2008
62	Alpine Road and I-280 NB Off-Ramp	Palo Alto	AECOM October 2008
63	Alpine Road and I-280 SB Off-Ramp	Palo Alto	AECOM October 2008
64	Page Mill Road and I-280 NB Off-Ramp	Palo Alto	AECOM January 2009
65	Page Mill Road and I-280 SB Off-Ramp	Palo Alto	AECOM January 2009
66	Foothill Expressway and Arastradero Road	Santa Clara County	PA October 2008

*Two separate intersections analyzed as a single intersection because of their proximity to each other

- ▶ Stanford Avenue - North of Sand Hill Road
- ▶ Leland Avenue - North of Sand Hill Road
- ▶ Vine Street - North of Sand Hill Road
- ▶ Hawthorne Avenue - East of Alma Street
- ▶ Everett Avenue - East of Alma Street
- ▶ Hamilton Avenue – Between Chaucer Street and Lincoln Avenue

1.8 Traffic Impact Significance Criteria

The study area extends to include areas beyond the City of Palo Alto. A big part of the study area is in Menlo Park and several intersections fall under the jurisdiction of East Palo Alto and Santa Clara County. Significance criteria for project impacts at intersections vary with the jurisdictions. Impacts at each intersection will be determined by its respective city criteria. For intersections under Santa Clara County control, City of Palo Alto's criteria will be used as the City's criteria are more stringent. Collector and minor arterial roadway segments in Menlo Park that have been identified for this study will be analyzed according to Menlo Park's criteria. Residential roads in Palo Alto and Menlo Park identified for this study will be analyzed using the TIRE Index methodology.

1.8.1 City of Palo Alto

Traffic impacts would be considered significant when the project results in the following:

- Cause a local (City of Palo Alto) intersection to deteriorate below Level of Service (LOS) D;
- Cause a local intersection already operating at LOS E or F to deteriorate in the average control delay for the critical movements by four seconds or more, and the critical volume/capacity ratio (V/C) value to increase by 0.01 or more;
- Cause a regional intersection to deteriorate from LOS E or better to LOS F;
- Cause a regional intersection already operating at LOS F to deteriorate in the average control delay for the critical movements to increase by four seconds or more, and the critical v/c to increase by 0.01 or more;
- Result in increased traffic volumes at unsignalized intersection and meet traffic signal warrants;
- Cause queuing impacts based on a comparison of the demand queue length and the available queue storage capacity for intersections and access points in the immediate vicinity of the project;
- Cause a freeway segment (for each direction of traffic) to operate at LOS F or contribute traffic in excess of 1 percent of segment capacity to a freeway segment already operating at LOS F;
- Result in increased traffic related hazards to pedestrians and bicyclists as a result of increased congestion;
- Impede the operation of a transit system as a result of congestion;
- Result in inadequate on-site parking supply;

- Create an operational safety hazard;
- Result in inadequate emergency access; or
- Cause any change in traffic that would increase the Traffic Infusion on Residential Environment (TIRE) index by 0.1 or more on a local or collector residential street.

1.8.2 City of Menlo Park

Similarly, the City of Menlo Park considers a project has significant impact if it results in the following:

- Project traffic causes an intersection on a collector street to operate at LOS D or below or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first;
- Project traffic causes an intersection on arterial streets or local approaches to State controlled signalized intersection to operate at LOS E or below or have an increase of 23 seconds or greater in average delay, whichever comes first;
- Project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on all critical movements for intersection on collector streets operating at LOS D or below or LOS E or below for arterial streets;
- Project traffic causes an increase of 0.8 seconds or more of delay to vehicles on any critical movement for intersections on local approaches to State controlled signalized intersections operating at LOS E or below;
- On minor arterial streets, if the existing ADT is 1) greater than 18,000 (90 percent of capacity), and there is a net increase of 100 trips or more in ADT due to project traffic; 2) the ADT is greater than 10,000 (50 percent of capacity) but less than 18,000, and the project traffic increases the ADT by 12.5 percent or the ADT becomes 18,000 or more; 3) the ADT is less than 10,000, and the project traffic increases the ADT by 25 percent;
- On collector streets, if the existing ADT is 1) greater than 9,000 (90 percent of capacity), and there is a net increase of 50 trips or more in ADT due to project traffic; 2) the ADT is greater than 5,000 (50 percent of capacity) but less than 9,000 and the project traffic increases the ADT by 12.5 percent or the ADT becomes 9,000 or more; 3) the ADT is less than 5,000 and the project traffic increases the ADT by 25 percent; or
- On local streets, if the existing ADT is 1) greater than 1,350 (90 percent of capacity), and there is a net increase of 25 trips or more in ADT due to project traffic; 2) the ADT is greater than 750 (50 percent of capacity) but less than 1,350, and the project traffic increases the ADT by 12.5 percent or the ADT becomes 1,350 or 3) the ADT is less than 750 and the project traffic increases the ADT by 25 percent.

1.8.3 City of East Palo Alto

Traffic impacts at signalized intersections would be considered significant in the City of East Palo Alto when the project results in the following:

- Cause an intersection's operation to deteriorate from an acceptable level (LOS D or better) under background Conditions to an unacceptable level (LOS E or LOS F); or
- Exacerbate unacceptable operations (LOS E or F) at a signalized intersection by increasing the critical delay by more than four seconds and increasing the V/C ratio by 0.01 or more; or
- Exacerbate the V/C ratio by 0.01 or more at a signalized intersection observed to operate at unacceptable operations, even if the calculated level of service is acceptable.

1.9 Applicable Environmental Plans and Policies

The following are policies and goals drawn from relevant City Comprehensive Plans to assist in determining significant impacts of projects:

1.9.1 City of Palo Alto

- Policy T-1: Make land use decisions that encourage walking, bicycling, and public transit use.
- Policy T-3: Support the development and expansion of comprehensive, effective programs to reduce auto use at both local and regional levels.
- Policy T-5: Support continued development and improvement of the University Avenue and California Avenue Transit Stations, and the San Antonio Road Station as important transportation nodes for the city.
- Policy T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, school, parks, open space, employment districts, shopping centers, and multi-modal transit stations.
- Policy T-15: Encourage the acquisition of easements for bicycle and pedestrian paths through new private developments.
- Policy T-19: Improve and add attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, on transit vehicles, in City parks, in private developments and at other community destinations.
- Policy T-23: Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, public spaces, gardens, outdoor furniture, art and interesting architectural details.
- Policy T-25: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

- Policy T-27: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists.
- Policy T-28: Make effective use of the traffic-carrying ability of Palo Alto's major street network without compromising the needs of pedestrians and bicyclists also using the network.
- Policy T-30: Reduce the impacts of through-traffic on residential areas by designating certain streets as residential arterials.
- Policy T-34: Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include traffic circles and other traffic calming devices among these measures.
- Policy T-39: To the extent allowed by law, continue to make safety the first priority of citywide transportation planning. Prioritize pedestrian, bicycle, and automobile safety over vehicle level-of-service at intersections.
- Policy L-42: Encourage Employment Districts to develop in a way that encourages transit, pedestrian and bicycle travel and reduces the number of auto trips for daily errands.
- Policy L-43: Provide sidewalks, pedestrian paths, and connections to the citywide bikeway systems within Employment Districts. Pursue opportunities to build sidewalks and paths in renovation and expansion projects.

1.9.2 City of Menlo Park

Roadway Network

- Goal II-A: Maintain a circulation system using the Roadway Classification System that will provide for the safe and efficient movement of people and goods throughout Menlo Park for residential and commercial purposes.

Bicycles

- Goal II-D: Promote the safe use of bicycles as a commute alternative and for recreation.

Pedestrians

- Goal II-E: Promote walking as a commute alternative and for short trips.

2.0 EXISTING CONDITIONS

This section of the report presents the existing conditions for the different aspects of transportation issues within the study area. It covers intersections and roadway analysis as well as public transit, bicycle and pedestrian facilities and transportation demand management programs relevant to the proposed project.

2.1 Intersection and Roadway Analysis

A total of 60 signalized intersections and 6 unsignalized intersections were identified for analysis in this study. Existing turning movement volumes during peak hours were obtained and analyzed using TRAFFIX 8.0. 24-hour counts for eight roadway segments were conducted for seven days to determine their ADT. In addition, volumes for six freeway segments were obtained from the CMA annual monitoring program and Caltrans.

2.1.1 Intersection Analysis Methodology

The current procedures adopted for intersection operational analysis in Santa Clara County are according to the Highway Capacity Manual (HCM) 2000. HCM 2000 is applied via the TRAFFIX 8.0 software package per the requirements of the CMA. Level of service for signalized intersections is defined in terms of control delay. The definitions of level of service A through F are noted in Table 2-1. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Average control delay weighs the delay per movement according to the traffic volumes for that movement. The critical volume to capacity (V/C) ratio is an approximate indicator of the overall sufficiency of an intersection. The critical V/C ratio depends on the conflicting critical lane flow rates and the signal phasing. V/C ranges from 1.0 when the flow rate equals capacity to 0.0 when the flow rate is zero. Values above 1.0 indicate an excess of demand over capacity. Average critical delay weighs the delay for the critical (conflicting) movements based on the traffic volume for that movement. At LOS F, in particular, the situation is critical as delays are high and V/C ratios are unacceptable; i.e. demand is near or over capacity. In this situation, the delay may increase rapidly with small changes in demand. This is known as a breakdown of the intersection performance. The real impact of the demand change cannot be properly determined in such unstable condition.

There is no specific methodology for analyzing unsignalized intersections in the CMP. For this report, the HCM 2000 methodology for unsignalized intersections, supported by TRAFFIX software, is used for unsignalized intersection LOS calculations. Table 2-2 lists the thresholds for the LOS for unsignalized intersections.

LOS rating is based on the weighted average control delay expressed in seconds per vehicle for all approaches. At two-way or side-street controlled intersections, LOS is calculated for each controlled movement, not for the intersection as a whole. For single lane approaches, the control delay is computed as the average of all movements in that lane. The threshold values for unsignalized intersections are different than the threshold values for signalized intersections due to different driver expectations of level of performance. Higher delay for the same LOS is acceptable at a signalized intersection

Table 2-1
CMP Signalized Intersection Level of Service Thresholds

LOS	Average Control Delay (seconds/vehicle)
A	delay $\leq$ 10.0
B+	10.0 < delay $\leq$ 12.0
B	12.0 < delay $\leq$ 18.0
B-	18.0 < delay $\leq$ 20.0
C+	20.0 < delay $\leq$ 23.0
C	23.0 < delay $\leq$ 32.0
C-	32.0 < delay $\leq$ 35.0
D+	35.0 < delay $\leq$ 39.0
D	39.0 < delay $\leq$ 51.0
D-	51.0 < delay $\leq$ 55.0
E+	55.0 < delay $\leq$ 60.0
E	60.0 < delay $\leq$ 75.0
E-	75.0 < delay $\leq$ 80.0
F	delay > 80.0

Source: Santa Clara Valley Transportation Authority CMP, Transportation Impact Analysis Guidelines, March 2009

Table 2-2
Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Little or no delay	delay $\leq$ 10.0
B	Short traffic delays	10.0 < delay $\leq$ 15.0
C	Average traffic delays	15.0 < delay $\leq$ 25.0
D	Long traffic delays	25.0 < delay $\leq$ 35.0
E	Very long traffic delays	35.0 < delay $\leq$ 50.0
F	Extreme traffic delays with intersection capacity exceeded	delay > 50.0

Source: HCM 2000

as a signalized intersection is expected to serve larger traffic volumes. Within LOS F, average control delay can significantly increase as traffic volumes increase. Also, volume to capacity ratios can exceed 1.0. In reality, delay values of greater than 150 seconds and volume to capacity ratios greater than 1.1 will probably not occur. Instead peak spreading will occur where traffic will operate at peak hour conditions for 2 or 3 hours instead of just one.

The adopted measure for freeway LOS evaluation in Santa Clara County is density, expressed as passenger cars per mile per lane (pcpmpl). The analysis procedures are outlined in HCM 2000 but LOS D/E and E/F density thresholds are modified to reflect Santa Clara County conditions. The LOS thresholds for freeway segments are presented in Table 2-3.

Table 2-3
Level of Service Thresholds for Freeway Segments

Level of Service	Density (passenger cars/miles/lane)	Speed (miles/hour)
A	density $\leq$ 11.0	67.0 $\leq$ speed
B	11.0 < density $\leq$ 18.0	66.5 $\leq$ speed < 67.0
C	18.0 < density $\leq$ 26.0	66.0 $\leq$ speed < 66.5
D	26.0 < density $\leq$ 46.0	46.0 $\leq$ speed < 66.0
E	46.0 < density $\leq$ 58.0	35.0 $\leq$ speed < 46.0
F	58.0 < density	speed < 35.0

Source: Traffic Level of Service Analysis Guidelines, VTA, June 2003.

2.1.2 TRAFFIX

TRAFFIX is a software program that simulates the HCM 2000 analysis methodology. TRAFFIX evaluates intersection operations based on both average vehicle delay and critical movement delay. The Santa Clara County CMA and the City of Palo Alto require the use of TRAFFIX and the evaluation of operations using critical movement delay. In addition to calculating expected vehicle delay on which level of service is based, TRAFFIX also calculates the optimal signal cycle length and intersection queuing. The current version used in this study is Version 8.0.

2.1.3 Analysis Results

Table 2-4 presents the TRAFFIX results for the 66 intersections under the existing condition. Intersections that currently operate at LOS E or F are shaded in Table 2-4.

Table 2-4
Existing Intersection Level Of Services

#	Intersection	AM				PM			
		LOS	Avg Delay	Critical V/C	Avg Crit Delay	LOS	Avg Delay	Critical V/C	Avg Crit Delay
1	El Camino Real / Valparaiso Avenue-Glenwood Avenue	C-	33.1	0.672	34.3	D	40.4	0.727	42.9
2	El Camino Real / Santa Cruz Avenue	B	12.2	0.503	11.7	B	17.5	0.568	18
3	El Camino Real / Ravenswood Avenue-Menlo Avenue	D	40	0.786	42.6	D	46.6	0.847	56.9
4	El Camino Real / Roble Avenue	B+	10.4	0.427	9.4	B+	11.5	0.454	9.3
5	El Camino Real / Middle Avenue	C	24.2	0.694	28.9	D+	36.5	0.822	39.6
6	El Camino Real / Cambridge Avenue	B	13.4	0.561	14.8	B	12.4	0.507	6.7
7	El Camino Real / Sand Hill Road-Alma Street	C	24.1	0.567	34.2	D+	35.5	0.618	42.3
8	El Camino Real / Quarry Road	B	13.7	0.369	18.5	C	23	0.478	13
9	Alma Street / Lytton Avenue	B	16.7	0.517	16.8	C	25.5	0.848	30.4
10	El Camino Real / University Avenue-Palm Drive	C	30.1	0.714	33.4	D+	37.6	0.79	41.6
11	El Camino Real / Embarcadero Road-Galvez Street	D	44.7	0.729	47.5	D	45.4	0.753	48.1
12	El Camino Real / Churchill Avenue	C	26	0.569	31.2	C	23.1	0.596	33.9
13	El Camino Real / Serra Street-Park Boulevard	B	17.2	0.473	21.7	C	25.9	0.664	30.1
14	El Camino Real / Stanford Avenue	C+	22.5	0.449	17	C+	22.3	0.608	25.8
15	El Camino Real / California Avenue	C	25	0.563	26.4	C	27.4	0.628	27.5
16	El Camino Real / Page Mill Road-Oregon Expressway	D	50.1	0.91	55.9	D	46.6	0.868	52
17	Woodland Avenue / University Avenue	C	31.2	0.646	30.4	D+	38.2	0.789	44
18	Middlefield Road / Willow Road	C-	34.1	0.562	33.3	D	50.8	0.838	57.3

2.0 Existing Conditions

#	Intersection	AM				PM			
		LOS	Avg Delay	Critical V/C	Avg Crit Delay	LOS	Avg Delay	Critical V/C	Avg Crit Delay
19	Middlefield Road / Lytton Avenue	C	24.2	0.664	24.6	D+	37.5	0.806	40
20	Middlefield Road / University Avenue	C	26.1	0.462	27	C	27.7	0.527	30
21	Middlefield Road / Embarcadero Road	D+	37.3	0.572	39.2	D+	35.7	0.62	38.1
22	Alma Street / Churchill Avenue	B-	19.1	0.657	16.6	C	27.2	0.769	30.6
23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	F	83.9	1.048	103.3	F	82.3	0.995	103.1
24	Junipero Serra Boulevard / Stanford Avenue	B	12.3	0.614	17.1	B	15.1	0.616	18.5
25	Junipero Serra Boulevard / Campus Drive East	B+	11.5	0.489	16.4	B	12.7	0.463	15.4
26	Junipero Serra Boulevard / Campus Drive West	D+	36.3	0.611	43.4	C-	34.5	0.766	40.9
27	Junipero Serra Boulevard / Alpine Road-Santa Cruz Avenue	C	27	0.723	30.9	C	30.8	0.745	32.1
28	Sand Hill Cir- I-280 / Sand Hill Road	C-	34.6	0.704	29.2	B-	19.3	0.696	21.4
29	Sharon Park Drive / Sand Hill Road	C	23.5	0.644	19.9	C+	20.6	0.625	22.7
30	Santa Cruz Avenue / Sand Hill Road	C-	33.6	0.9	42.8	D+	38.1	0.662	38.7
31	Oak Avenue / Sand Hill Road -Vine Street	A	9.2	0.651	10	A	6.8	0.675	8.1
32	Stock Farm Road / Sand Hill Road	B	15.4	0.562	16.5	C	25.3	0.666	27.2
33	Pasteur Drive / Sand Hill Road	C+	20.4	0.585	22	C+	22.5	0.534	22.8
34	Arboretum Road / Sand Hill Road	C+	20.4	0.443	22	C	24.8	0.601	27.8
35	Arboretum Road / Quarry Road	C	31.5	0.513	32.2	C	28.6	0.604	31.4
36	Arboretum Road / Palm Drive	C+	22.6	0.822	27.4	C+	20.6	0.723	21.9
37	Arboretum Road / Galvez Street / (unsignalized)	D	25.6	0.643	25.6	F	54.6	0.938	54.6
38	EL Camino Real / Charleston Road	D	47.4	0.723	47	D	49.7	0.834	51.9
39	Alma Street / Charleston Road	D	39.4	0.744	40.2	D	41.1	0.816	44.7
40	Middlefield Road / Charleston Road	D	39.4	0.618	41.5	D	41.7	0.727	43.4
41	Middlefield Road / Hamilton Avenue	B-	18.5	0.336	18.7	B-	18.6	0.375	19
42	Alma Street / Hamilton Avenue	B+	11.3	0.503	12.8	C+	21.1	0.618	21.8
43	University Drive / Santa Cruz Avenue	C+	21.8	0.449	26.9	C	27.7	0.52	30.1
44	El Camino Real / Oak Grove Avenue	C	28.9	0.529	26.9	C-	33.4	0.566	35.3
45	Middlefield Road / Ringwood Avenue	C	28.7	0.614	31.2	C	28.4	0.713	33.6
46	Middlefield Road / Ravenswood Avenue	C+	21.1	0.666	28.6	C	26.5	0.767	36.2
47	El Camino Real / Encinal Road	B	17.7	0.592	14.5	B-	19.2	0.616	20.3
48	Bay Road / Marsh Road	B	12.4	0.51	13.6	B+	11.9	0.451	13
49	Marsh Road / US 101 SB Off-Ramp	B	16.8	0.682	17.9	B-	19.8	0.802	19.9
50	Marsh Road / US 101 NB Off-Ramp	B	14	0.514	14.7	B	14.1	0.783	15.9
51	Bay Road / Willow Road	B-	18.4	0.625	22.4	B	15.9	0.524	19.4
52	Bayfront Expressway / Willow Road	C	28.3	0.708	40.8	E	61.7	1.024	71.1
53	University Avenue / Bayfront Expressway	C	24.7	0.921	49.5	E-	80	1.095	90.9
54	Bay Road / University Avenue	C-	34.5	0.713	36.4	E	71.5	1.064	89.9
55	Donohoe Street / University Avenue	D-	51.9	0.896	55	D+	38	0.791	42.9
56	Welch Road / Quarry Road	C+	20.8	0.552	23.9	C+	21.4	0.539	23.1
57	Durand Way / Sand Hill Road	A	6.1	0.315	9.1	A	5.8	0.398	7.7
58	Pasteur Drive NB / Welch Road	A	8.4	0.328	10.1	B+	10.4	0.402	10.8
59	Pasteur Drive SB / Welch Road	B+	10.6	0.351	8.9	A	7.7	0.24	8.2
60	Durand Way Extension / Welch Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
61	Bowdoin Street / Stanford Road / (unsignalized)	B	13.5	0.671	13.5	B	11.7	0.536	11.7
62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	F	158.1	1.851	158.1	F	82.8	1.252	82.8
63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	F	80.7	1.124	80.7	C	17.7	0.426	17.7
64	Page Mill / I-280 NB Off-Ramp/ (unsignalized)	D	30.9	0.506	30.9	B	11.9	0.146	11.9
65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	F	98	1.309	98	D	30.9	0.984	30.9
66	Foothill Expressway / Arastradero Road	E	64.1	0.573	96.1	E+	56.9	0.622	73.6

Source: City of Palo Alto, City of Menlo Park and AECOM Mar 08

The existing geometry of these intersections, as well as the traffic volumes, are shown in Figure 2-1a through Figure 2-1d and Figure 2-2a through Figure 2-2d, respectively. Based on the CMP requirements, all intersections operate within satisfactory levels of service (LOS D or better) during the AM peak hour except for the intersections of Junipero Serra Boulevard-Foothill Expressway / Page Mill Road (#23), Alpine Road / I-280 NB Off-Ramp (#62), Alpine Road / I-280 SB Off-Ramp (#63), I-280 SB Off-Ramp / Page Mill Road (#65) and Foothill Expressway / Arastradero Road (#66). The intersection of Foothill Expressway / Arastradero Road (#66) operates at LOS E while the other four intersections operate at LOS F.

During the PM peak hour, the intersections of Willow Road / Bayfront Expressway (#52), University Avenue / Bayfront Expressway (#53), Bay Road / University Avenue (#54) and Foothill Expressway / Arastradero Road (#66) operate at LOS E while Junipero Serra Boulevard-Foothill Expressway / Page Mill Road (#23), Galvez Street / Arboretum Road (#37) and Alpine Road / I-280 NB Off-Ramp (#62) operate below the CMP threshold at LOS F. All other intersections are within acceptable levels of service D or better during the PM peak hour. Appendix T1 presents the TRAFFIX results.

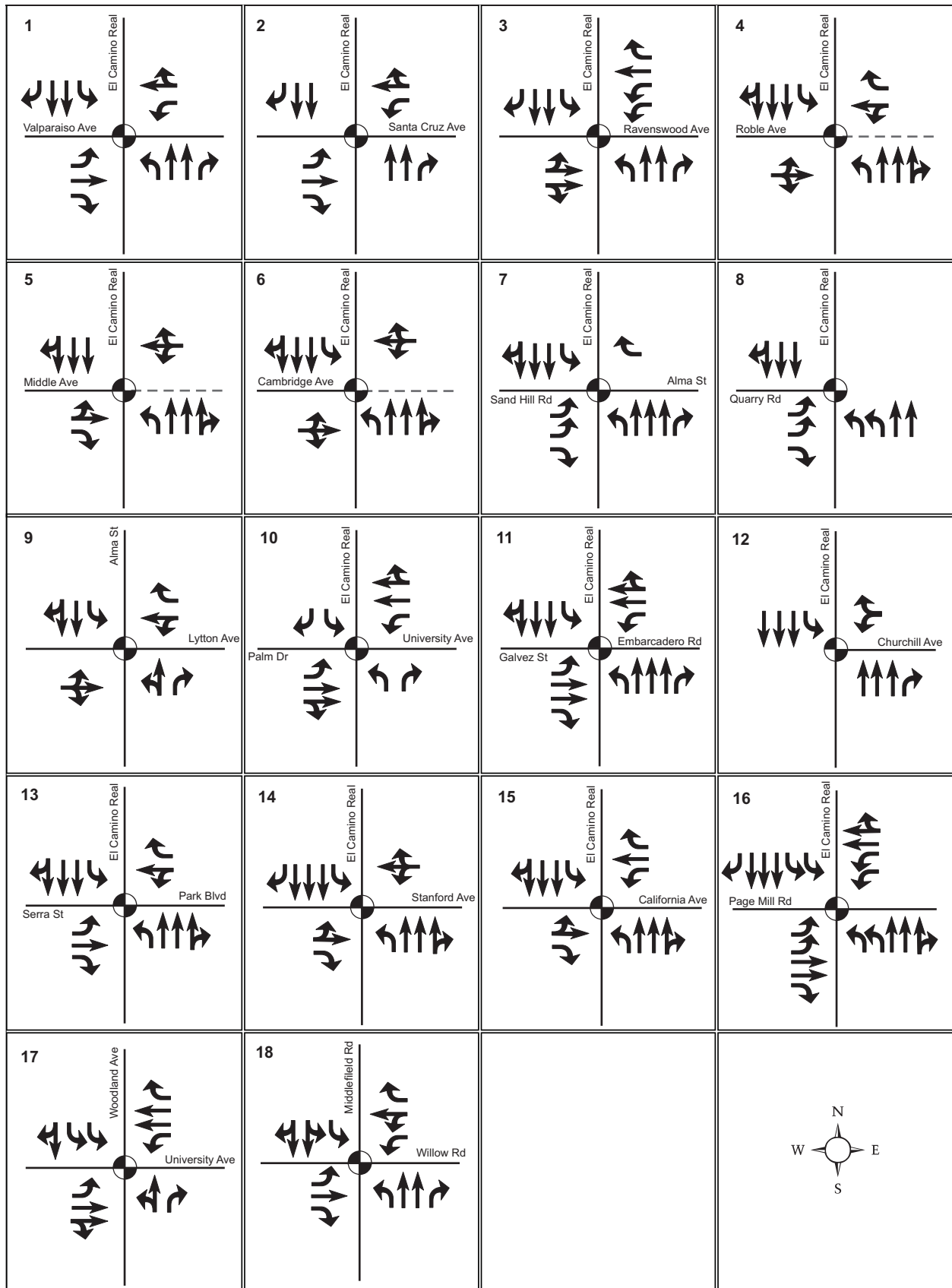
The ADT (total of both directions) for residential roads identified in the study is shown in Table 2-5. Table 2-5 also notes the existing TIRE index. The TIRE index is a numerical representation of a resident's perception of the influence of traffic on daily life. Streets with TIRE levels above 3.0 are considered traffic-dominated, while those with indexes below 3.0 are better suited for residential activities. Santa Cruz Avenue, Sharon Road, Hawthorne Avenue, Everett Avenue and Hamilton Avenue all have indexes above 3.0.

Table 2-5
ADT for Residential Roadway Segments

Residential Segment		City/Jurisdiction	ADT	TIRE Index
Santa Cruz Avenue	North of Sand Hill Road	Menlo Park	20,515	4.3
Sharon Road	North of Sharon Park Drive	Menlo Park	4,046	3.6
Stanford Avenue	North of Sand Hill Road	San Mateo County	158	2.2
Leland Avenue	North of Sand Hill Road	San Mateo County	286	2.5
Vine Street	North of Sand Hill Road	Menlo Park	333	2.5
Hawthorne Avenue	East of Alma Street	Palo Alto	1,703	3.2
Everett Avenue	East of Alma Street	Palo Alto	1,366	3.1
Hamilton Avenue	Between Chaucer Street and Lincoln Avenue	Palo Alto	2,454	3.4

Source: AECOM 2007 and 2009 counts

In addition, the Annual Average Daily Traffic (AADT) for freeway segments included in the study area is presented in Table 2-6. Several freeway segments operate at level of service F in one or both peak periods. These include northbound / southbound US 101, north of University Avenue and northbound / southbound US 101, south of University Avenue. The segment of US 101 south of Embarcadero/Oregon Expressway also operates at LOS F during the PM peak hour. Segments along I-280 operate at LOS D or better under existing conditions. These results are existing information obtained from Caltrans, San Mateo County and Santa Clara County.

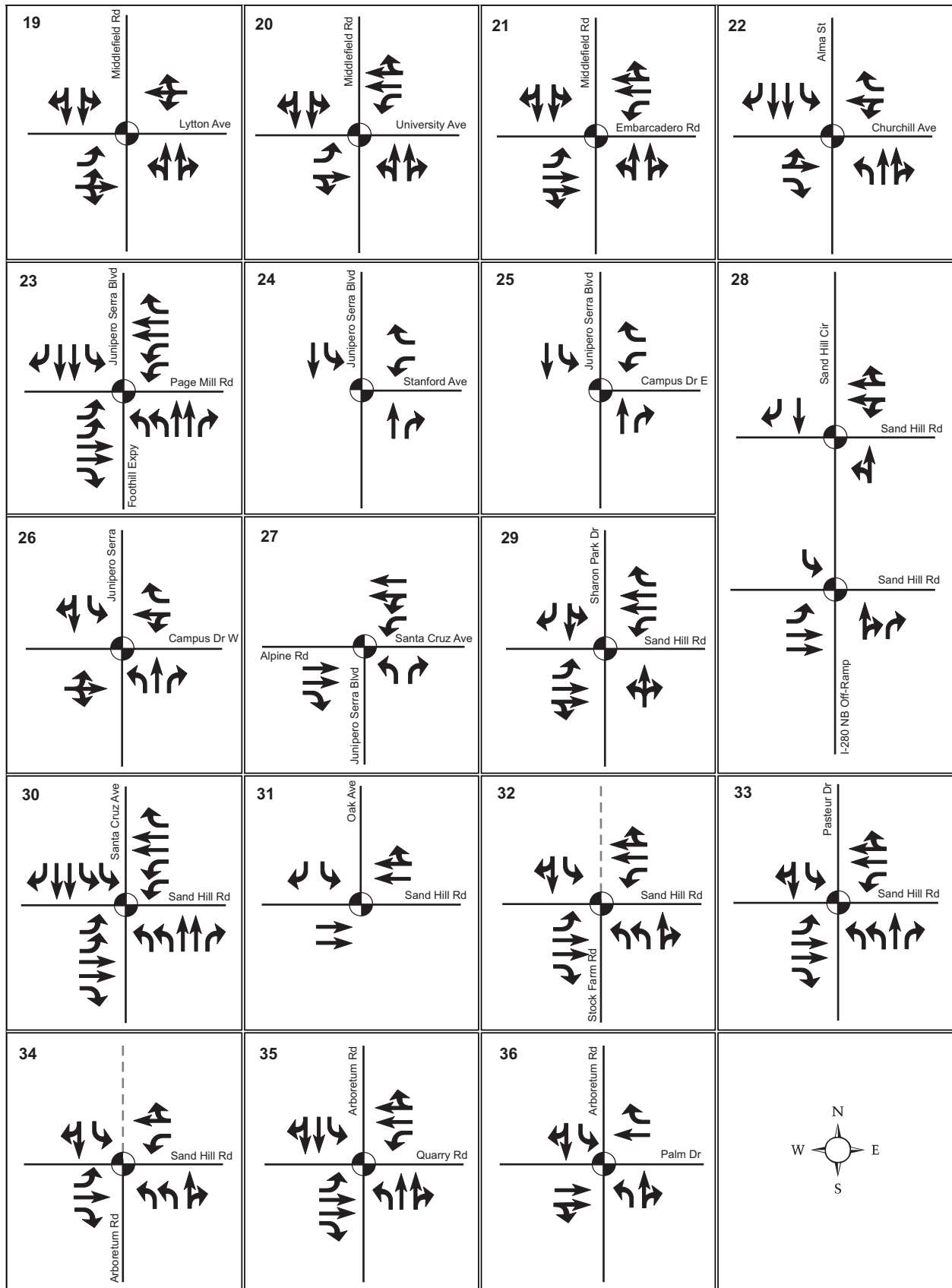


Existing Geometry.cdr

STANFORD EIR

Figure 2-1a

EXISTING INTERSECTION GEOMETRY

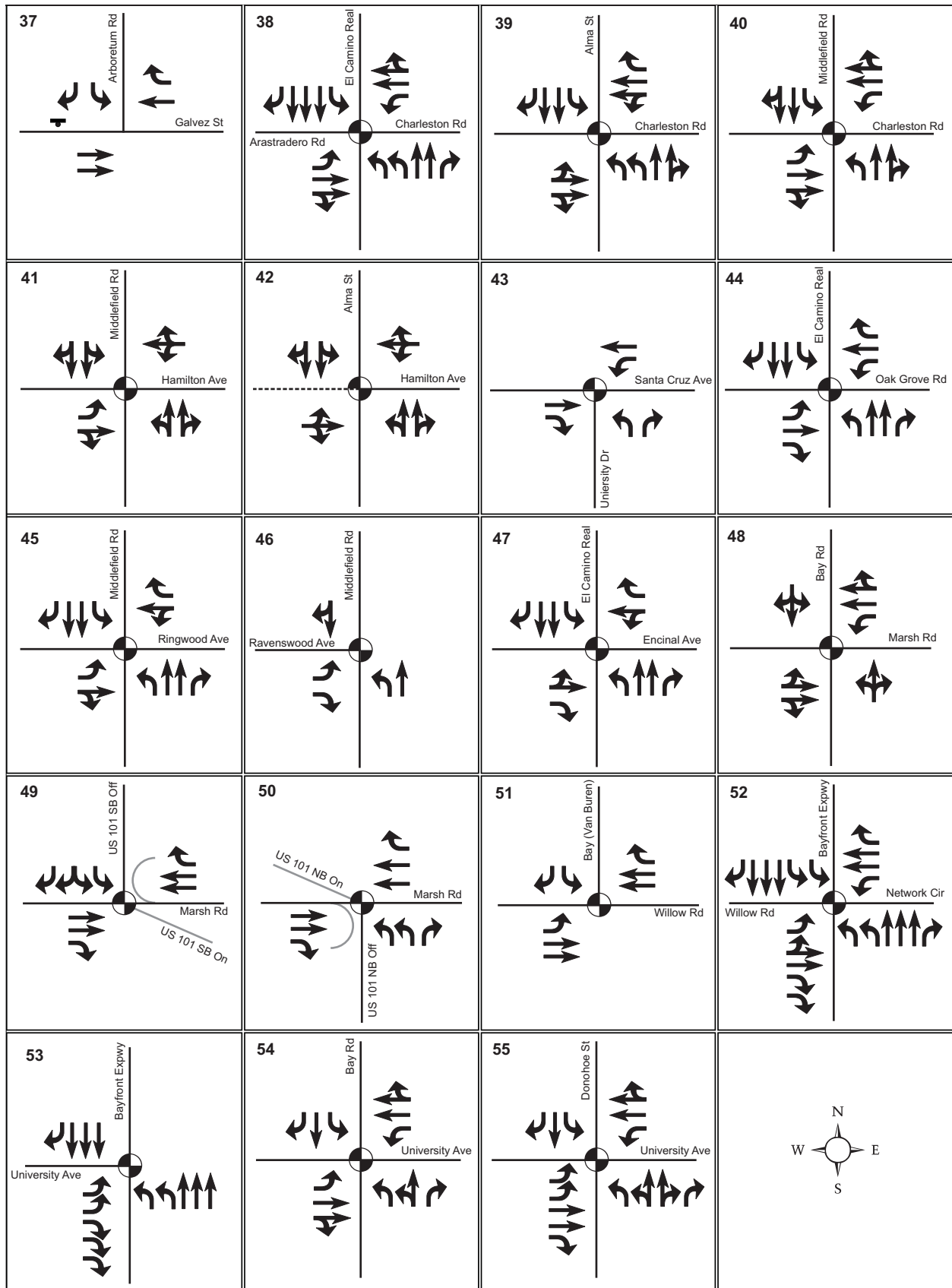


Existing Geometry.cdr

STANFORD EIR

Figure 2-1b

EXISTING INTERSECTION GEOMETRY

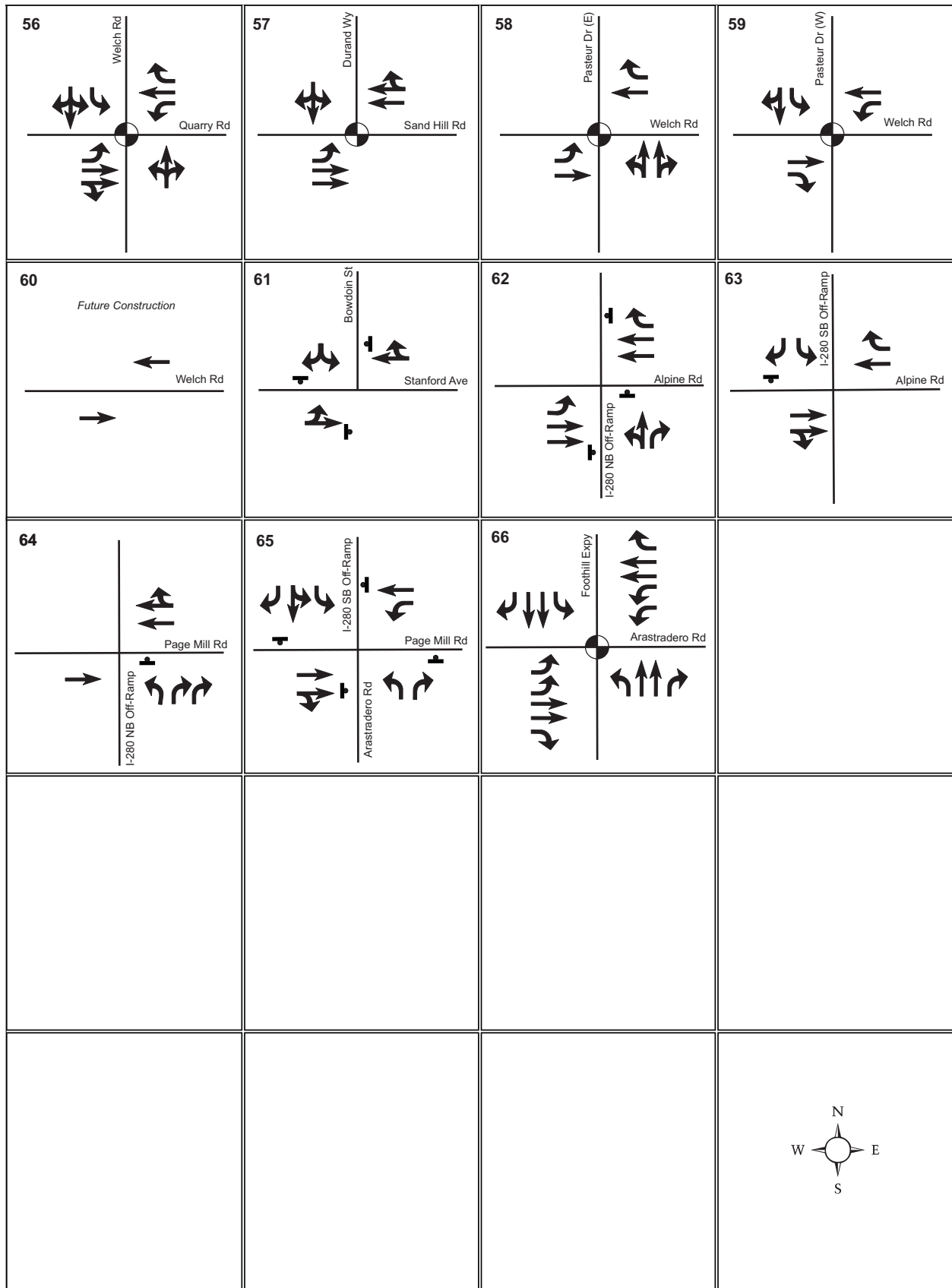


Existing Geometry.cdr

STANFORD EIR

Figure 2-1c

EXISTING INTERSECTION GEOMETRY

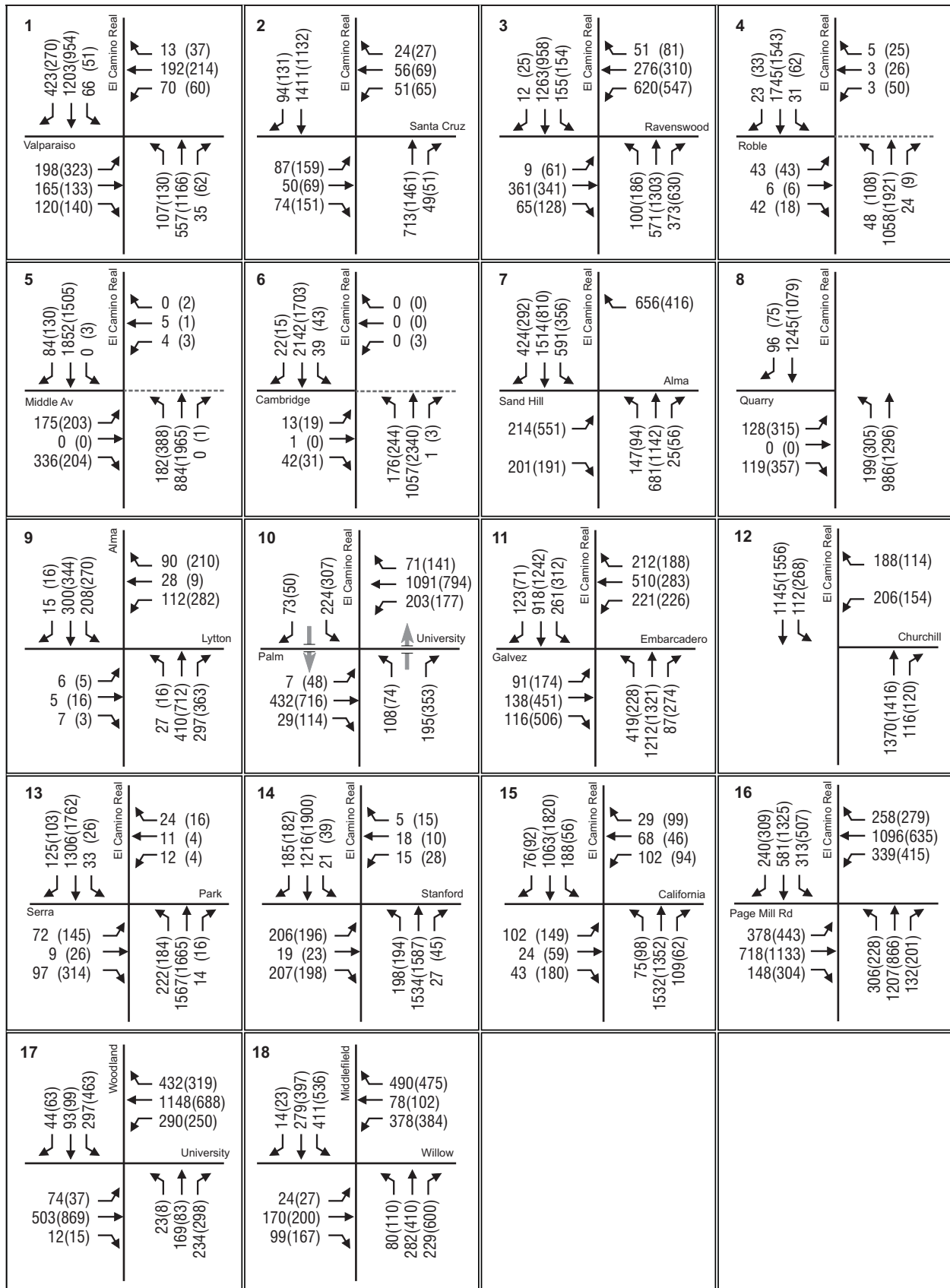


Existing Geometry.cdr

STANFORD EIR

Figure 2-1d

EXISTING INTERSECTION GEOMETRY



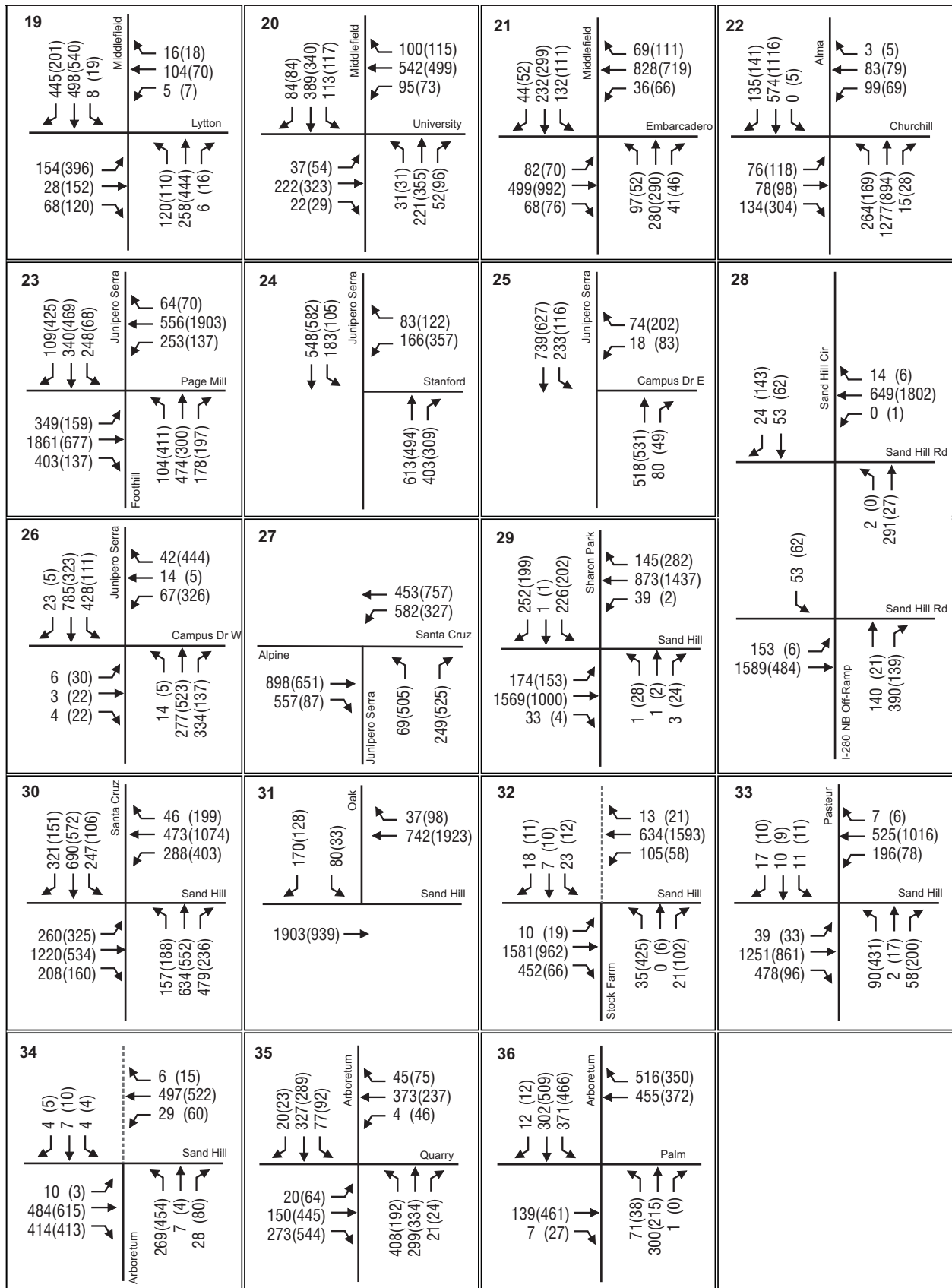
Existing Volumes.cdr

STANFORD EIR

Figure 2-2a

EXISTING TRAFFIC VOLUMES

AM (PM) Peak Hour

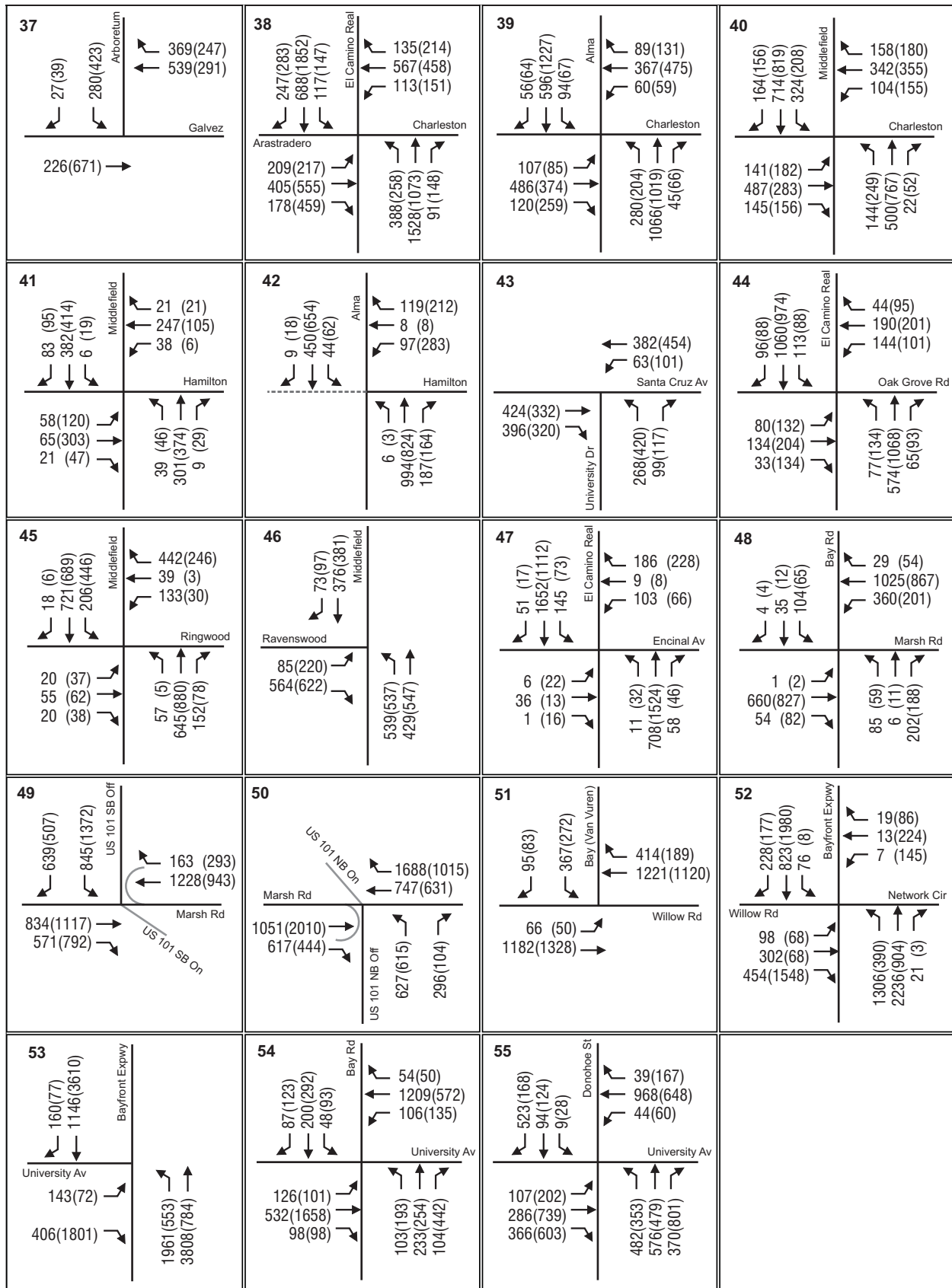


Existing Volumes.cdr

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Figure 2-2b

EXISTING TRAFFIC VOLUMES
AM (PM) Peak Hour

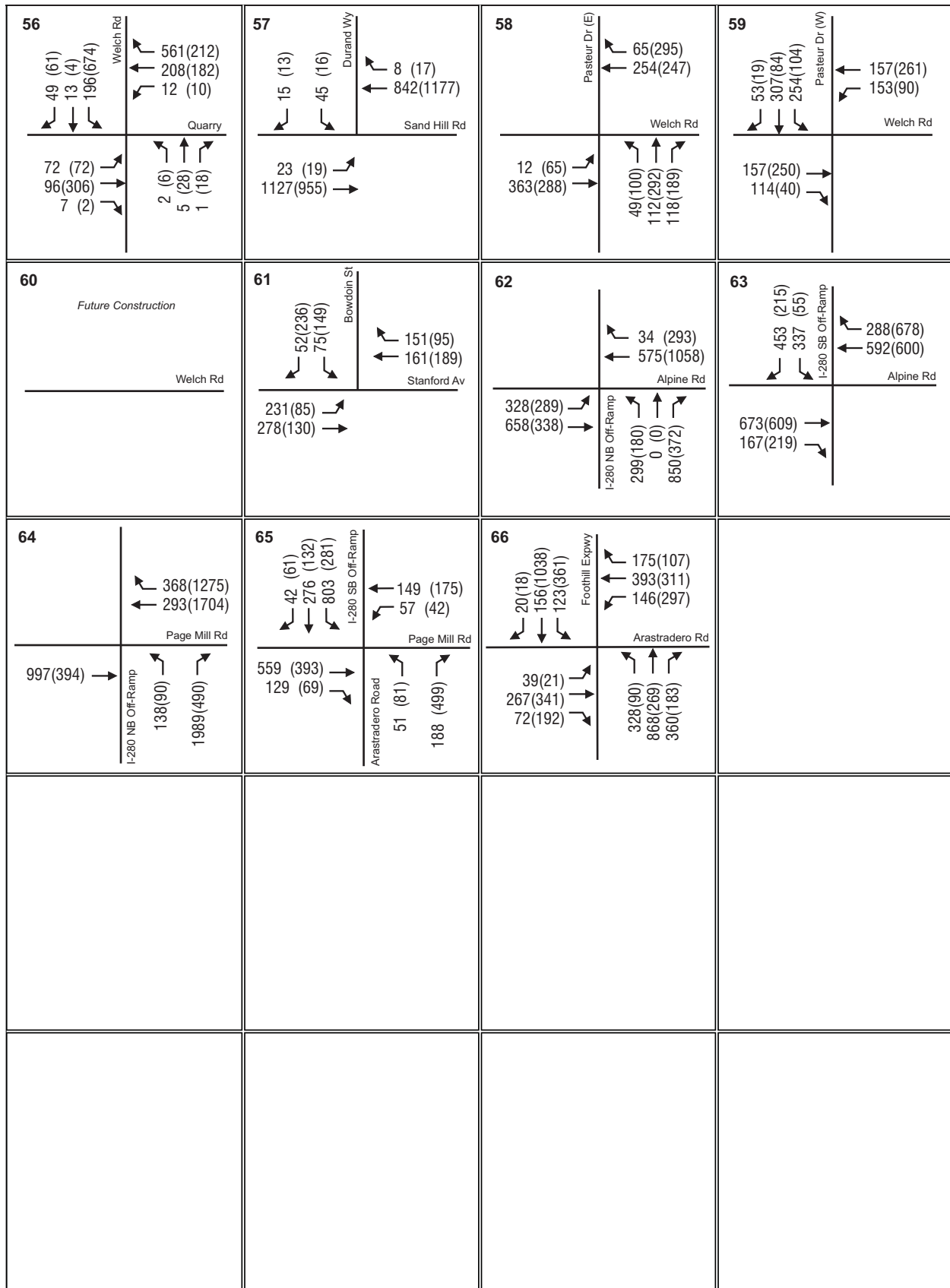


Existing Volumes.cdr

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Figure 2-2c

EXISTING TRAFFIC VOLUMES **AM (PM) Peak Hour**



Existing Volumes.cdr

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Figure 2-2d

EXISTING TRAFFIC VOLUMES
AM (PM) Peak Hour

**Table 2-6
Freeway Segment Level of Service**

Freeway Segment	Direction	AADT	LOS (AM)	LOS (PM)
US 101 North of University Avenue	NB	192,000	F	F
	SB		F	F
US 101 South of University Avenue	NB	200,000	F	F
	SB		F	F
US 101 South of Embarcadero Road / Oregon Expressway	NB	202,000	E	F
	SB		D	F
I-280 north of Sand Hill Road	NB	102,000	D	D
	SB		D	D
I-280 south of Alpine Road	NB	103,000	C	C
	SB		D	C
I-280 south of Page Mill Road	NB	109,000	D	C
	SB		C	D

Source: Caltrans 2008 Counts, 2009 San Mateo CMP & 2008 Santa Clara CMP

2.2 Transit Services

Figure 2-3 shows the public transit network within the study area. This area is currently served by buses operated by VTA and SamTrans. In addition, there are free shuttles operated by Stanford (the Marguerite) that bring students and employees to / from the transit centers (Palo Alto Transit Center and San Antonio Transit Center in City of Mountain View). The City of Palo Alto also offers free shuttle service within the City throughout the day. The AC Transit operated Dumbarton Express connects this peninsula area to the East Bay via the Dumbarton Bridge. Menlo Park Midday Shuttle ferries passengers between downtown Menlo Park, the Stanford Shopping Center and Stanford hospital on weekdays. This service is funded by the City of Menlo Park and the BAAQMD Transportation Fund for Clean Air. Rail service in the study area consists of Caltrain operating between San Francisco and San Jose.

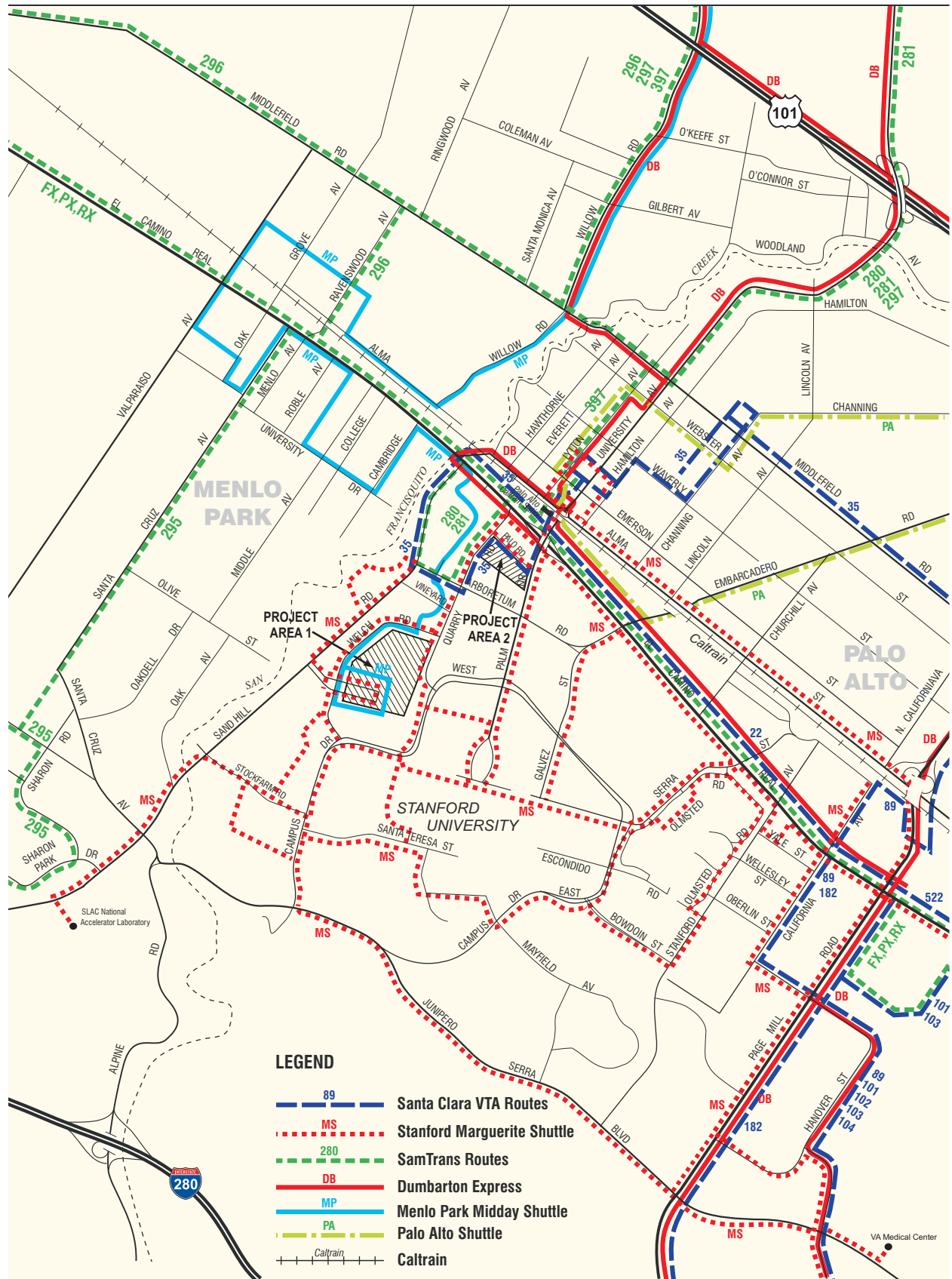
2.2.1 Bus Service

The Palo Alto Transit Center is a point of convergence for several bus lines operated by Santa Clara VTA, SamTrans, Stanford University Marguerite Shuttle and the Dumbarton Express. The Dumbarton Express is a joint BART/VTA/SamTrans/AC Transit/Union City Transit line between Palo Alto and the Union City BART Station. Other concentrations of bus lines exist at the Stanford Shopping Center, which is located one-quarter mile northwest of the Palo Alto Transit Center, and at the intersections of Page Mill Road and El Camino Real. Details of the different bus routes are presented in Table 2-7.

The table lists routes passing through the study area as well as routes that originate/terminate in the study area.

SamTrans currently serves the Palo Alto Transit Center with local lines 280, 281, express route KX, BART/Caltrain connector route 297 and 390. Connections to Stanford Shopping Center are provided by local lines 280, 281, and express RX/PX. Three SamTrans bus layover locations are adjacent to the Stanford Shopping Center.

Santa Clara VTA serves the Palo Alto Transit Center with local routes 22, 35 and the limited-stop route Bus Rapid Transit (BRT) service 522. Route 35 also serves the Stanford Shopping Center. Route 89 provides service between the Palo Alto Veteran's



Transit.cdr

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Figure 2-3

TRANSIT ROUTE NETWORK

**Table 2-7
Bus Schedule**

	Routes	Description	Hours of Operation	Weekday Service			Weekend Hours of Operation
				Peak (5a – 9a) (3p – 6p)	Midday (9a – 3p)	Night (After 6p)	
VTA	22	Eastridge TC to Palo Alto/ Menlo Park Caltrain Station	24 hours	10-30	10	10-30	24 hours
VTA	35	Stanford Shopping Center to Downtown Mountain View	6:15a - 10:00p	30	30	30	7:45a - 8:10p
VTA	88 (until Jan 13 2008)	California Caltrain to PATC	6:15a - 7:00p	10	10	-	9:30a - 5:20p
VTA	89 (start Jan 13 2008)	California Caltrain to PA Veteran's Hospital	6:00a - 9:33a (SB) 3:42p – 7:11p (NB)	20-33 24-35	-	- 33-37	-
EXPRESS							
VTA	101	Camden & Highway 85 to Palo Alto	5:45a - 8:40a	30	-	-	-
VTA	102	South San Jose to Palo Alto	5:55a - 8:30a	30-60	-	-	-
VTA	103	Eastridge TC to Palo Alto	2:40p - 6:20p	40-60	-	-	-
VTA	104	Penitencia Creek TC to Palo Alto	3:15p - 5:50p	30-40	-	-	-
VTA	182	Palo Alto to IBM/Bailey Avenue	4:50p - 6:40p	40	-	-	-
RAPID							
VTA	522	Eastridge TC to Palo Alto TC	6:00a - 9:00p	15	15	15-30	6:45a - 8:30p
SHUTTLE							
DB & DB1	971	Dumbarton Express Union City BART to Palo Alto	6:20a - 8:45p	30	30-60	30	-
CALTRAIN SITE SHUTTLES							
VTA		East Palo Alto to Palo Alto Caltrain	5:30a - 8:10p	60	-	60	7:15a - 8:05p
VTA		Deer Creek to California & Palo Alto Caltrain	7:33a - 6:59p	60	-	60	
SAMTRANS							
SamTrans	KX	Express Service	5:05a - 9:46p	30	30	30-60	6:50a - 8:30p
SamTrans	PX/RX	Express Service	6:30a & 6:22p	1 leave and 1 Arrive			
SamTrans	280	Caltrain Connection	6:00a - 10:00p	30	30	30	8:55a - 5:00p
SamTrans	281	Caltrain Connection	6:30a - 10:00p	60	60	-	9:25a - 5:25p
SamTrans	295						
SamTrans	296						
SamTrans	297/397 300	Bart/Caltrain	12:45p - 5:20p	60	60	-	12:45p - 11:45p
SamTrans	390	Bart/Caltrain	5:30a - 1:00a	20-30	30	30-60	5:50a - 2:35a
SamTrans	83	Community Service	7:15a & 2:48p				-
SamTrans	85	Community Service	7:15a & 2:48p				-
STANFORD MARGUERITE SHUTTLES							
Line A		To and From Palo Alto TC via Stanford Shop., Medical Center Escondido Village	6:00a - 8:30p	15	15	15	-
Line B		To and From Palo Alto TC via Stanford Shop., Medical Center Town & Country Village	6:00a - 8:30p	15	15	15	-
Line C		To and From California Caltrain Station TC via Stock Farm, Stanford west apts, Hyatt Medical Center	6:00a - 8:30p	30	30	30	-
DT		Downtown Express, Main Campus Medical Center to Lytton Plaza, Downtown	11:20a - 2:20p	-	20	-	-
MC		Medical Center Loop, around Medical Center	6:30-9:00a – 1:30-5:30p	7-8	15	15	-
VA		Medical Center to Hillview/VA	7:00a - 6:00p	30	30	30	-
1050 A		Medical Center to 1050 Arastradero	8:30a - 6:00p	30	30	30	-
M		Midnight Express, To and From PATC, around Campus and Downtown	8:10p - 1:30a	-	-	20	20
PALM		Palm Drive Commute Express, To and From PA Train Station, OVAL	6:45-9:30a - 3:45-6:30p	5-7	-	-	-
RP		Research Park, To and From California Caltrain Station, Page Mill, Hanover, California	7:00-9:00a - 3:45-6:00p	20	-	-	-
SE		Shopping Center Express, Uni Res Area, Med Ctr & business district Mountain View	4:00p -10:00p	45	-	45	10:00a -10:00p
SLAC		Between SLAC, Rosewood Hotel and Hoover	7:30a - 9:00p	20	20	20	-
SLAC EMP.		PATC Stan W Apt, Computer Building, SSRL	6:27 - 8:15a - 3:10-5:05p	5-10	10-15	-	-
U Line		East Bay, Peninsula, Fremont BART, ACE Train/Amtrak Station	3:00p - 7:00p	60	-	-	-
Menlo park Mid Day Shuttle		Between Menlo Park Senior Center and Stanford Medical Center / Blake Wilbur Clinic	9.30a – 3.30p	60	60	-	-
CITY OF PALO ALTO SHUTTLES							
Embarcadero Shuttle		East Bayshore area – Embarcadero Road – Palo Alto High School	7.00 – 9.30a 11.45a – 1.45p 3.00 – 6.40p	15	15	-	-
Crosstown Shuttle		Between downtown Palo Alto to East Charleston Road	7.00a – 6.00p	30	30	-	-

Source: VTA, SamTrans, Stanford University, City of Palo Alto and City of Menlo Park websites

Hospital and California Avenue Caltrain station along Hanover Street in the southeastern corner of the study area.

AC Transit operates the Dumbarton Express, which provides service between the Union City BART station and Palo Alto utilizing the Dumbarton Bridge. It also serves the California Avenue Caltrain Station, North Santa Clara County Offices, Santa Clara County Municipal Court and the Stanford Industrial Park.

Stanford University Marguerite Shuttle provides free service to the public accessing many locations on the university main campus such as the Medical Center, Stanford Shopping Center, Stanford Linear Accelerator, Palo Alto Transit Center, California Avenue Caltrain Station and downtown Palo Alto. All of the shuttle lines, except for the Downtown Express are wheelchair accessible. The shuttle operates weekdays from 6:00am to 8:00pm, except during university holidays. Marguerite's A and B lines meet most trains at the Palo Alto Transit Center weekdays from 6:00am to 8:30pm to serve area commuters. Line A connects Escondido Village and Rains (student housing) to the main campus and Medical Center, while Line B serves Rains and the East Residences as well as areas within the central campus such as Tresidder, Terman and the Law School. Line B runs to and from the Palo Alto Transit Center by way of Town & Country Village thereby serving shoppers throughout the day. Line C serves the California Avenue Caltrain Station, the main campus, Medical Center and the Stanford West Apartments. The SLAC shuttle operates Monday through Friday year round (except campus holidays) between SLAC and Hoover Tower by way of the Oak Creek Apartments located on Sand Hill Road, West Campus Residences, and the Science & Engineering Quad, from 7:30am - 9:00pm., every 20 minutes. There is also the SLAC Employee Shuttle that operates weekday mornings 6:27am - 8:15am and weekday evenings 3:10pm - 5:05pm, year round (except campus holidays). Stops include Stanford West Apartments, Palo Alto Transit Center, SLAC Fire Station, Computer Building, SSRL Gate 17 and the Rosewood Hotel location near I-280. The Midnight Express is an evening and weekend service that operates from September through June, linking the campus to the Palo Alto Caltrain station. Shuttle frequency is 15 to 30 minutes. The Shopping Express operates daily during the academic year from September through June, linking the Medical Center and residential areas of the University to the business districts in Palo Alto (downtown, California Avenue and Town & Country Village) and Mountain View (San Antonio Shopping Center).

City of Palo Alto Shuttle is a program with two routes: the Crosstown Shuttle and the Embarcadero Shuttle. On weekdays, both routes serve the downtown Caltrain station and transit center. The Palo Alto Shuttle is free and open to everyone. Bus stops are marked with a "Palo Alto Shuttle" sign, a sticker on a regular VTA bus stop sign, or a shuttle decal on a stop sign pole. *The Crosstown Shuttle* runs every half-hour from 7:00am to 6:00pm. It connects residential neighborhoods, senior residences and services, libraries, recreation centers and commercial districts. *The Embarcadero Shuttle* runs during the morning, noon and evening commute hours at 15-minute interval. It is coordinated with the Caltrain schedule, serving employers in the East Bayshore area, residents in the Embarcadero Road corridor and students at Palo Alto High School.

The Midday Shuttle Service operated by City of Menlo Park is a free community service route open to the general public. It is especially popular with the seniors. Its key stops include Menlo Park Library, Belle Haven Library, Menlo Park Senior Center, downtown Menlo Park, Menlo Park Caltrain station, Menlo Medical Clinic, Stanford Shopping Center and Stanford Medical Center. The shuttle operates hourly on weekdays between 9.30am and 3.30pm. This service is being funded by the city and the BAAQMD Transportation Fund for Clean Air.

2.2.2 Commuter Rail Service

The *Peninsula Corridor Joint Powers Board (JPB)* rail service, Caltrain, runs north-south along the Peninsula from San Francisco to San Jose, with some service extending to Gilroy. Caltrain is managed by SamTrans and operates under the jurisdiction of the JPB. Within the study area, Caltrain stations are at the Palo Alto Transit Center (east of El Camino Real at University Avenue) and at the California Avenue Station. The current weekday schedule consists of frequent train intervals (5 to 30 minutes) during commute hours, with hourly service provided during non-commute times. The earliest northbound train leaves Palo Alto at 5:01am. The last northbound train departs Palo Alto at 11:04pm. The first southbound train is at 5:51am while the last southbound train departs Palo Alto at 12:57am. On weekends, the earliest hourly northbound train leaves Palo Alto at 7:31am (Saturday), the last northbound train departs Palo Alto at 11:01pm (Saturday). The first southbound train leaves Palo Alto at 9:02am and the last southbound train departs Palo Alto at 1:03am (Saturday). Caltrain provides Baby Bullet Express Service that allows under 1-hour travel between San Jose and San Francisco. This service runs during both the AM and PM peak periods in both directions, a total of 22 trips each day. Eight baby bullet services stop at Palo Alto station in each of the AM and PM peak periods. In addition, Caltrain runs Limited-stop Service that serves fewer stations than local service throughout the day between San Jose and San Francisco.

2.3 Bicycles and Pedestrians

Bicycle travel is an important component of the transportation system connecting Menlo Park, Palo Alto, Stanford University and Mountain View. In 1972, Palo Alto became one of the first communities in California to establish a dedicated bicycle system. Since then, Menlo Park, Palo Alto and Stanford University have made progress in developing a system of bicycle and pedestrian routes and facilities to accommodate a growing demand for non-motorized travel.

The existing system consists of three classifications of bicycle facilities:

- ▶ Class I (bike path) provides an exclusive right-of-way for bicyclists and pedestrians separate from vehicular traffic and with a minimum number of vehicular crossings.
- ▶ Class II (bike lane) provides a designated section of the roadway for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.
- ▶ Class III (bike route) provides bicyclists with facility designated by signs or permanent markings that is shared by pedestrians and motorists.

Figure 2-4 to Figure 2-6 illustrate the bicycle and pedestrian facilities in the project study area. There are portions of the Stanford University campus that are bike/pedestrian access only; mainly near the Main Quad of the university campus. Serra Mall (extension of Serra Road), Escondido Mall (extension of Escondido Road), Lasuen Mall, Lomita Mall and Sequoia Lane are some examples.

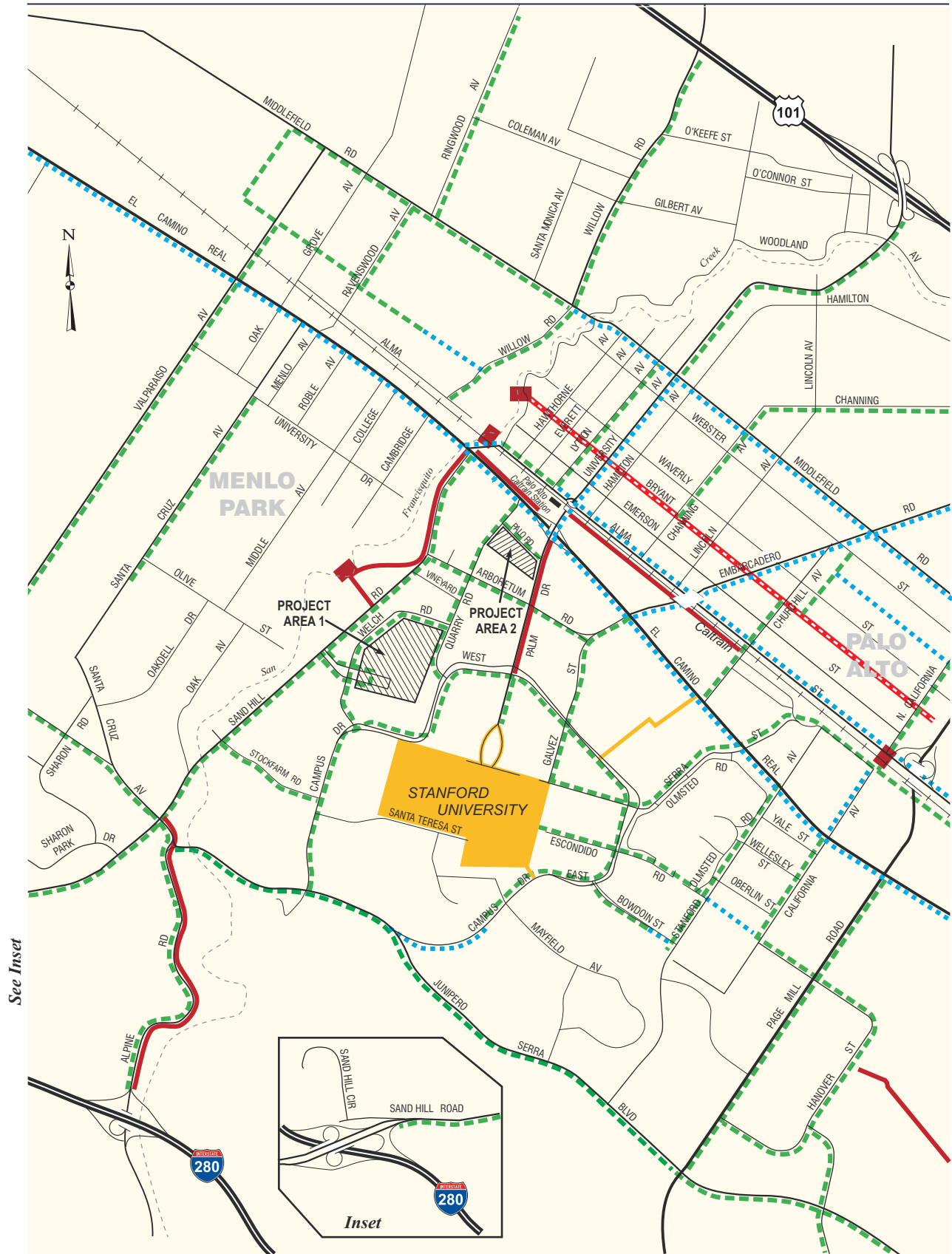
Signalized crossings of El Camino Real, which have pedestrian signals to provide safe pedestrian/bicycle crossings, are provided at numerous locations in the study area including Ravenswood Avenue, Sand Hill Road, Quarry Road, University Avenue, and Embarcadero Road. Bicycles are legal on all streets in Palo Alto and Menlo Park, except freeways, though there are some major streets with narrow lanes that are not easily shared by bicyclists and motor vehicles.

Both City of Palo Alto and City of Menlo Park maintain a system of on- and off-road bicycle lanes, routes and paths. Palo Alto was the first community to develop the concept of a bicycle boulevard, which is a low-volume through street where bicycles have priority over automobiles. Conflicts between bicycles and automobiles are minimized, and bicycle travel time is reduced by removing stop signs and other impediments to bicycle travel. The bicycle boulevard is located on Bryant Street in Palo Alto. In order to ensure areas of roadways used by bicyclists are maintained at or above those used by motorists, the City is adjusting its street evaluation criteria for its Pavement Management Program. In addition, there are several bicycle/ pedestrian/transit only routes in the Stanford University campus, such as Serra Mall. In the City of Menlo Park, a dedicated bike path along the south side of the Dumbarton Bridge connects the City with Fremont. The path continues along the south side of Bayfront Expressway to Willow Road which is part of the study area. The path runs along the north side of Bayfront Expressway to the Bayfront park entrance at Marsh Road. Nearer to the project site, a short Class I bike path and undercrossing extends beneath Alpine Road, adjacent to the Stanford Golf Course which provides an off-street connection to Sand Hill Road.

Pedestrian facilities consist of sidewalks, crosswalks, and many of the facilities for bicycles discussed above. With some exceptions, the regional connections described for bicyclists also exist for pedestrians. All Class I bicycle paths and bridges are available to and used by pedestrians. Sidewalks are present in most parts of Palo Alto although there are some gaps. There are three pedestrian (bikes allowed) overcrossings along San Francisquito Creek that connect Menlo Park and Palo Alto: San Mateo Drive, Alma Street and Willow Place. These facilities provide important off-street connections for cyclists and pedestrians by avoiding the busy roadway crossings at Middlefield Road and El Camino Real.

Stanford University provides a comprehensive pedestrian/bicycle circulation system that contributes to the ease of moving to, from, and throughout the campus without the need for an automobile. There are several policies that the University implements to discourage the use of vehicles and encourage the use of other travel modes. Some of the policies include:

- ▶ Financial incentives such as commuter cash, Eco-Pass and Go Pass
- ▶ Provide academic and residential land uses in close proximity to one another



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Figure 2-4

EXISTING BICYCLE FACILITIES

	Class I		Bike Boulevard
	Class II		Bike Bridge/Underpass
	Class III		Pedestrian/Bike Only (Central Campus)
			Ped/Bike Only

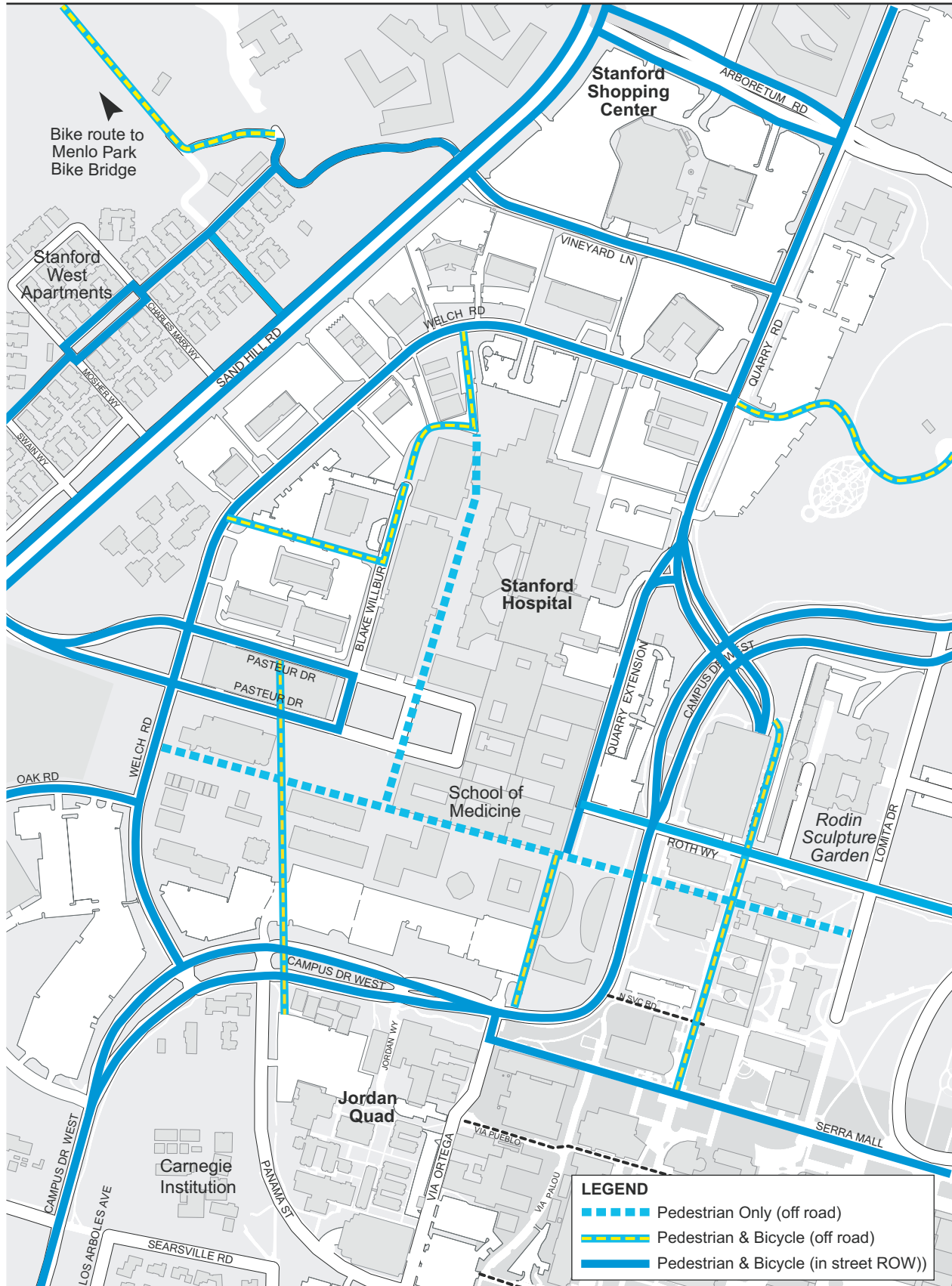


SOURCE: CITY OF MENLO PARK

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Figure 2-5

EXISTING MENLO PARK BICYCLE FACILITIES



ped facilities.cdr

Map Source: Stanford University

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Figure 2-6

PEDESTRIAN FACILITIES

- ▶ Apply campus design concepts and site development standards that facilitate pedestrian and bicycle use
- ▶ Maintain/improve the pedestrian and bicycle circulation system that connects places of living and work
- ▶ Provide a safe and easily understood system of pedestrian pathways and bikeways.

2.4 Parking

Off-street parking is currently provided for SUMC. SUMC charges a parking fee for employees, patients, and visitors. Based on the parking survey (Fehr & Peers, September 2007), SUMC (including both the hospitals and medical offices) currently has about 8,900 parking spaces available including about 190 on-street parking spaces. Some of these parking spaces are located in areas / parking structures that serve both SUMC and the University. Approximately 625 of these spaces are dedicated to the three medical office buildings at 703, 900 and 1101 Welch Road. The survey was conducted during mid-morning and mid-afternoon. About 6,400 spaces were occupied during both periods; of which about 4,200 (65 percent) belong to hospital employees and visitors. The survey also noted that the mid-morning period has a higher parking demand compared to the mid-afternoon period. The demand at the dedicated medical office parking area is between 70 percent and 80 percent during the mid-morning peak.

2.5 Transportation Demand Management (TDM)

Transportation demand management refers to actions that reduce work-related drive-alone vehicle trips. SUMC's TDM program for students, staff and faculty consists of several elements. The University's parking and transportation services division provides assistance to the operation of SUMC's TDM programs. The program is designed to reduce 'drive-alone' by encouraging the use of transit, walking and cycling. Key components of the current TDM program administered by SUMC are summarized below.

Commute Club:	Incentives or perks for those who choose not to drive to work, e.g.:
	– Up to \$282/ year in Clean Air Cash or Carpool Credit – Complimentary daily parking passes for carpoolers – Online Stanford ridematching service – Commuter Buddy Program – Pretax payroll deduction for transit passes, Caltrain parking and commuter checks – Rewards for recruiting new members – Guaranteed ride home – 12 free hourly car rental vouchers – Membership appreciate events – Entries into regular prize drawings – Ability to purchase up to eight daily parking permits per month and have them mailed home – Reserved parking spaces for all carpools/vanpools – Vanpool subsidies – Members-only commuter gifts

Marguerite:	Free, comprehensive campus shuttle system, open to the public that connects with local transit and Caltrain. New buses run on biodiesel fuel and real-time schedules can be viewed on the web under the Automated Transportation Management System.
VTA Eco-Pass:	Free to eligible hospital employees, allows unlimited travel on VTA buses (including express services), VTA light rail, Dumbarton Express, Highway 17 Express and Monterey-San Jose Express.
Line U Stanford Express:	Free use of East Bay express bus that connects BART, ACE train and remote park and ride lots (e.g. Ardenwood Farms) to Stanford.
Bicycle Program:	Programs that promote and encourage the safe use of bicycles in and around the campus e.g. bike light giveaways, safety education programs, bike safety road show, commute planning / cycling information.
Vehicle Rental:	Hourly, half-day and full-day car rental (through on-campus Enterprise Rent-a-Car office) available to faculty, staff and students 18 years and older.
Charter Bus Services:	Group transportation services are provided during events like conferences or student activities to allow for alternative forms of commuting.
Others:	Flexible work options (staggered work hours, compressed work week etc.), alternative transportation promotional events, one-on-one commute planning assistance, etc.

3.0 FUTURE CONDITIONS

This section of the TIA provides an evaluation of potential transportation impacts in the Palo Alto, Menlo Park and East Palo Alto areas associated with the proposed SUMC expansion. The impacts are evaluated relative to the operation of intersections, arterial roadways, freeways, bicycle and pedestrian transportation, public transportation and transportation demand management (TDM) strategies. Mitigation measures are recommended which, if implemented, would reduce impacts of the proposed projects to a less-than-significant level.

The proposed expansion of SUMC would take place in two phases:

- By 2015, the medical office buildings (MOB) of SUMC at the Hoover Pavilion site would be fully built-out while the hospital and clinic / medical office portion of the main SUMC site would be occupied and operated at equivalent to approximately 60 percent build-out. The increase in employees and patients would be 60% of the full SUMC project build-out.
- By 2025, all of SUMC would be at its full build-out and occupancy condition.

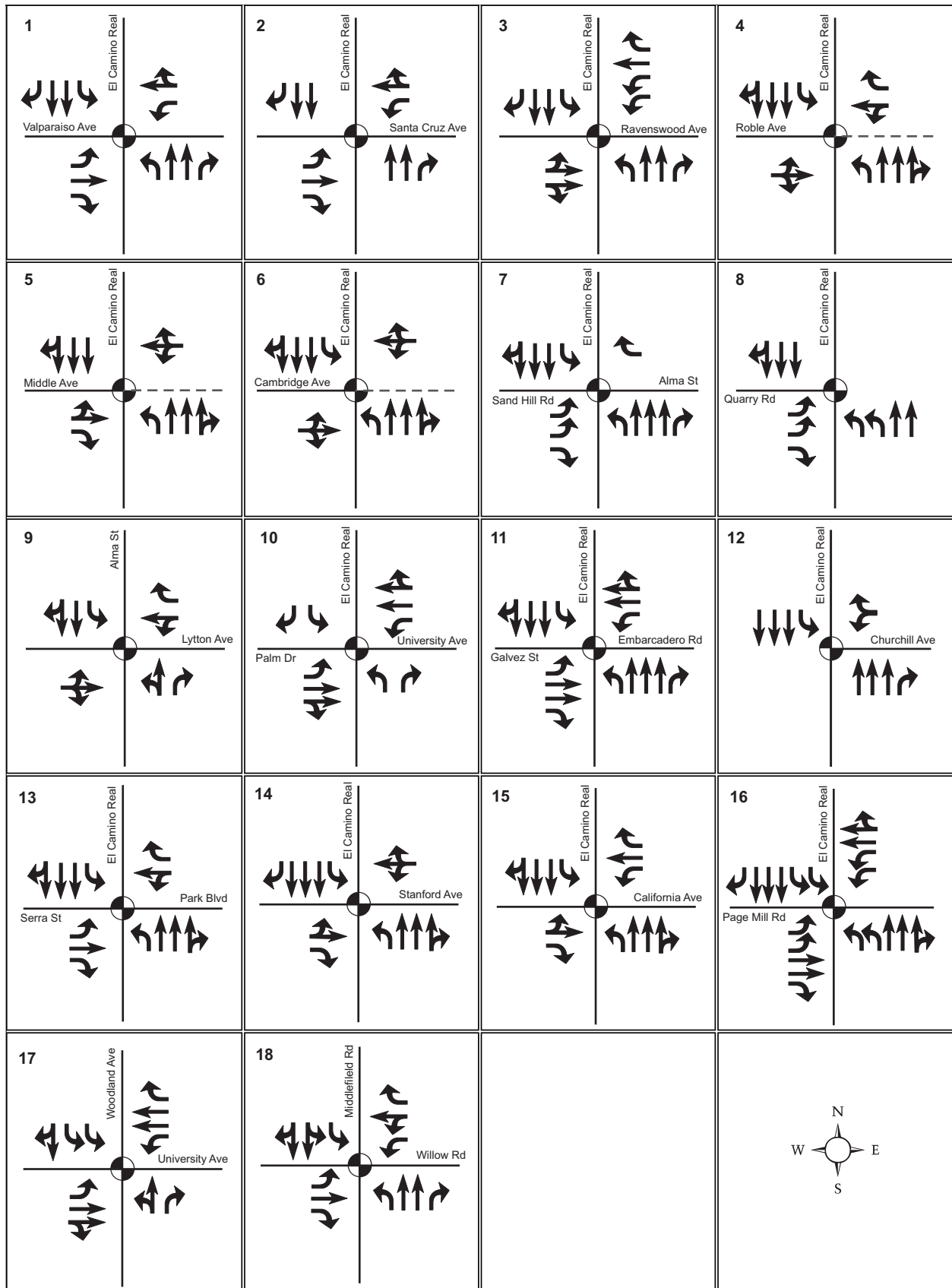
Project analysis in the main report focuses on the final stage of development. Fully built-out project volumes are added to existing traffic volumes as well as forecasted 2025 volumes to assess project impacts. Reduced Intensity Alternative B is an alternative to the SUMC project that would construct the project similar to the 2015 level of development. This alternative is addressed in the Alternative Analysis Report.

3.1 2025 Without Project

The horizon year of 2025 is used for the future conditions analysis. The 2025 baseline traffic volumes were obtained from the 2009 City of Palo Alto travel demand forecasting model. This model was developed based on Santa Clara County regional VTA forecasting model, with ABAG projections of housing and employment data. This model is consistent with the CMA and MTC models. Appendix M discusses changes to the model from previous analysis. Traffic volumes from the Palo Alto Citywide forecasting model are used as the future background volumes. The 2025 geometry of the 66 study intersections are presented in Figures 3-1a through 3-1d. The only changes from existing intersection geometry are at Sand Hill Road/Durand Way (#57) where a fourth leg is added to the intersection and at Welch Road/Durand Way (#60) where the third and fourth legs of the intersection were added. The intersection numbers were previously noted in Figure 1-1. Figures 3-2a through 3-2d show the traffic volumes for the 66 study intersections in year 2025 without the proposed project. The intersection performance is tabulated in Table 3-1. A total of 19 intersections are expected to perform at LOS E or F in 2025 without the addition of any traffic from the SUMC project. These intersections are highlighted as well.

For 2025, six intersections are expected to operate at LOS E during the AM peak hour:

- El Camino Real / University Avenue – Palm Drive (#10) (Palo Alto)
- El Camino Real / Page Mill Road – Oregon Expressway (#16) (Palo Alto)
- Arboretum Road / Galvez Street (#37) (unsignalized, Palo Alto)
- Alma Street / Charleston Road (#39) (Palo Alto)
- Donohoe Street / University Avenue (#55) (East Palo Alto)
- Page Mill Road / I-280 NB Off-Ramp (#64) (Palo Alto)

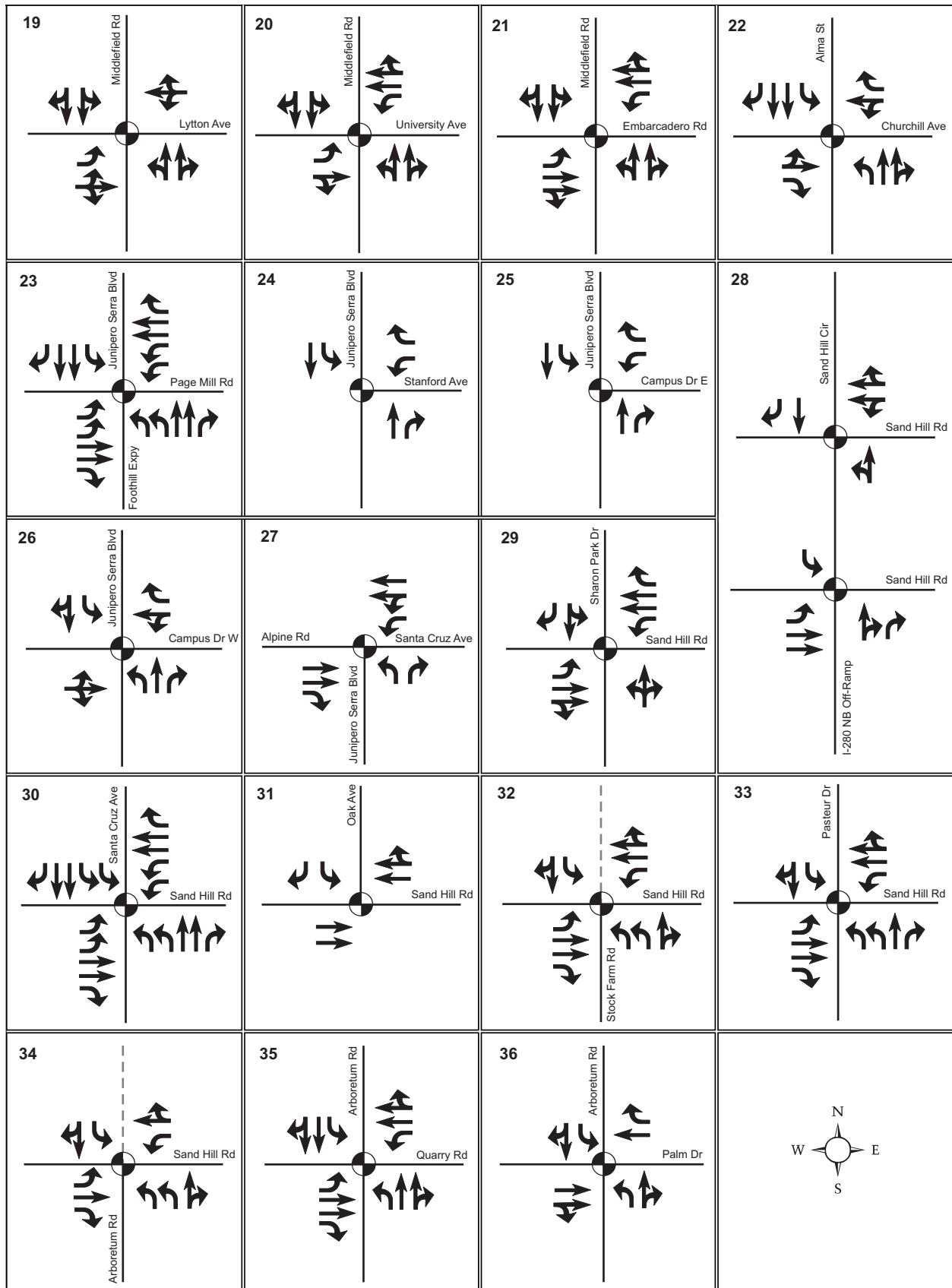


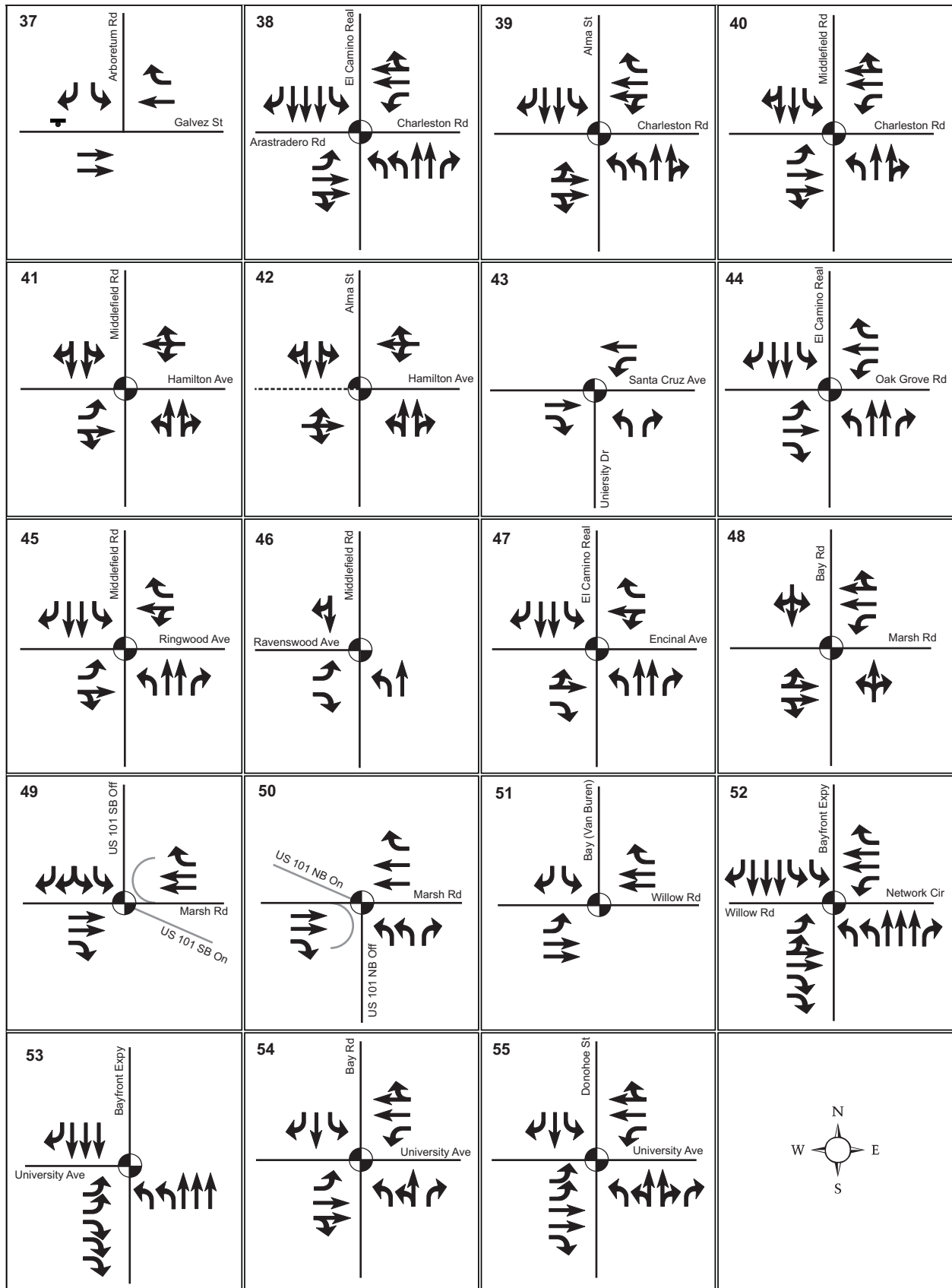
2015 Geometry.cdr

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Figure 3-1a

2025 INTERSECTION GEOMETRY



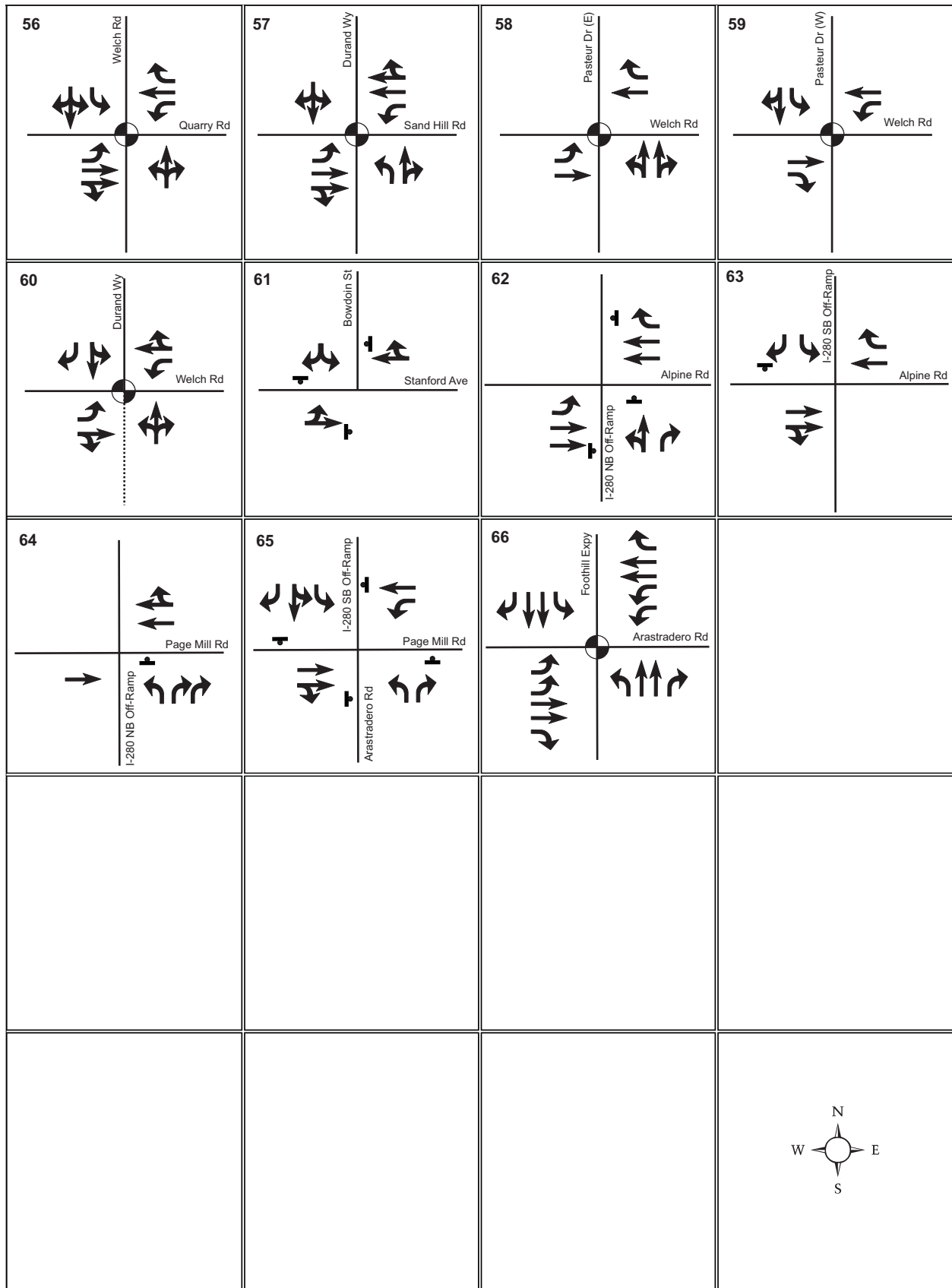


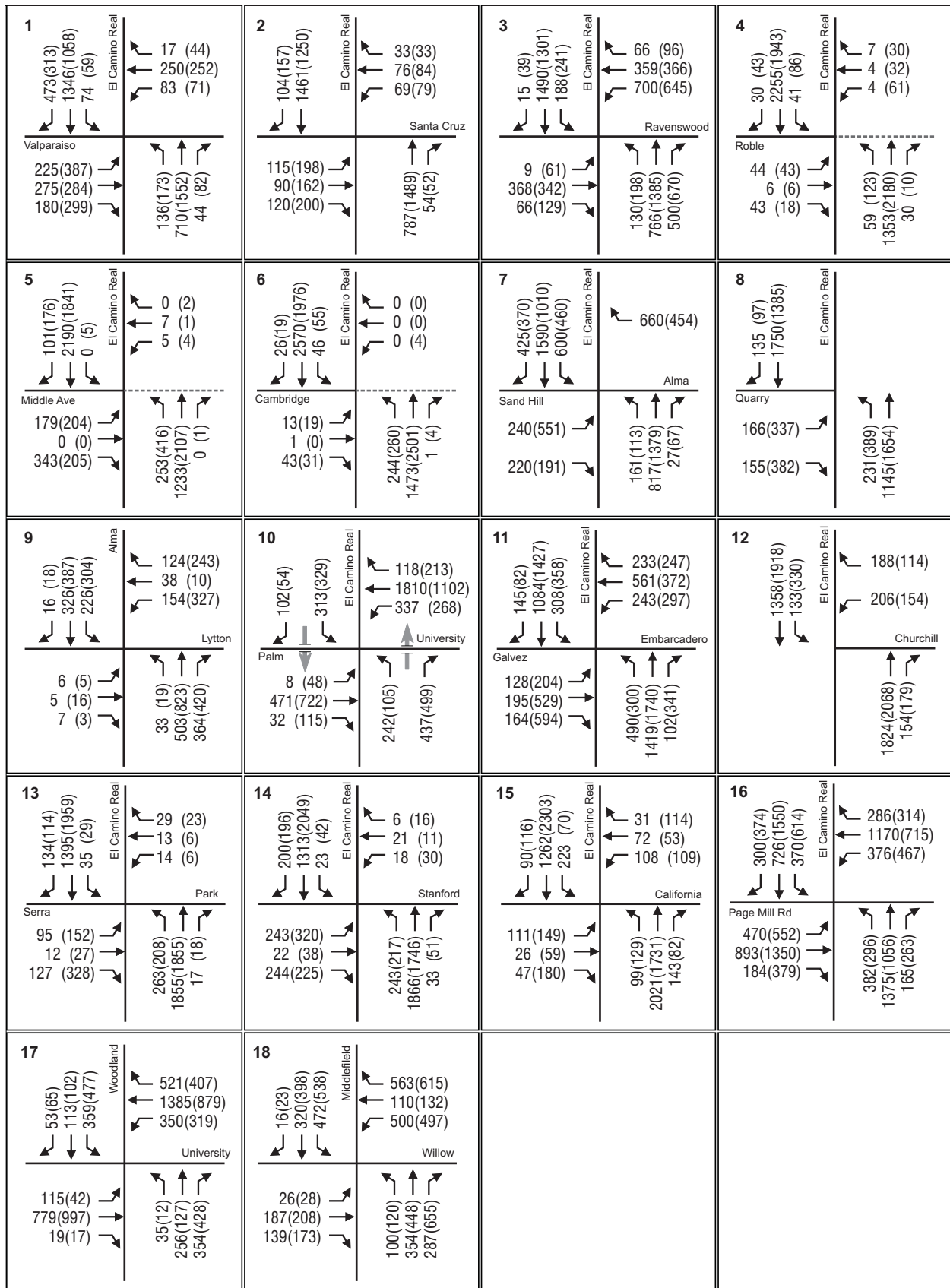
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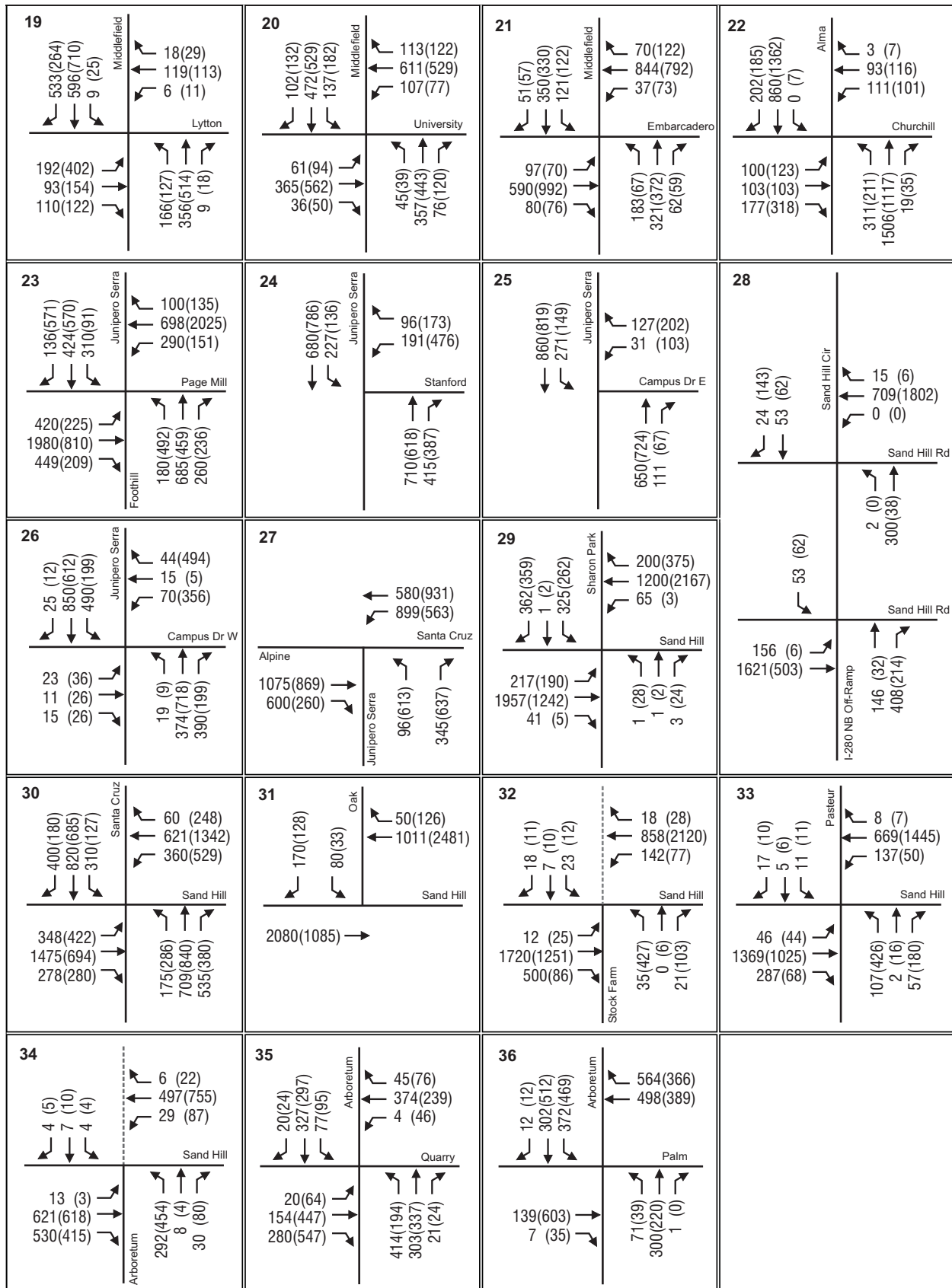
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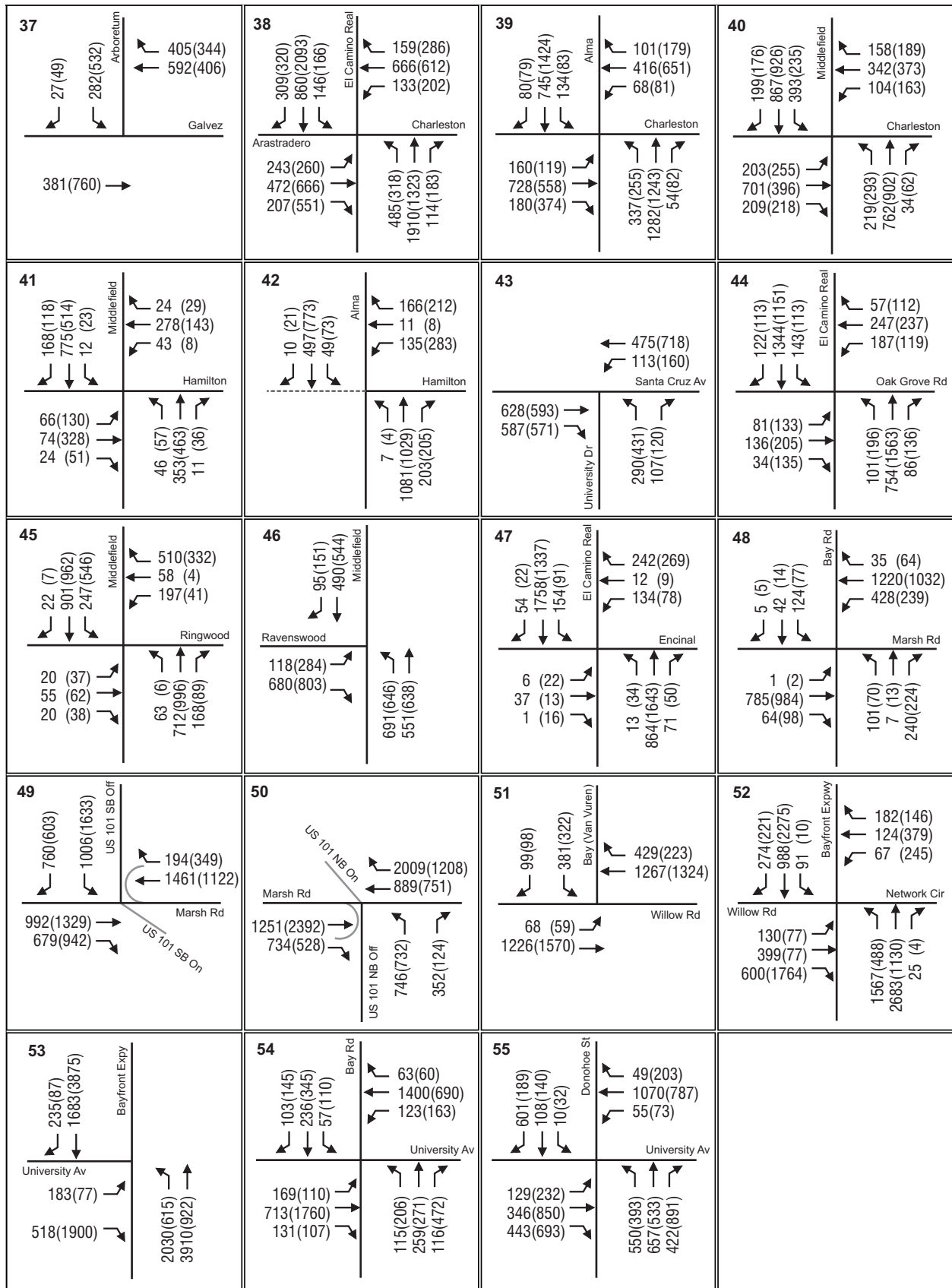
Figure 3-1c

2025 INTERSECTION GEOMETRY









2025 Volumes w/ Project rev1.cdr

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Figure 3-2c

2025 BACKGROUND WITHOUT PROJECT VOLUMES
AM (PM) Peak Hour

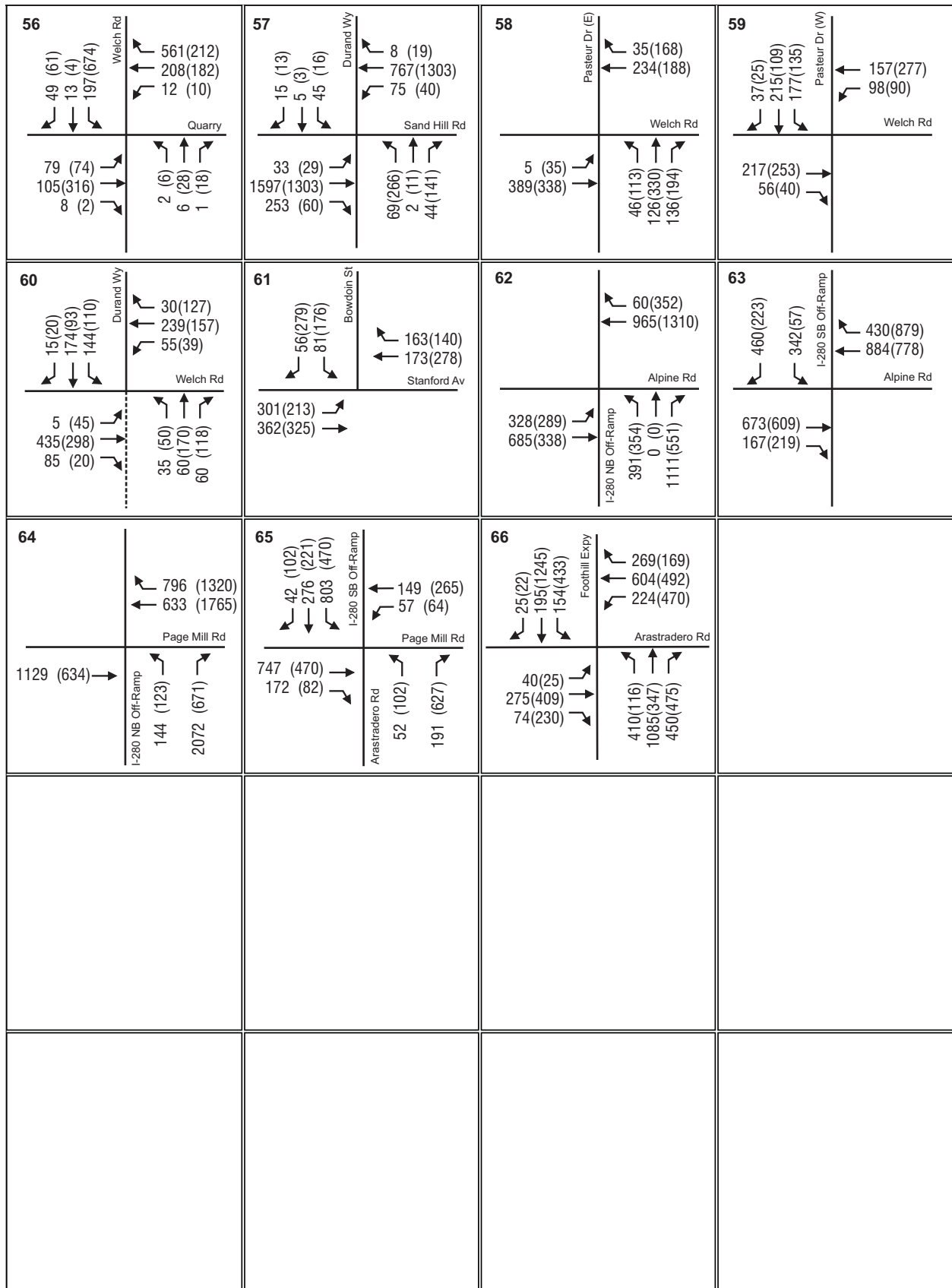


Table 3-1
LOS of Study Intersections for 2025 – No Project

Intersection		2025 AM				2025 PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	El Camino Real / Valparaiso Avenue	D	39	0.806	42.7	D-	51.6	0.912	60.8
#2	El Camino Real/Santa Cruz Avenue	B	15.8	0.552	15	C+	21.5	0.614	21.6
#3	El Camino Real / Ravenswood Avenue	D	46.5	0.902	51.6	E+	58.9	0.962	76.8
#4	El Camino Real / Roble Avenue	A	9.5	0.535	9	B	12.6	0.528	11.3
#5	El Camino Real / Middle Avenue	C	26.1	0.81	33.1	D	41.6	0.925	46.7
#6	El Camino Real / Cambridge Avenue	B	15.3	0.687	18.6	B	13.9	0.573	20.4
#7	El Camino Real / Sand Hill Road-Alma Street	C	25.5	0.607	35.6	D+	36.7	0.726	45.1
#8	El Camino Real / Quarry Road	B	14.1	0.497	17.9	C+	22.8	0.579	16
#9	Alma Street / Lytton Avenue	B-	18.1	0.628	18.9	D+	38.4	0.975	51.5
#10	El Camino Real/ University Avenue-Palm Drive	E-	79.5	1.107	98.3	D-	51.6	0.943	61.3
#11	El Camino Real/ Embarcadero Road-Galvez Street	D	49.9	0.853	55	E+	55.5	0.936	63.3
#12	El Camino Real/ Churchill Avenue	C	24.5	0.667	30.8	C	23.1	0.757	34.8
#13	El Camino Real / Serra Street-Park Drive	B-	18.7	0.536	24.5	C	26.5	0.727	31.6
#14	El Camino Real / Stanford Avenue	C	23.8	0.54	17.9	C	27.7	0.733	33
#15	El Camino Real/ California Avenue	C	25.8	0.698	28	C	28.1	0.756	29.7
#16	El Camino Real/ Page Mill Road-Oregon Expressway	E	66.6	1.032	82.9	E	67.2	1.038	84.4
#17	Woodland Avenue/ University Avenue	D	40.6	0.843	41.4	D-	51.6	0.962	66.7
#18	Middlefield Road/ Willow Road	D+	36.4	0.657	40.3	E	60.1	0.922	67.6
#19	Middlefield Road / Lytton Avenue	D	41.7	0.874	44.8	D-	54.5	0.955	60.1
#20	Middlefield Road / University Avenue	C	28.7	0.608	31	C-	33.3	0.815	38.5
#21	Middlefield Road / Embarcadero Road	D	41.3	0.666	43.4	D+	38.8	0.672	41.2
#22	Alma Street / Churchill Avenue	C	23.5	0.773	30.1	D+	36	0.93	45.3
#23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	F	126	1.23	177	F	109.2	1.136	151.4
#24	Junipero Serra Boulevard / Stanford Avenue	B	14.2	0.721	20.6	C+	20.6	0.794	25.6
#25	Junipero Serra Boulevard / Campus Drive East	B	14	0.606	19.8	B	13.6	0.618	16.9
#26	Junipero Serra Boulevard / Campus Drive West	D	50.8	0.687	62.3	E-	79.8	0.995	103.8
#27	Junipero Serra Boulevard/Alpine Road-Santa Cruz Avenue	D+	36.6	0.902	41.5	D	48.8	0.963	50.7
#28	Sand Hill Cir- I-280 / Sand Hill Road	D+	36.9	0.723	31.5	C+	22.4	0.722	25.1
#29	Sharon Park Drive / Sand Hill Road	C	30.7	0.842	29.6	C	27.8	0.892	32.8
#30	Santa Cruz Avenue / Sand Hill Road	D-	52.5	1.067	82.1	D	44.7	0.832	44.8
#31	Oak Avenue / Sand Hill Road -Vine Street	A	9	0.702	10.3	A	9	0.847	11.1
#32	Stock Farm Road / Sand Hill Road	B	17	0.627	19.6	C-	34.4	0.833	42.7
#33	Pasteur Drive / Sand Hill Road	B-	18.5	0.585	20	C	26.8	0.678	31
#34	Arboretum Road / Sand Hill Road	C+	20.5	0.52	23.4	C	30.6	0.689	39.4
#35	Arboretum Road / Quarry Road	C	31.6	0.517	32.3	C	28.8	0.61	31.7
#36	Arboretum Road / Palm Drive	C	24.6	0.856	30.5	C+	21.2	0.744	23.1
#37	Arboretum Road / Galvez Street / (unsignalized)	E	38.8	0.772	38.8	F	230.5	1.463	230.5
#38	EL Camino Real / Charleston Road	D-	53.1	0.877	55.3	E	65.4	0.992	75
#39	Alma Street / Charleston Road	E+	55.8	0.965	62	E-	76.2	1.055	87.8
#40	Middlefield Road / Charleston Road	D	46.6	0.828	49.4	D	47.5	0.848	51.5
#41	Middlefield Road / Hamilton Avenue	B	17	0.508	17.9	B-	18.7	0.431	19.3
#42	Alma Street / Hamilton Avenue	B	14.3	0.59	16.1	C+	20.6	0.694	22.4
#43	University Drive / Santa Cruz Avenue	C+	22.8	0.612	30	C	29.5	0.718	37.3
#44	El Camino Real / Oak Grove Avenue	C	30.4	0.655	29.2	D+	35	0.745	34
#45	Middlefield Road / Ringwood Avenue	C	30.4	0.704	34	C-	33.8	0.868	43.6
#46	Middlefield Road / Ravenswood Avenue	C	30.6	0.865	41.6	D-	54.1	1.008	73.4
#47	El Camino Real / Encinal Road	C+	20.2	0.658	18	C+	21.3	0.686	23.7
#48	Bay Road / Marsh Road	B	13.3	0.606	14.9	B	12.6	0.537	13.9

3.0 Future Conditions

Intersection	2025 AM				2025 PM			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#49 Marsh Road / US 101 SB Off-Ramp	B-	19.2	0.812	21.2	C	28.1	0.954	31.3
#50 Marsh Road / US 101 NB Off-Ramp	B	15.1	0.612	16	C+	21.3	0.932	25
#51 Bay Road / Willow Road	B-	18.8	0.648	23	B	17.5	0.619	21.2
#52 Bayfront Expressway / Willow Road	D	42.5	0.969	65.3	F	115.6	1.221	147.7
#53 University Avenue / Bayfront Expressway	D	43.5	1.057	86.8	F	104.6	1.167	120.8
#54 Bay Road / University Avenue	D+	38.8	0.836	43.7	F	96.1	1.166	129.2
#55 Donohoe Street / University Avenue	E	73.9	1.018	81.6	D	43	0.899	51.4
#56 Welch Road / Quarry Road	C+	20.9	0.558	24.1	C+	21.4	0.541	23.1
#57 Durand Way / Sand Hill Road	B	12.1	0.662	10.4	B-	19.5	0.617	19.4
#58 Pasteur Drive NB / Welch Road	A	8.8	0.354	10.3	B+	10.5	0.433	10.9
#59 Pasteur Drive SB / Welch Road	B+	10.1	0.31	10.1	A	8.5	0.272	9
#60 Durand Way Extension / Welch Road	C-	32.5	0.732	37.9	C	26.8	0.631	26.4
#61 Bowdoin Street / Stanford Road / (unsignalized)	C	23.5	0.887	23.5	D	31.4	0.921	31.4
#62 Alpine Road / I-280 NB Off-Ramp (unsignalized)	F	323.6	2.474	323.6	F	205.7	1.789	205.7
#63 Alpine Road / I-280 SB Off-Ramp (unsignalized)	F	273.7	1.705	273.7	C	24.7	0.558	24.7
#64 Page Mill / I-280 NB Off-Ramp/ (unsignalized)	E	44.6	0.632	44.6	C	16.1	0.276	16.1
#65 Page Mill Road / I-280 SB Off-Ramp	F	122.6	1.386	122.6	F	100.9	1.497	100.9
#66 Foothill Expressway / Arastradero Road	F	105.8	0.743	185	F	97	0.811	140

Source: AECOM 2009

Five intersections operating at LOS F during the AM peak hour in 2025 are:

- ▶ Junipero Serra Boulevard – Foothill Expressway / Page Mill Road (#23) (Palo Alto)
- ▶ Alpine Road / I-280 NB Off-Ramp (#62) (Palo Alto)
- ▶ Alpine Road / I-280 SB Off-Ramp (#63) (Palo Alto)
- ▶ Page Mill Road / I-280 SB Off-Ramp (#65) (Palo Alto)
- ▶ Foothill Expressway / Arastradero Road (#66) (Santa Clara County)

In 2025, seven intersections would operate at LOS E during the PM peak hour:

- ▶ El Camino Real / Ravenswood Avenue (#3) (Menlo Park)
- ▶ El Camino Real / Embarcadero Road – Galvez Street (#11) (Palo Alto)
- ▶ El Camino Real / Page Mill Road – Oregon Expressway (#16) (Palo Alto)
- ▶ Middlefield Road / Willow Road (#18) (Menlo Park)
- ▶ Junipero Serra Boulevard / Campus Drive West (#26) (Santa Clara County)
- ▶ El Camino Real / Charleston Road (#38) (Palo Alto)
- ▶ Alma Street / Charleston Road (#39) (Palo Alto)

In 2025, eight intersections would operate at LOS F during the PM peak hour:

- ▶ Junipero Serra Boulevard – Foothill Expressway / Page Mill Road (#23) (Palo Alto)
- ▶ Arboretum Road / Galvez Street (#37) (unsignalized, Palo Alto)
- ▶ Bayfront Expressway / Willow Road (#52) (San Mateo County)
- ▶ Bayfront Expressway / University Avenue (#53) (East Palo Alto)
- ▶ Bay Road / University Avenue (#54) (East Palo Alto)
- ▶ Alpine Road / I-280 NB Off-Ramp (#62) (unsignalized, Palo Alto)
- ▶ Page Mill Road / I-280 SB Off-Ramp (#65) (unsignalized, Palo Alto)
- ▶ Foothill Expressway / Arastradero Road (#66) (Santa Clara County)

3.2 Project Analysis

For this report, the different cities' criteria are used for determining project impacts on all study intersections; based on the intersection location (City of Palo Alto or other adjoining jurisdictions). Project impacts are determined by comparing the 'No Build' scenario with the 'With Project' scenarios. A total of 66 intersections are analyzed under the project conditions. The SUMC project would include extending Durand Way from Sand Hill Road to Welch Road by 2025. Therefore, this new intersection is included in the 2025 analysis. Improvements required for this extension will be privately funded.

The following project scenarios are evaluated for both the typical AM and PM peak hours:

1. Impact of SUMC under Existing Conditions - Existing traffic volumes + SUMC at 100 percent build-out compared with Existing traffic volumes
2. Impact of SUMC in 2025 - No Build 2025 traffic volumes + SUMC at 100 percent build-out compared with No Build 2025 traffic volumes

3.3 SUMC Project Trip Generation

SUMC consists of Stanford University School of Medicine, Stanford Hospital and Clinics, the Lucile Packard Children's Hospital and medical office buildings (MOB). As part of the proposed expansion, several existing MOB (119,900 square feet) would be demolished. This would be taken into account when calculating the trips generated by the project. Hoover Pavilion would be renovated and square footage (60,000 square feet) would be added to this site for the MOB's to a total of 144,230 square feet. In addition, adjustment, or 'right-sizing' space credit, is applied to the proposed expansion area for the hospitals to better reflect the facilities' practical use. The hospitals are currently undersized relative to the services they provide. Part of the proposed expansion is needed to better accommodate the existing uses which would have no impact on the trips generated; referred to as the 'right-sizing' adjustment. The proposed expansion of Stanford Hospital and Clinics and Lucile Packard Children's Hospital that contributes to additionally generated traffic is 854,970 square feet.

Trip generation rates for SUMC were determined using data collected from existing facilities. Driveway counts were conducted at 20 parking areas serving SUMC during the AM (7:00-9:00) and PM (4:00-6:00) peak hours. Trip generation rates were then calculated based on the traffic volumes and the size of existing buildings. Trips generated for the full build-out (100 percent) of the SUMC in 2025 are shown in Table 3-2. Appendix A and B contains details of the review and validation of the hospital trip generation statistics.

After determining the number of trips generated by the project, trip distribution assigns the traffic to all study intersections. Distribution is divided into regional and local patterns to more accurately reflect the origins of the trips. Appendix C presents the details of this trip distribution. SUMC trips are divided into 75 percent regional and 25 percent local. These percentages were derived from existing employee zip code data. A majority of peak hour traffic is associated with employee travel. However, some hospital related peak hour travel will be made by patients or visitors. The travel pattern of patients and visitors is expected to be similar to that of employees during the peak hour analysis periods.

**Table 3-2
2025 Trip Generation for SUMC**

Land Use	Size	Daily	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Stanford Hospitals and Clinics and Lucile Packard Children's Hospital:								
Trip Rate ¹			0.62	0.2	0.82	0.23	0.58	0.81
Hospitals	854,970 s.f.		530	171	701	197	496	693
Hospitals Subtotal		9400	530	171	701	197	496	693
Medical Office Buildings:								
Trip Rate ¹			2.02	0.62	2.64	0.55	1.64	2.19
701 Welch	(56,300 s.f.)		(114)	(35)	(149)	(31)	(92)	(123)
703 Welch	(23,500 s.f.)		(47)	(15)	(62)	(13)	(38)	(51)
1101 Welch	(40,100 s.f.)		(80)	(24)	(104)	(22)	(66)	(88)
Hoover Pavilion	144,230s.f.		291	89	380	79	236	315
MOB Subtotal		661	50	15	65	13	40	53
TOTALS		10061	580	186	766	210	536	746

Notes: s.f. = square feet.

Source: AECOM, May 2009

1. Trip generation based on survey data from Fehr and Peers, 2007, adjusted by AECOM according to white paper analysis contained in Appendix A

Figures 3-3 and 3-4 show the percentage distribution for the SUMC traffic. The project trips were then assigned to each study intersection based on the distribution percentages. Figures 3-5a through 3-5d present the 'project only' volumes at each intersection when the project is fully built-out.

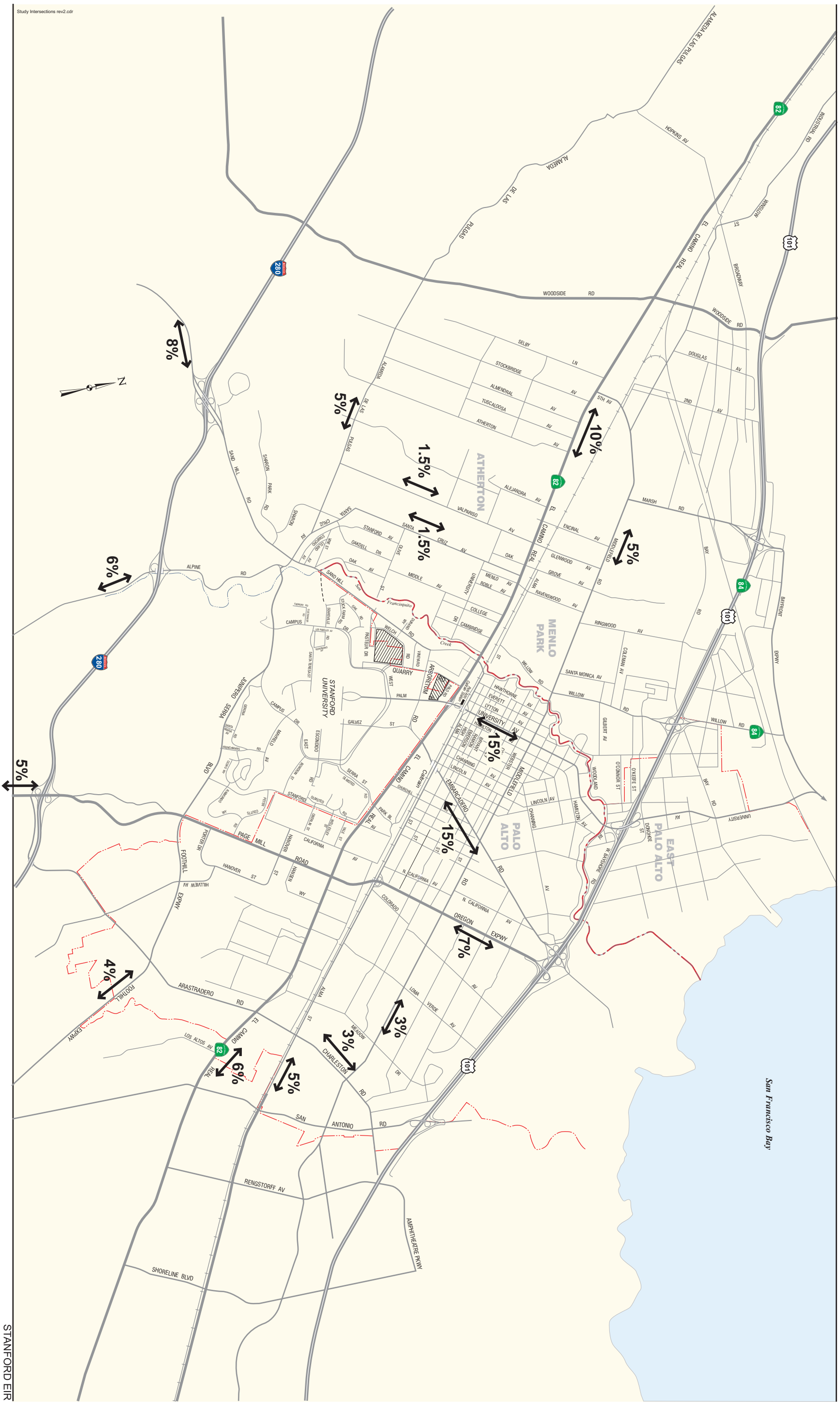
3.4 Project Impacts

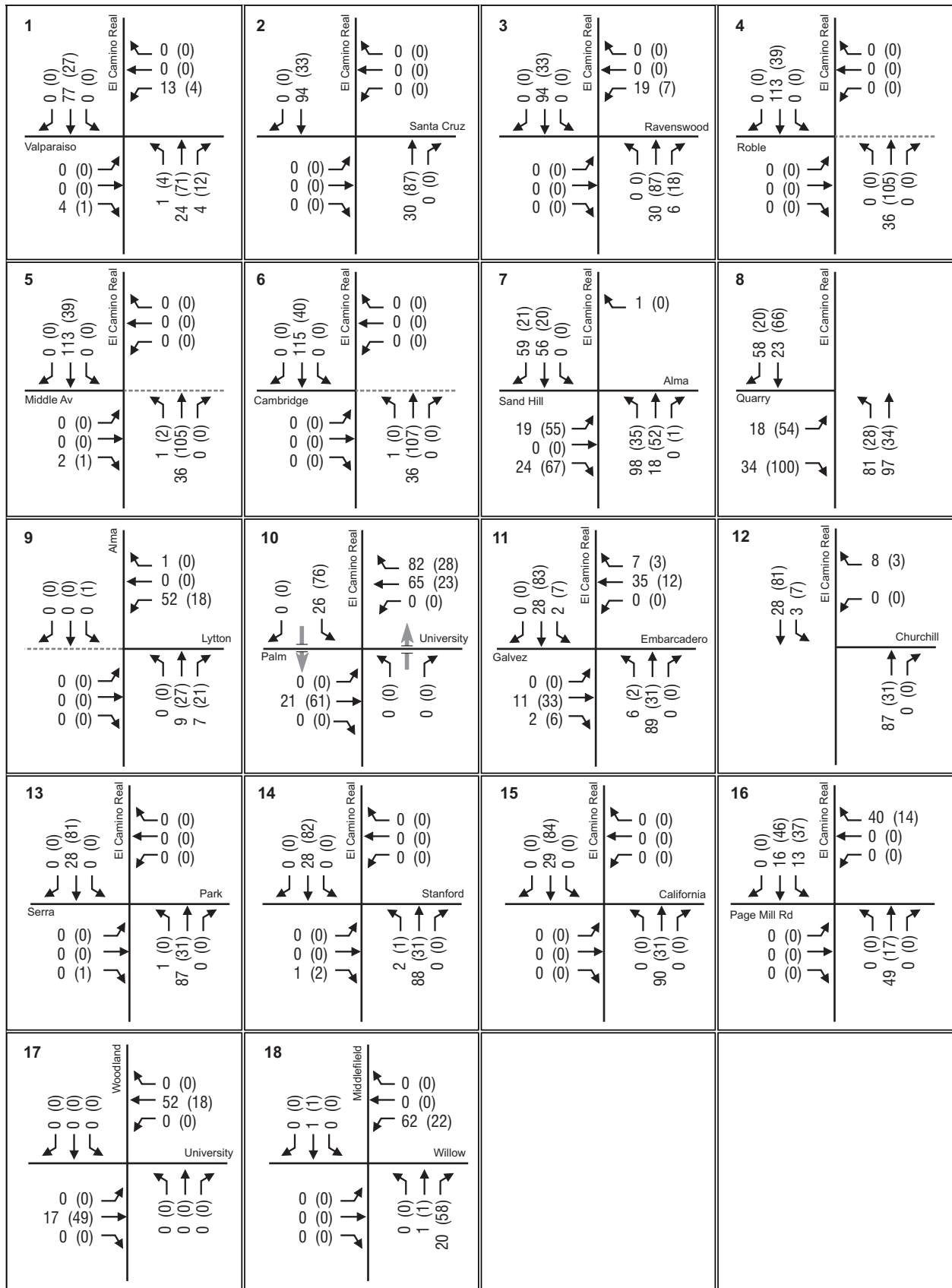
Project impacts on study intersections are presented in the LOS comparisons Tables 3-3 and 3-4 where the adversely affected intersections have been highlighted. Each intersection is evaluated according to its city's significance criteria. Project impacts on freeway segments and residential roadways are also discussed. In particular, project impacts on several roadways in Menlo Park are evaluated based on ADT, according to the City of Menlo Park significance criteria. The significance criteria were previously presented in Section 1.8.

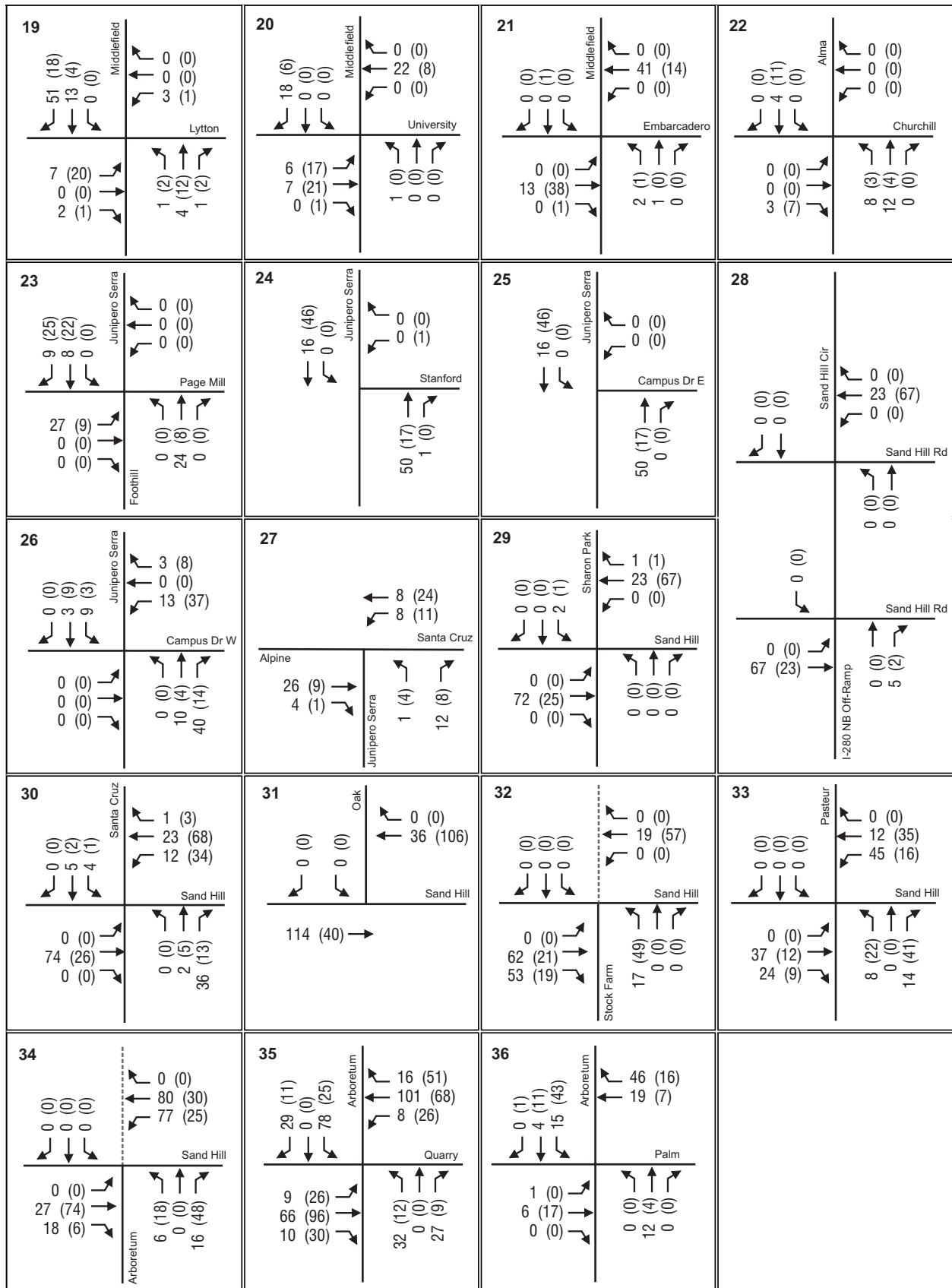
Project impacts presented in this report represent generally the worst-case scenario. At some locations, traffic volumes are higher than the intersection can theoretically accommodate. One phenomenon observed over time is the concept of peak spreading. Peak spreading is an expansion of peak period traffic, from the traditional height of the peak, outwards to the shoulders of the peak due to increased level of congestion. The effect of peak spreading is the average daily peak period becomes wider (more spread out) and flatter (of longer duration at or near capacity conditions) over time and the projected traffic volumes are accommodated, just not in the peak hour.



Study Interactions rev2.cdr







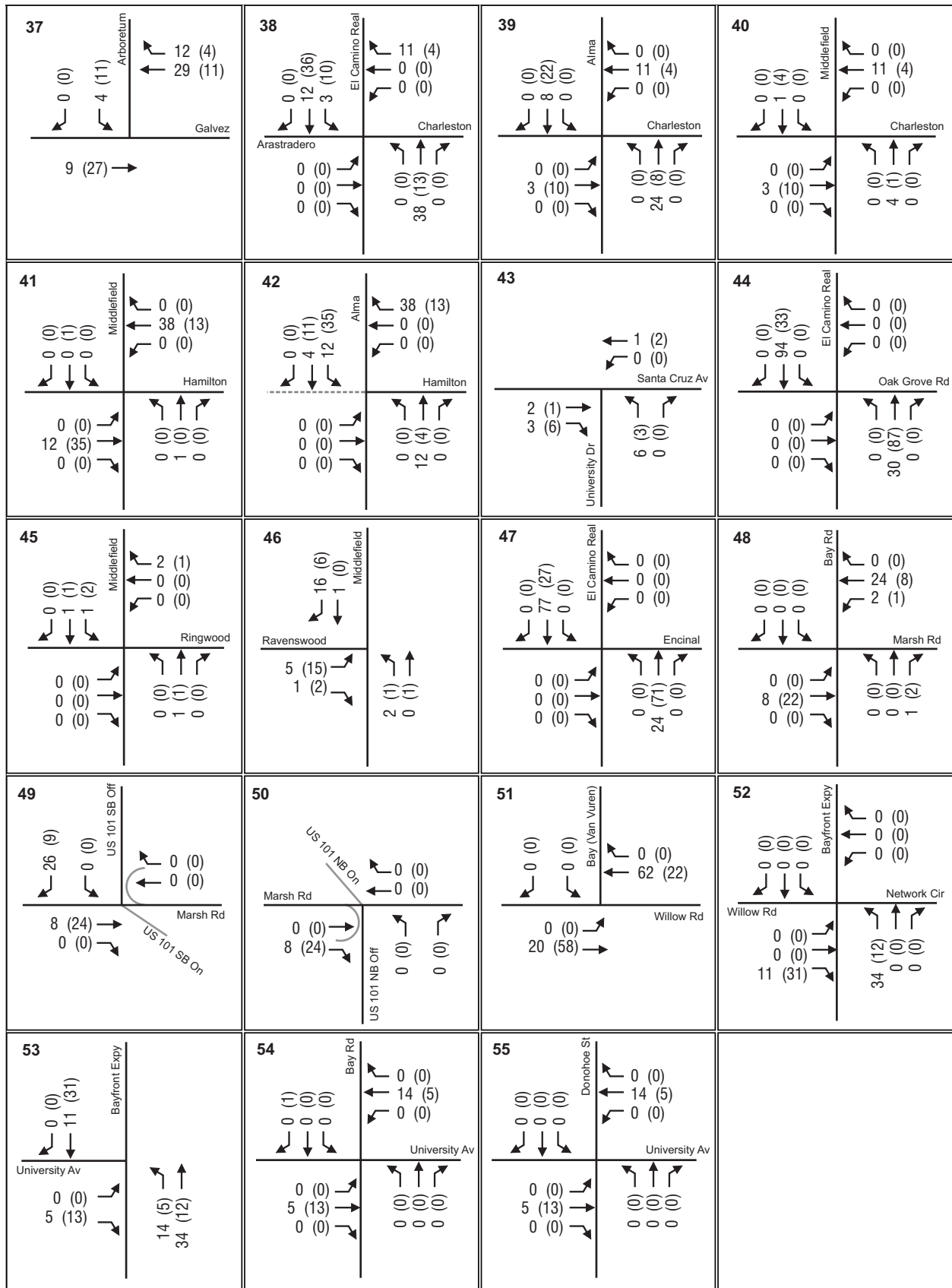
2025 SUMC Only Volumes.cdr

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Figure 3-5b

2025 TRAFFIC VOLUMES FOR SUMC ONLY

AM (PM) Peak Hour



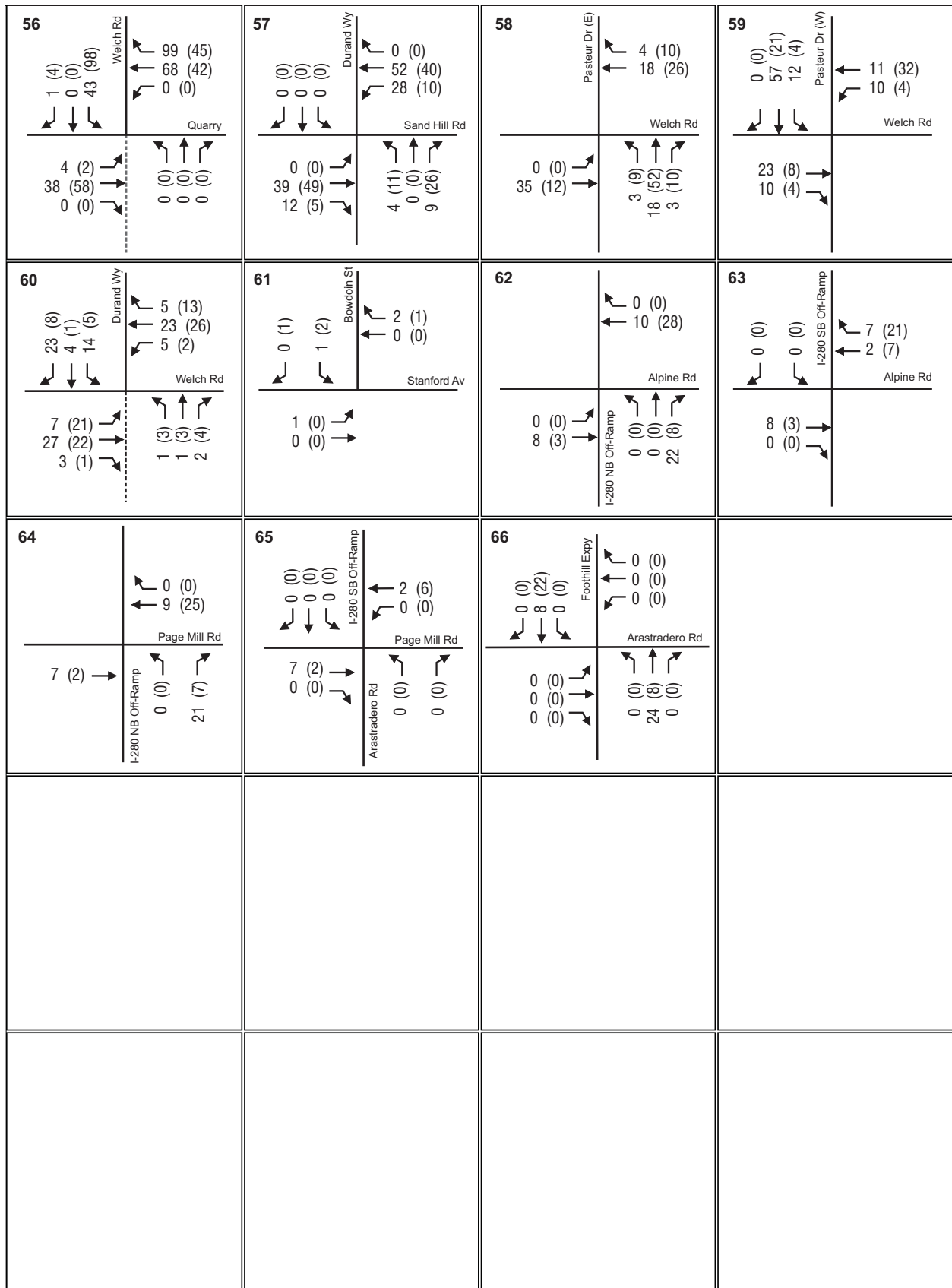
2025 SUMC Only Volumes.cdr

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Figure 3-5c

2025 TRAFFIC VOLUMES FOR SUMC ONLY

AM (PM) Peak Hour



3.4.1 Impact of SUMC Under Existing Conditions

Existing traffic volumes + SUMC at 100% build-out compared with Existing traffic volumes

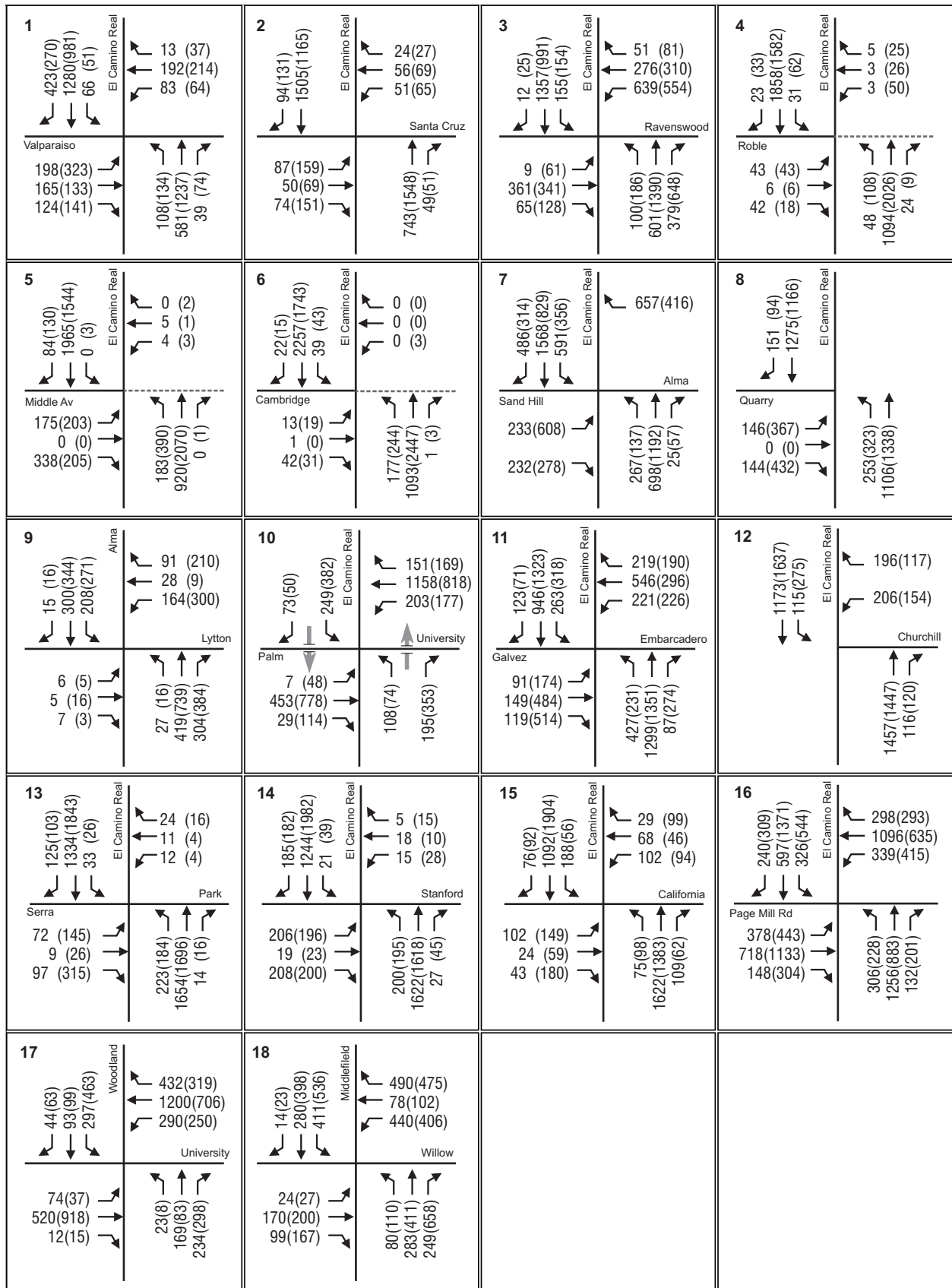
The traffic volumes for this scenario are shown in Figures 3-6a through 3-6d. The results of the analysis are included in Table 3-3. The Existing plus Project analysis demonstrates the effect of the project on the surrounding intersections absent any growth in traffic from non-project developments. The Existing plus Project analysis is presented for informational purposes. This scenario is not used to evaluate significant impacts attributable to the project because the project is not expected to be constructed immediately. The intersections noted below would be significantly impacted if the City applies its significance criteria to the Existing plus Project conditions.

One intersection would be affected during the AM peak hour:

- I-280 NB Off-Ramp / Alpine Road (unsignalized) (#62) - LOS remains at F. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact if the City formally considers an Existing plus Project analysis. Traffic signal warrants are met at this intersection.

In the PM peak, five intersections would be affected by the project:

- Junipero Serra Boulevard - Foothill Expressway / Page Mill Road (#23) - LOS remains at F. The average critical delay increases by 4.4 seconds and the V/C increases by 0.015. This intersection is significantly affected by the project if the City formally considers an Existing plus Project analysis.
- Arboretum Road / Galvez Street (unsignalized) (#37) - LOS remains at F. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact if the City formally considers an Existing plus Project analysis. Traffic signal warrants are met at this intersection.
- Bayfront Expressway / Willow Road (#52) - LOS remains at E but at least one critical movement for this State controlled Menlo Park intersection exceeded 0.8 seconds. This intersection is significantly affected by the project if the City formally considers an Existing plus Project analysis.
- Bayfront Expressway / University Avenue (#53) - LOS changed from LOS E to F and at least one critical movement for this State controlled Menlo Park intersection exceeded 0.8 seconds. This intersection is significantly affected by the project if the City formally considers an Existing plus Project analysis.
- I-280 NB Off-Ramp / Alpine Road (unsignalized) (#62) - LOS remains at F. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact if the City formally considers an Existing plus Project analysis. Traffic signal warrants are met at this intersection.



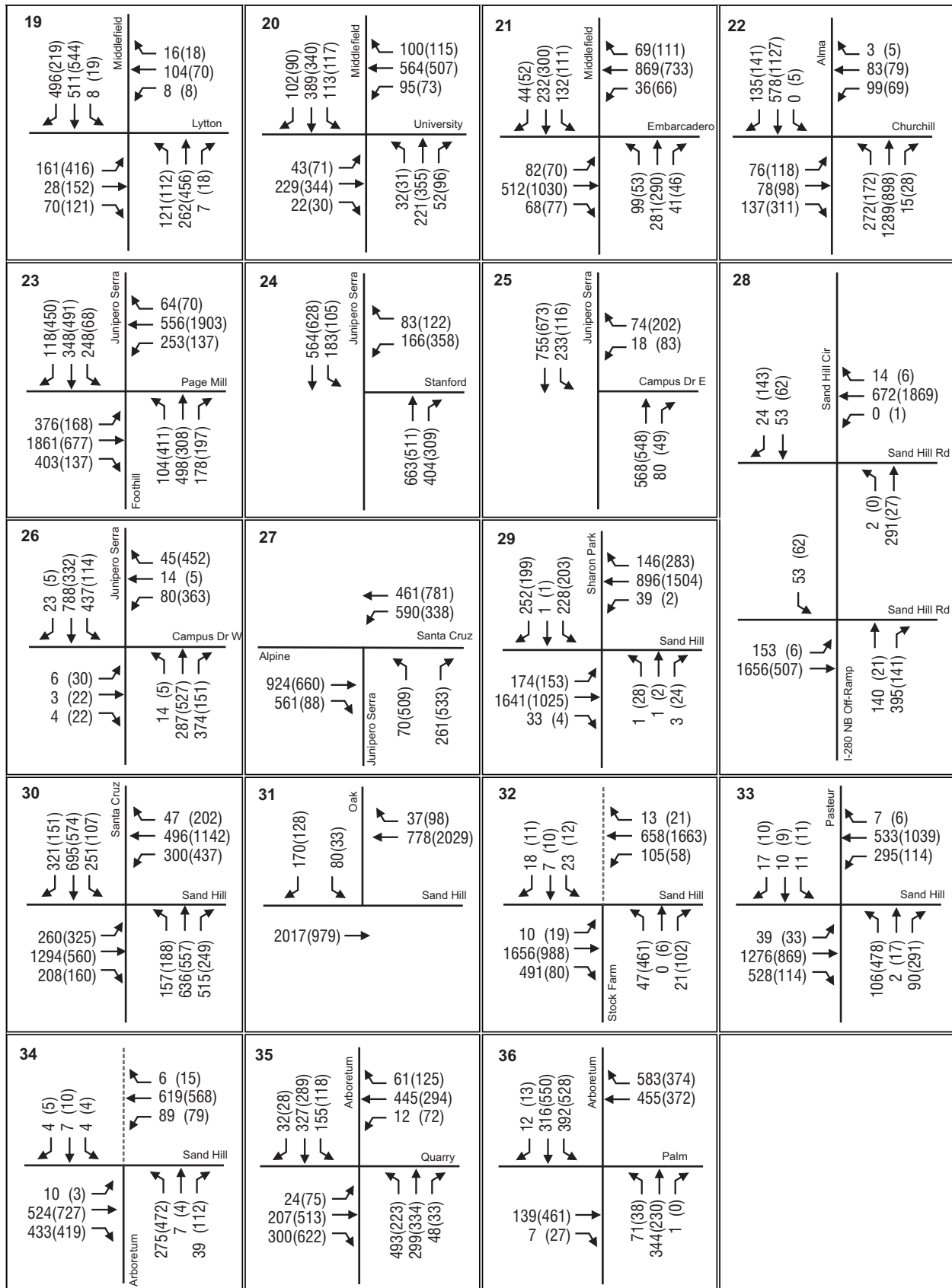
Existing Volumes.cdr

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Figure 3-6a

EXISTING TRAFFIC VOLUMES WITH SUMC

AM (PM) Peak Hour

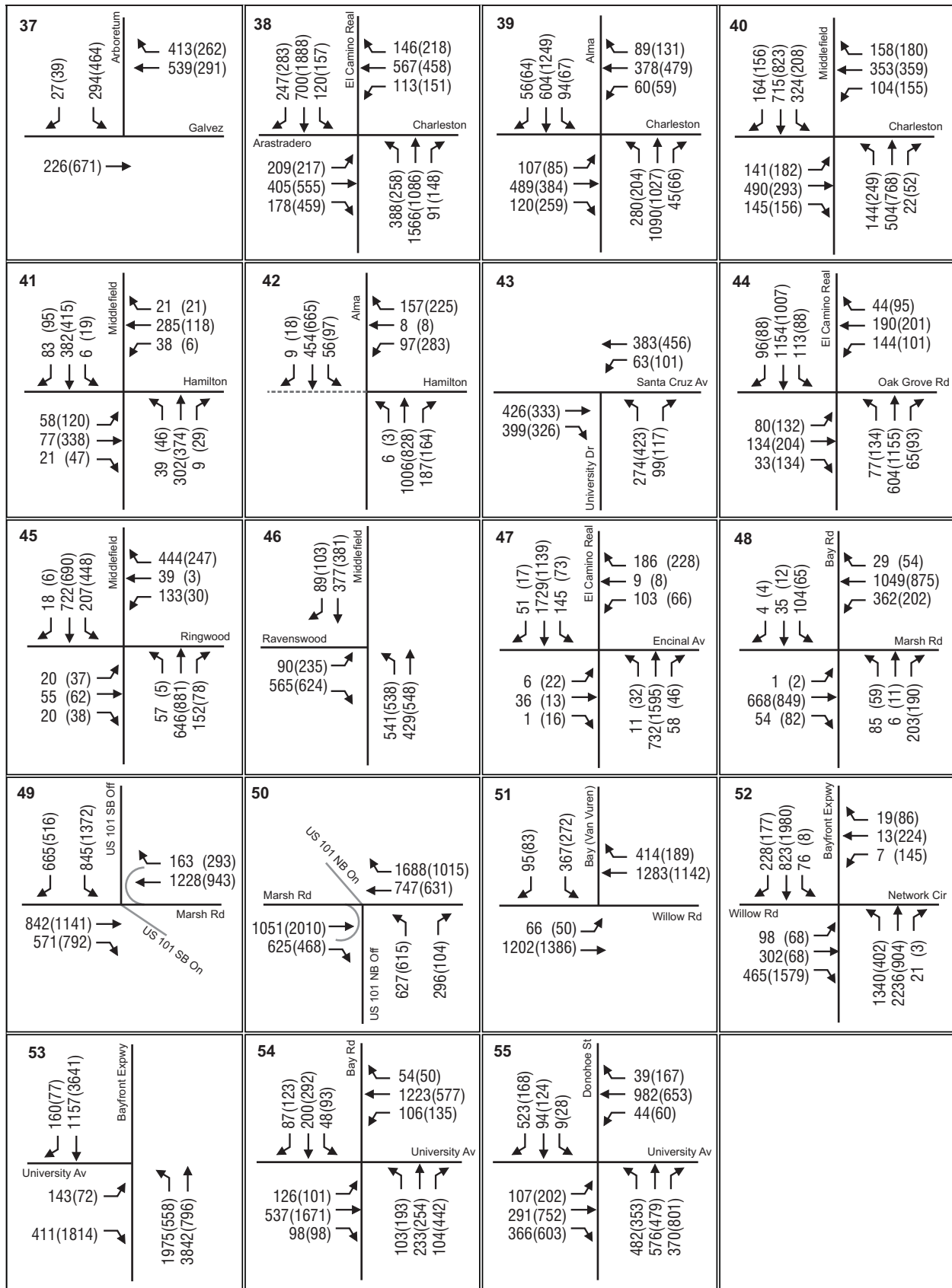


Existing Volumes.cdr

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Figure 3-6b

EXISTING TRAFFIC VOLUMES WITH SUMC
AM (PM) Peak Hour

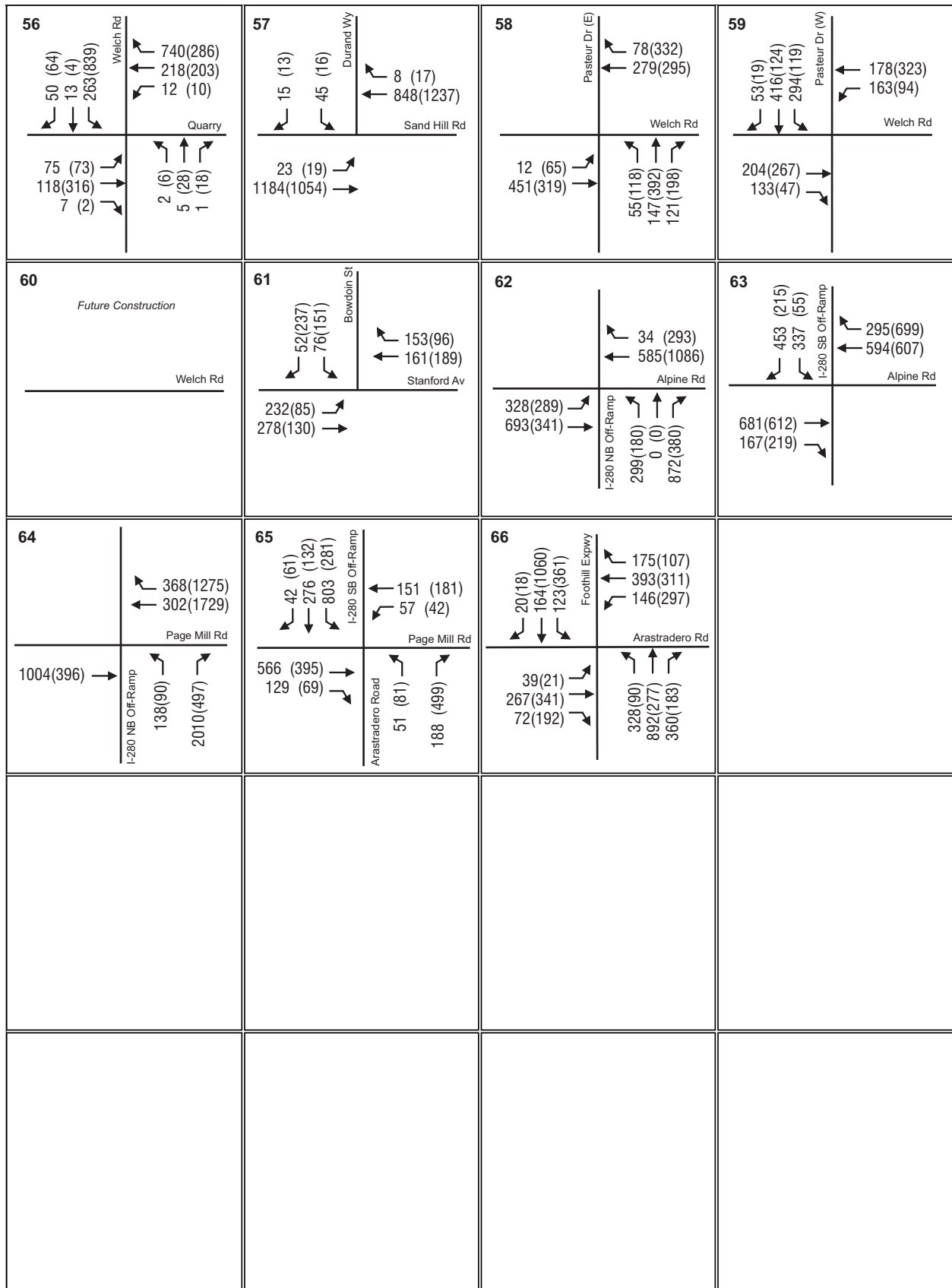


Existing Volumes.cdr

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Figure 3-6c

EXISTING TRAFFIC VOLUMES WITH SUMC
AM (PM) Peak Hour



Existing Volumes.cdr

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Figure 3-6d

EXISTING TRAFFIC VOLUMES WITH SUMC
AM (PM) Peak Hour

Table 3-3
LOS Comparison with Existing +SUMC

Intersection		Existing AM				Existing AM+SUMC				Compare			Existing PM				Existing PM + SUMC				Compare		
		LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?
#1	El Camino Real / Valparaiso Avenue	C-	33.1	0.672	34.3	C-	32.9	0.695	34.3	0	0.023	N	D	40.4	0.727	42.9	D	40.4	0.748	43.3	0.4	0.021	N
#2	El Camino Real/Santa Cruz Avenue	B	12.2	0.503	11.7	B+	11.9	0.53	11.4	-0.3	0.027	N	B	17.5	0.568	18	B	17.2	0.593	17.7	-0.3	0.025	N
#3	El Camino Real / Ravenswood Avenue	D	40	0.786	42.6	D	40.8	0.82	44	1.4	0.034	N	D	46.6	0.847	56.9	D	47.6	0.856	51.1	-5.8	0.009	N
#4	El Camino Real / Roble Avenue	B+	10.4	0.427	9.4	B+	10	0.449	9.1	-0.3	0.022	N	B+	11.5	0.454	9.3	B+	11.1	0.474	9	-0.3	0.02	N
#5	El Camino Real / Middle Avenue	C	24.2	0.694	28.9	C	24.1	0.717	28.9	0	0.023	N	D+	36.5	0.822	39.6	D+	37.1	0.851	40.9	1.3	0.029	N
#6	El Camino Real / Cambridge Avenue	B	13.4	0.561	14.8	B	13.4	0.584	14.7	-0.1	0.023	N	B	12.4	0.507	6.7	B	12.3	0.527	6.8	0.1	0.02	N
#7	El Camino Real / Sand Hill Road-Alma Street	C	24.1	0.567	34.2	C	27.5	0.593	25.2	-9	0.026	N	D+	35.5	0.618	42.3	D+	37	0.647	42.9	0.6	0.029	N
#8	El Camino Real / Quarry Road	B	13.7	0.369	18.5	B	15	0.409	20.7	2.2	0.04	N	C	23	0.478	13	C	25.5	0.53	15.9	2.9	0.052	N
#9	Alma Street / Lytton Avenue	B	16.7	0.517	16.8	B	17.5	0.557	18	1.2	0.04	N	C	25.5	0.848	30.4	C	27.5	0.878	33.7	3.3	0.03	N
#10	El Camino Real/ University Avenue-Palm Drive	C	30.1	0.714	33.4	D+	35.1	0.833	40.8	7.4	0.119	N	D+	37.6	0.79	41.6	D	44.4	0.886	49.7	8.1	0.096	N
#11	El Camino Real/ Embarcadero Road-Galvez Street	D	44.7	0.729	47.5	D	45.2	0.752	48.3	0.8	0.023	N	D	45.4	0.753	48.1	D	45.8	0.765	48.6	0.5	0.012	N
#12	El Camino Real/ Churchill Avenue	C	26	0.569	31.2	C	25.9	0.592	31.3	0.1	0.023	N	C	23.1	0.596	33.9	C	23.1	0.608	34.1	0.2	0.012	N
#13	El Camino Real / Serra Street-Park Drive	B	17.2	0.473	21.7	B	16.9	0.479	21.5	-0.2	0.006	N	C	25.9	0.664	30.1	C	25.7	0.68	29.9	-0.2	0.016	N
#14	El Camino Real / Stanford Avenue	C+	22.5	0.449	17	C+	22.1	0.466	16.6	-0.4	0.017	N	C+	22.3	0.608	25.8	C+	22.1	0.624	25.5	-0.3	0.016	N
#15	El Camino Real/ California Avenue	C	25	0.563	26.4	C	24.7	0.58	26.1	-0.3	0.017	N	C	27.4	0.628	27.5	C	27.1	0.644	27.3	-0.2	0.016	N
#16	El Camino Real/ Page Mill Road-Oregon Expressway	D	50.1	0.91	55.9	D-	52.4	0.936	59.5	3.6	0.026	N	D	46.6	0.868	52	D	47.6	0.885	53.7	1.7	0.017	N
#17	Woodland Avenue/ University Avenue	C	31.2	0.646	30.4	C	31	0.662	30.3	-0.1	0.016	N	D+	38.2	0.789	44	D+	38.4	0.804	44.6	0.6	0.015	N
#18	Middlefield Road/ Willow Road	C-	34.1	0.562	33.3	C-	34.7	0.574	33.8	0.5	0.012	N	D	50.8	0.838	57.3	D-	54.1	0.882	61.5	4.2	0.044	N
#19	Middlefield Road / Lytton Avenue	C	24.2	0.664	24.6	C	25.1	0.693	25.6	1	0.029	N	D+	37.5	0.806	40	D	39.2	0.826	42.1	2.1	0.02	N
#20	Middlefield Road / University Avenue	C	26.1	0.462	27	C	26	0.475	27.1	0.1	0.013	N	C	27.7	0.527	30	C	27.5	0.542	30.3	0.3	0.015	N
#21	Middlefield Road / Embarcadero Road	D+	37.3	0.572	39.2	D+	37	0.585	39.1	-0.1	0.013	N	D+	35.7	0.62	38.1	D+	35.5	0.632	38.1	0	0.012	N
#22	Alma Street / Churchill Avenue	B-	19.1	0.657	16.6	B-	19.3	0.661	16.7	0.1	0.004	N	C	27.2	0.769	30.6	C	27.7	0.78	31.3	0.7	0.011	N
#23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	F	83.9	1.048	103.3	F	85.4	1.055	105.8	2.5	0.007	N	F	82.3	0.995	103.1	F	85.1	1.01	107.5	4.4	0.015	Y
#24	Junipero Serra Boulevard / Stanford Avenue	B	12.3	0.614	17.1	B	12.5	0.645	17.5	0.4	0.031	N	B	15.1	0.616	18.5	B	15.2	0.628	18.7	0.2	0.012	N
#25	Junipero Serra Boulevard / Campus Drive East	B+	11.5	0.489	16.4	B+	11.8	0.52	16.9	0.5	0.031	N	B	12.7	0.463	15.4	B	12.7	0.473	15.3	-0.1	0.01	N
#26	Junipero Serra Boulevard / Campus Drive West	D+	36.3	0.611	43.4	D+	38	0.622	44	0.6	0.011	N	C-	34.5	0.766	40.9	D+	35.7	0.776	42.6	1.7	0.01	N
#27	Junipero Serra Boulevard/Alpine Road-Santa Cruz Avenue	C	27	0.723	30.9	C	27.5	0.736	31.4	0.5	0.013	N	C	30.8	0.745	32.1	C	31.3	0.76	32.6	0.5	0.015	N
#28	Sand Hill Cir- I-280 / Sand Hill Road	C-	34.6	0.704	29.2	D+	35.8	0.725	30.4	1.2	0.021	N	B-	19.3	0.696	21.4	B-	19.5	0.717	21.8	0.4	0.021	N
#29	Sharon Park Drive / Sand Hill Road	C	23.5	0.644	19.9	C	23.4	0.665	19.9	0	0.021	N	C+	20.6	0.625	22.7	C+	20.4	0.645	22.6	-0.1	0.02	N
#30	Santa Cruz Avenue / Sand Hill Road	C-	33.6	0.9	42.8	D+	37.7	0.953	51.2	8.4	0.053	N	D+	38.1	0.662	38.7	D+	38.4	0.683	38.7	0	0.021	N
#31	Oak Avenue / Sand Hill Road -Vine Street	A	9.2	0.651	10	A	9.3	0.684	10.1	0.1	0.033	N	A	6.8	0.675	8.1	A	7	0.706	8.3	0.2	0.031	N
#32	Stock Farm Road / Sand Hill Road	B	15.4	0.562	16.5	B	15.7	0.589	16.9	0.4	0.027	N	C	25.3	0.666	27.2	C	26.7	0.7	29.3	2.1	0.034	N

	Existing AM					Existing AM+SUMC					Compare			Existing PM					Existing PM + SUMC					Compare		
		Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Δ Avg Crit Delay	Δ Crit V/C	Impact?2	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Δ Avg Crit Delay	Δ Crit V/C	Impact?2		
Intersection	#33	Pasteur Drive / Sand Hill Road	C+	20.4	0.585	22	C	25.9	0.678	29	7	0.093	N	C+	22.5	0.534	22.8	C	24.3	0.56	24.1	1.3	0.026	N		
	#34	Arboretum Road / Sand Hill Road	C+	20.4	0.443	22	C+	21.1	0.525	23.5	1.5	0.082	N	C	24.8	0.601	27.8	C	27.4	0.689	32.7	4.9	0.088	N		
#35	Arboretum Road / Quarry Road	C	31.5	0.513	32.2	C-	33.1	0.601	33.8	1.6	0.088	N	C	28.6	0.604	31.4	C	29.7	0.693	34.1	2.7	0.089	N			
#36	Arboretum Road / Palm Drive	C+	22.6	0.822	27.4	C	29.7	0.913	38.8	11.4	0.091	N	C+	20.6	0.723	21.9	C+	22.5	0.782	25.1	3.2	0.059	N			
#37	Arboretum Road / Galvez Street / (unsignalized)	D	25.6	0.643	25.6	D	27.3	0.675	27.3	1.7	0.032	N	F	54.6	0.938	54.6	F	75.2	1.029	75.2	20.6	0.091	Y			
#38	El Camino Real / Charleston Road	D	47.4	0.723	47	D	47.6	0.735	47.3	0.3	0.012	N	D	49.7	0.834	51.9	D	50.1	0.841	52.2	0.3	0.007	N			
#39	Alma Street / Charleston Road	D	39.4	0.744	40.2	D	39.6	0.756	40.6	0.4	0.012	N	D	41.1	0.816	44.7	D	41.5	0.827	45.3	0.6	0.011	N			
#40	Middlefield Road / Charleston Road	D	39.4	0.618	41.5	D	39.4	0.62	41.6	0.1	0.002	N	D	41.7	0.727	43.4	D	41.8	0.73	43.5	0.1	0.003	N			
#41	Middlefield Road / Hamilton Avenue	B-	18.5	0.336	18.7	B-	19	0.36	19.1	0.4	0.024	N	B-	18.6	0.375	19	B-	19	0.397	19.3	0.3	0.022	N			
#42	Alma Street / Hamilton Avenue	B+	11.3	0.503	12.8	B	12.7	0.531	14.4	1.6	0.028	N	C+	21.1	0.618	21.8	C+	21.5	0.628	22.1	0.3	0.01	N			
#43	University Drive / Santa Cruz Avenue	C+	21.8	0.449	26.9	C+	21.9	0.455	27	0.1	0.006	N	C	27.7	0.52	30.1	C	27.7	0.525	30.2	0.1	0.005	N			
#44	El Camino Real / Oak Grove Avenue	C	28.9	0.529	26.9	C	28.2	0.556	26.2	-0.7	0.027	N	C-	33.4	0.566	35.3	C-	33.1	0.576	35.1	-0.2	0.01	N			
#45	Middlefield Road / Ringwood Avenue	C	28.7	0.614	31.2	C	28.8	0.616	31.2	0	0.002	N	C	28.4	0.713	33.6	C	28.5	0.715	33.7	0.1	0.002	N			
#46	Middlefield Road / Ravenswood Avenue	C+	21.1	0.666	28.6	C+	21.6	0.681	29.1	0.5	0.015	N	C	26.5	0.767	36.2	C	27.5	0.781	37.3	1.1	0.014	N			
#47	El Camino Real / Encinal Road	B	17.7	0.592	14.5	B	17.5	0.614	14.6	0.1	0.022	N	B-	19.2	0.616	20.3	B-	18.9	0.636	20.2	-0.1	0.02	N			
#48	Bay Road / Marsh Road	B	12.4	0.51	13.6	B	12.3	0.518	13.5	-0.1	0.008	N	B+	11.9	0.451	13	B+	11.8	0.459	13	0	0.008	N			
#49	Marsh Road / US 101 SB Off-Ramp	B	16.8	0.682	17.9	B	16.8	0.684	17.9	0	0.002	N	B-	19.8	0.802	19.9	B-	19.9	0.809	20.3	0.4	0.007	N			
#50	Marsh Road / US 101 NB Off-Ramp	B	14	0.514	14.7	B	14	0.514	14.7	0	0	N	B	14.1	0.783	15.9	B	14.1	0.783	15.9	0	0	N			
#51	Bay Road / Willow Road	B-	18.4	0.625	22.4	B-	18.2	0.643	22.4	0	0.018	N	B	15.9	0.524	19.4	B	15.8	0.53	19.4	0	0.006	N			
#52	Bayfront Expressway / Willow Road	C	28.3	0.708	40.8	C	28.4	0.72	41.1	0.3	0.012	N	E	61.7	1.024	71.1	E	64.4	1.035	74.7	3.6	0.011	Y			
#53	University Avenue / Bayfront Expressway	C	24.7	0.921	49.5	C	25.1	0.928	50.6	1.1	0.007	N	E-	80	1.095	90.9	F	82.9	1.104	94.4	3.5	0.009	Y			
#54	Bay Road / University Avenue	C-	34.5	0.713	36.4	C-	34.5	0.717	36.4	0	0.004	N	E	71.5	1.064	89.9	E	72.3	1.068	91.1	1.2	0.004	N			
#55	Donohoe Street / University Avenue	D-	51.9	0.896	55	D-	52.2	0.9	55.5	0.5	0.004	N	D+	38	0.791	42.9	D+	38	0.791	42.9	0	0	N			
#56	Welch Road / Quarry Road	C+	20.8	0.552	23.9	C-	32.1	0.702	39.2	15.3	0.15	N	C+	21.4	0.539	23.1	C	29.3	0.657	39.3	16.2	0.118	N			
#57	Durand Way / Sand Hill Road	A	6.1	0.315	9.1	A	6	0.348	8.8	-0.3	0.033	N	A	5.8	0.398	7.7	A	5.9	0.416	7.8	0.1	0.018	N			
#58	Pasteur Drive NB / Welch Road	A	8.4	0.328	10.1	A	8.5	0.399	10.3	0.2	0.071	N	B+	10.4	0.402	10.8	B+	10.9	0.471	11	0.2	0.069	N			
#59	Pasteur Drive SB / Welch Road	B+	10.6	0.351	8.9	B+	10.9	0.449	9.5	0.6	0.098	N	A	7.7	0.24	8.2	A	8.2	0.304	8.8	0.6	0.064	N			
#60	Durand Way Extension / Welch Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
#61	Bowdoin Street / Stanford Road / (unsignalized)	B	13.5	0.671	13.5	B	13.6	0.673	13.6	0.1	0.002	N	B	11.7	0.536	11.7	B	11.8	0.541	11.8	0.1	0.005	N			
#62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	F	158.1	1.851	158.1	F	168.5	1.907	168.5	10.4	0.056	Y	F	82.8	1.252	82.8	F	90.6	1.292	90.6	7.8	0.04	Y			
#63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	F	80.7	1.124	80.7	F	82.5	1.134	82.5	1.8	0.01	N	C	17.7	0.426	17.7	C	17.9	0.43	17.9	0.2	0.004	N			
#64	Page Mill / I-280 NB Off-Ramp/ (unsignalized)	D	30.9	0.506	30.9	D	31.4	0.51	31.4	0.5	0.004	N	B	11.9	0.146	11.9	B	11.9	0.147	11.9	0	0.001	N			
#65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	F	98	1.309	98	F	98.8	1.314	98.8	0.8	0.005	N	D	30.9	0.984	30.9	D	31.4	0.988	31.4	0.5	0.004	N			
#66	Foothill Expressway / Arastradero Road	E	64.1	0.573	96.1	E	63.7	0.575	95.6	-0.5	0.002	N	E+	56.9	0.622	73.6	E+	56.8	0.624	73.4	-0.2	0.002	N			

Source: AECOM 2008

3.4.2 Impact of SUMC in 2025

No Build 2025 traffic volumes + SUMC at 100 percent build-out compared with No Build 2025 traffic volumes

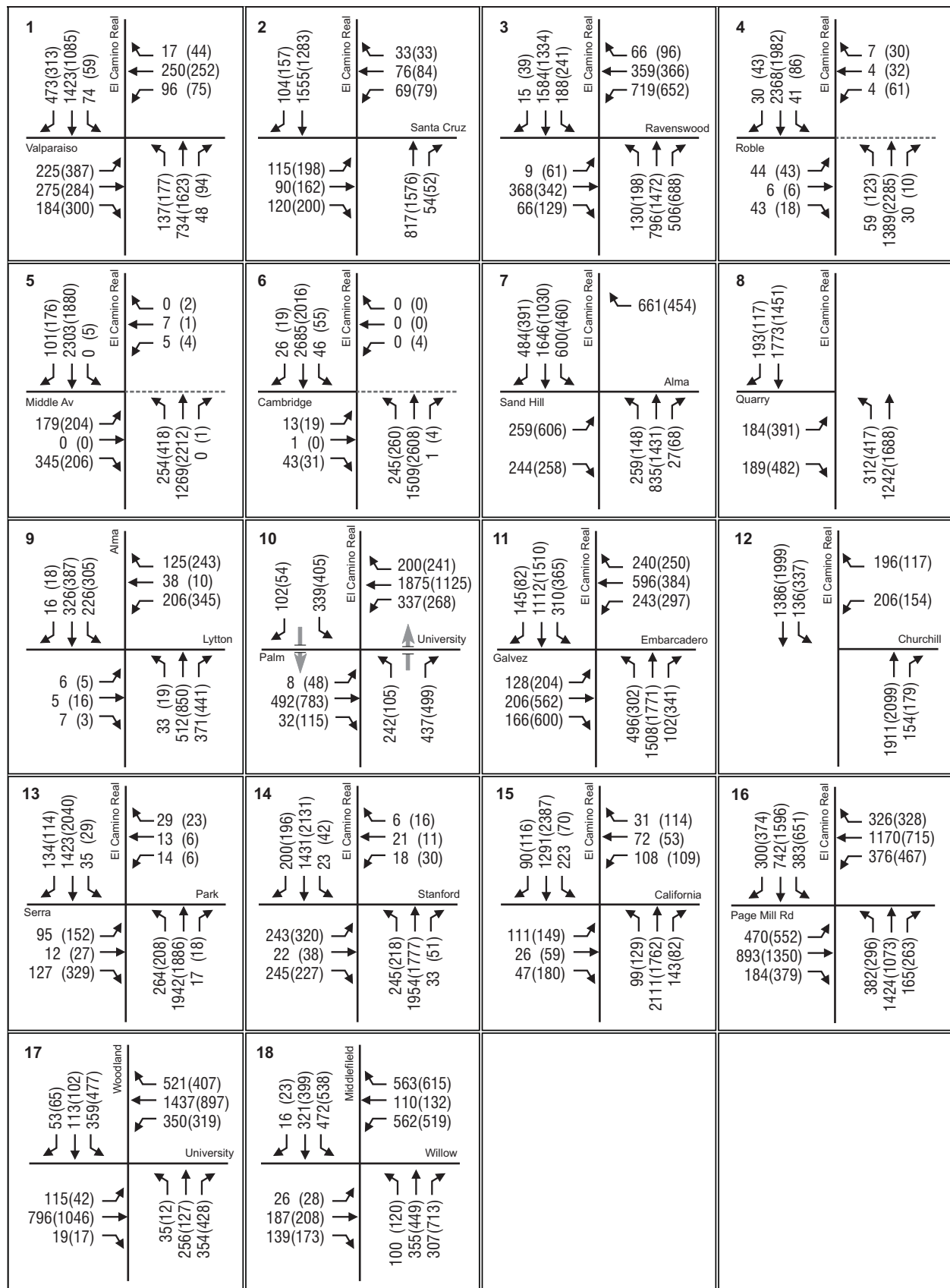
The traffic volumes for this scenario are shown in Figures 3-7a through 3-7d. The results of the analysis are included in Table 3-4.

In 2025, SUMC is assumed to be fully built-out and occupied. As such, trips to/from SUMC would increase. A total of five intersections would be negatively impacted by the proposed expansion during the AM peak hour as presented in Table 3-4:

- El Camino Real / University Avenue -Palm Drive (#10) – LOS changes from LOS E to F with the average critical delay increasing by 22.6 seconds and the V/C increased by 0.058. This intersection is significantly affected by the project.
- El Camino Real / Page Mill Road-Oregon Expressway (#16) - LOS remains at E. The average critical delay increased by 8.1 seconds and the V/C increased by 0.026. This intersection is significantly affected by the project.
- Sand Hill Road / Santa Cruz Avenue (#30) – LOS changes from LOS D to E and therefore this intersection is considered significantly affected by the project.
- Arboretum Road / Galvez Street (#37) (unsignalized) - LOS remains at E. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact. Traffic signal warrants are met at this intersection.
- Alpine Road / I-280 NB Off-Ramp (#62) (unsignalized) - LOS remains at F. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact. Traffic signal warrants at this intersection are met at baseline conditions as well as with project.

In the PM peak hour, a total of 12 intersections meet the significance criteria for project impact:

- El Camino Real / Ravenswood Avenue (#3) - LOS remains at E but at least one critical movement for this State controlled Menlo Park intersection exceeded 0.8 seconds. This intersection is significantly affected by the project.
- El Camino Real / University Avenue -Palm Drive (#10) – LOS changes from LOS D to E. This intersection is significantly affected by the project.
- El Camino Real / Page Mill Road-Oregon Expressway (#16) - LOS remains at E. The average critical delay increased by 5.3 seconds and the V/C increased by 0.016. This intersection is significantly affected by the project.
- Middlefield Road / Willow Road (#18) LOS remains at E but the average critical movements exceeded 0.8 seconds for this Menlo Park intersection. This intersection is significantly affected by the project.

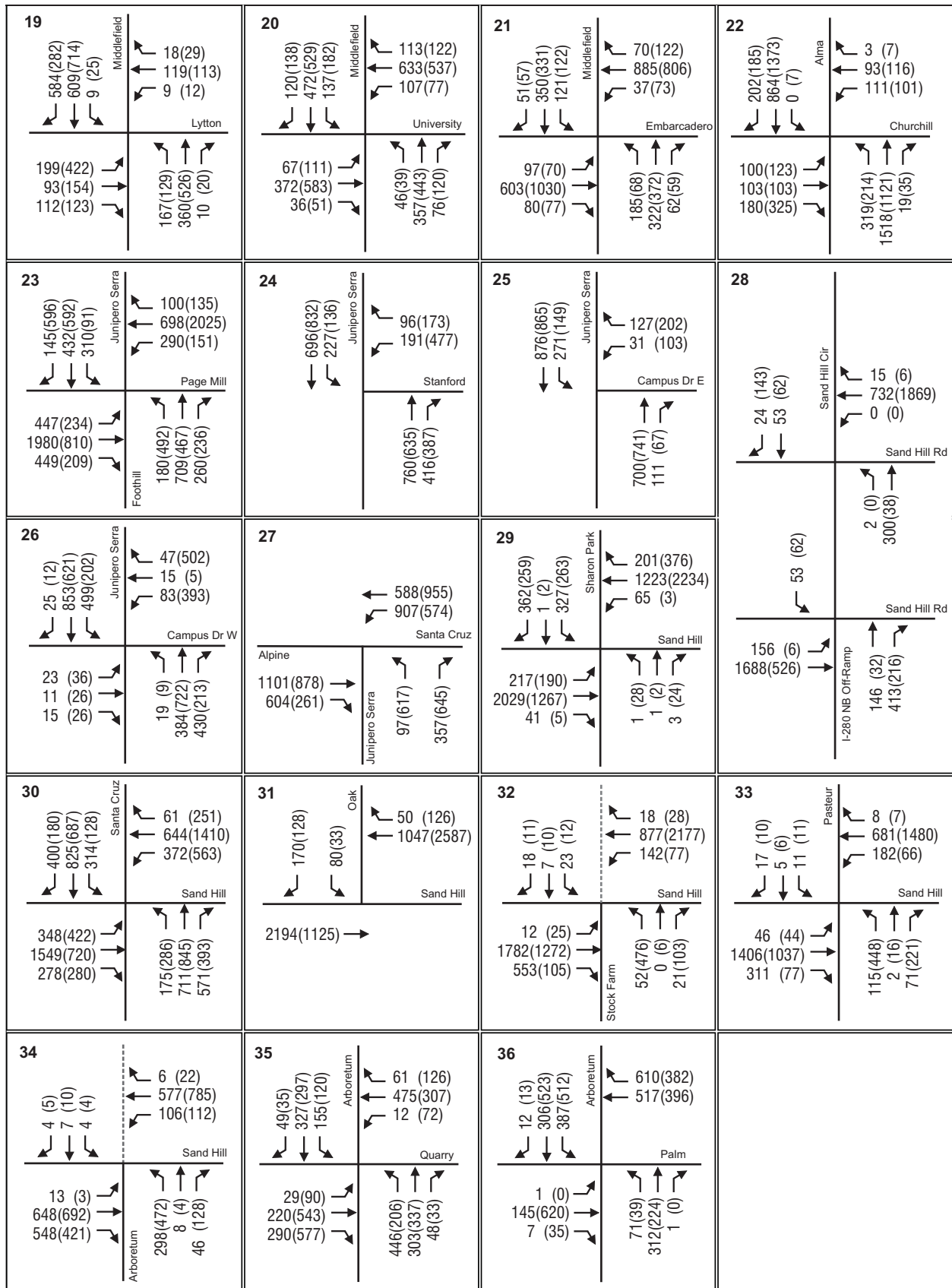


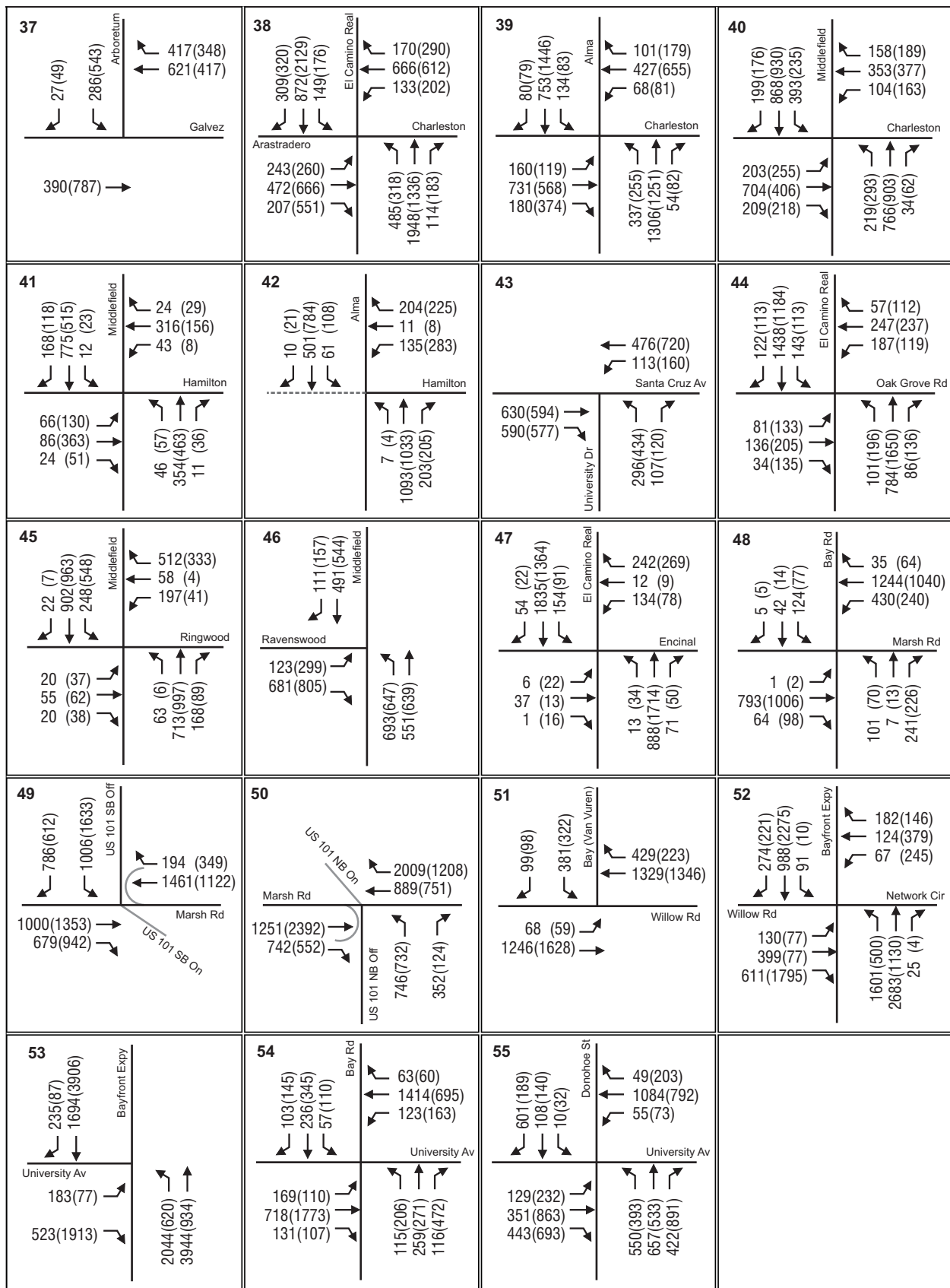
2025 Volumes with SUMC rev2.cdr

STANFORD EIR

Figure 3-7a

2025 TRAFFIC VOLUMES WITH SUMC AM (PM) Peak Hour





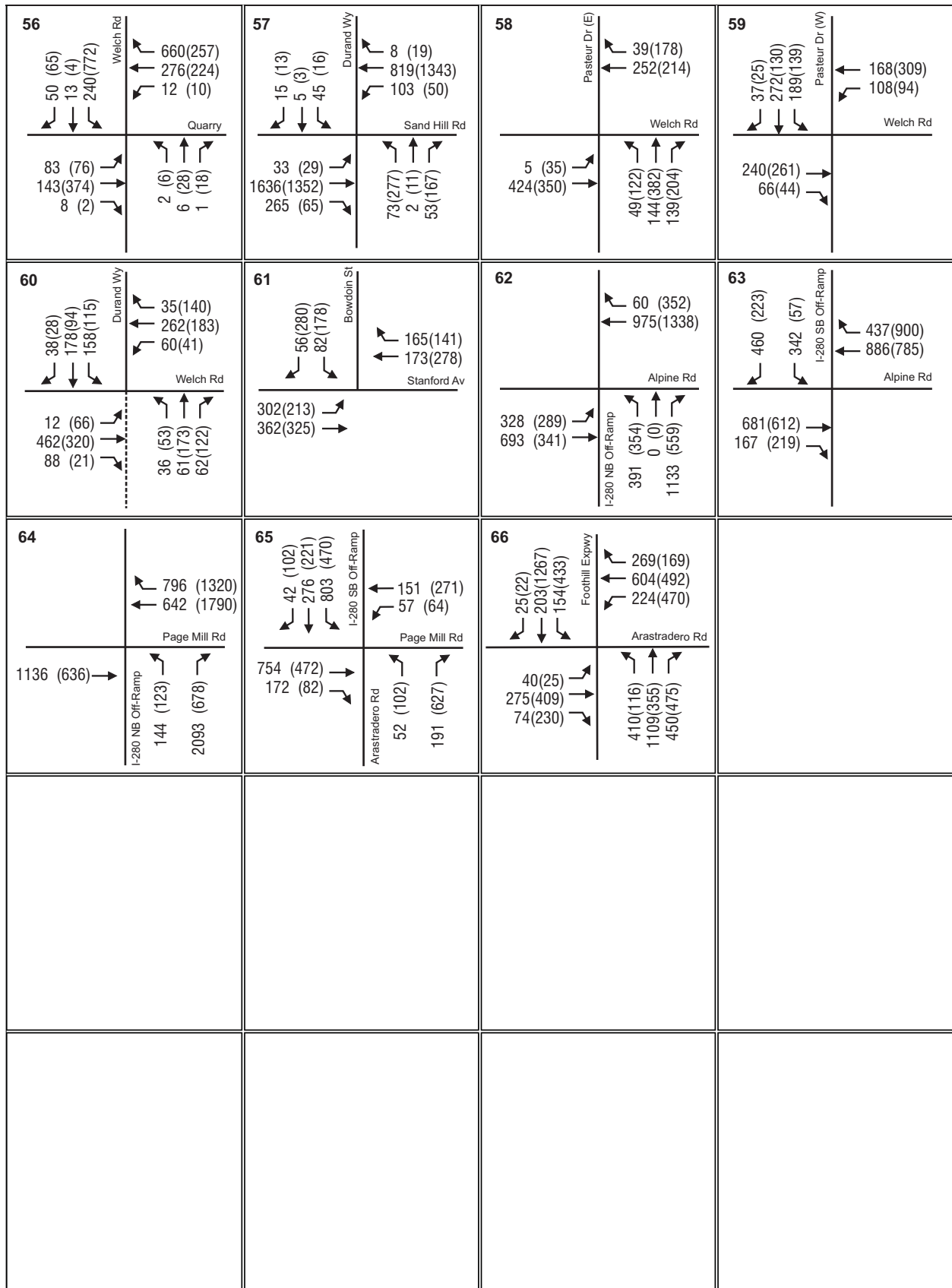


Table 3-4
LOS Comparison with SUMC only in 2025 – SUMC Only Project Impact

Intersection	2025AM				2025AM+SUMC				Compare			2025PM				2025PM + SUMC				Compare		
	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?
#1	D	39	0.806	42.7	D	39.4	0.829	43.6	0.9	0.023	N	D-	51.6	0.912	60.8	D-	53.7	0.932	65	4.2	0.02	N
#2	B	15.8	0.552	15	B	15.5	0.579	14.8	-0.2	0.027	N	C+	21.5	0.614	21.6	C+	21.2	0.638	21.4	-0.2	0.024	N
#3	D	46.5	0.902	51.6	D	49	0.936	55.9	4.3	0.034	N	E+	58.9	0.962	76.8	E	62.2	0.969	69.6	-7.2	0.007	Y
#4	A	9.5	0.535	9	A	9.3	0.557	8.9	-0.1	0.022	N	B	12.6	0.528	11.3	B	12.3	0.549	11.1	-0.2	0.021	N
#5	C	26.1	0.81	33.1	C	26.5	0.834	33.7	0.6	0.024	N	D	41.6	0.925	46.7	D	43.5	0.954	50.4	3.7	0.029	N
#6	B	15.3	0.687	18.6	B	15.5	0.71	18.8	0.2	0.023	N	B	13.9	0.573	20.4	B	12.9	0.566	7.4	-13	-0.007	N
#7	C	25.5	0.607	35.6	C	28.3	0.617	36.2	0.6	0.01	N	D+	36.7	0.726	45.1	D+	38.3	0.754	46.2	1.1	0.028	N
#8	B	14.1	0.497	17.9	B	16.1	0.546	21	3.1	0.049	N	C+	22.8	0.579	16	C	25.7	0.627	15.6	-0.4	0.048	N
#9	B-	18.1	0.628	18.9	B-	19.1	0.668	20.6	1.7	0.04	N	D+	38.4	0.975	51.5	D	43	1.005	59.5	8	0.03	N
#10	E-	79.5	1.107	98.3	F	95.8	1.165	120.9	22.6	0.058	Y	D-	51.6	0.943	61.3	E	71	1.017	79.8	18.5	0.074	Y
#11	D	49.9	0.853	55	D-	51.2	0.875	56.9	1.9	0.022	N	E+	55.5	0.936	63.3	E+	57	0.948	65.3	2	0.012	N
#12	C	24.5	0.667	30.8	C	24.7	0.69	31.2	0.4	0.023	N	C	23.1	0.757	34.8	C	23.3	0.769	35.3	0.5	0.012	N
#13	B-	18.7	0.536	24.5	B-	18.5	0.542	24.4	-0.1	0.006	N	C	26.5	0.727	31.6	C	26.4	0.743	31.6	0	0.016	N
#14	C	23.8	0.54	17.9	C	23.5	0.557	17.7	-0.2	0.017	N	C	27.7	0.733	33	C	27.6	0.749	33	0	0.016	N
#15	C	25.8	0.698	28	C	25.8	0.716	28.1	0.1	0.018	N	C	28.1	0.756	29.7	C	28.1	0.773	29.8	0.1	0.017	N
#16	E	66.6	1.032	82.9	E	71.7	1.058	91	8.1	0.026	Y	E	67.2	1.038	84.4	E	70.7	1.054	89.7	5.3	0.016	Y
#17	D	40.6	0.843	41.4	D	40.9	0.858	42.3	0.9	0.015	N	D-	51.6	0.962	66.7	D-	53.4	0.977	69.9	3.2	0.015	N
#18	D+	36.4	0.657	40.3	D+	37	0.69	41.2	0.9	0.033	N	E	60.1	0.922	67.6	E	66.8	0.966	76	8.4	0.044	Y
#19	D	41.7	0.874	44.8	D	47.8	0.904	51.8	7	0.03	N	D-	54.5	0.955	60.1	E+	59	0.976	65.7	5.6	0.021	Y
#20	C	28.7	0.608	31	C	28.9	0.618	31.2	0.2	0.01	N	C-	33.3	0.815	38.5	C-	33.8	0.83	39.5	1	0.015	N
#21	D	41.3	0.666	43.4	D	41.2	0.679	43.5	0.1	0.013	N	D+	38.8	0.672	41.2	D+	38.7	0.684	41.3	0.1	0.012	N
#22	C	23.5	0.773	30.1	C	23.9	0.787	20.5	-9.6	0.014	N	D+	36	0.93	45.3	D+	37.2	0.94	47.3	2	0.01	N
#23	F	126	1.23	177	F	127.5	1.236	180	3	0.006	N	F	109.2	1.136	151.4	F	112.9	1.152	157.7	6.3	0.016	Y
#24	B	14.2	0.721	20.6	B	14.8	0.752	21.7	1.1	0.031	N	C+	20.6	0.794	25.6	C+	21.5	0.805	26.3	0.7	0.011	N
#25	B	14	0.606	19.8	B	14.7	0.636	21.1	1.3	0.03	N	B	13.6	0.618	16.9	B	13.8	0.628	17	0.1	0.01	N
#26	D	50.8	0.687	62.3	D-	54.5	0.697	62.9	0.6	0.01	N	E-	79.8	0.995	103.8	F	83.9	1.005	108.2	4.4	0.01	Y
#27	D+	36.6	0.902	41.5	D+	38	0.915	43.2	1.7	0.013	N	D	48.8	0.963	50.7	D-	51.6	0.978	53.8	3.1	0.015	N
#28	D+	36.9	0.723	31.5	D+	38.6	0.744	33	1.5	0.021	N	C+	22.4	0.722	25.1	C+	22.7	0.743	25.6	0.5	0.021	N
#29	C	30.7	0.842	29.6	C	31.3	0.863	30.7	1.1	0.021	N	C	27.8	0.892	32.8	C	28.9	0.912	34.4	1.6	0.02	N
#30	D-	52.5	1.067	82.1	E	61.8	1.12	101.1	19	0.053	Y	D	44.7	0.832	44.8	D	46	0.853	46.1	1.3	0.021	N
#31	A	9	0.702	10.3	A	9.2	0.735	10.6	0.3	0.033	N	A	9	0.847	11.1	A	10	0.878	12.6	1.5	0.031	N
#32	B	17	0.627	19.6	B	17.4	0.652	20.3	0.7	0.025	N	C-	34.4	0.833	42.7	D	41.7	0.868	53.8	11.1	0.035	N

3.0 Future Conditions

	2025AM				2025AM+SUMC				Compare			2025PM				2025PM + SUMC				Compare			
Intersection		LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?		Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (Sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?
#33	Pasteur Drive / Sand Hill Road	B-	18.5	0.585	20	C+	20.7	0.631	23.3	3.3	0.046	N	C	26.8	0.678	31	C	29.3	0.698	34.4	3.4	0.02	N
#34	Arboretum Road / Sand Hill Road	C+	20.5	0.52	23.4	C+	22.2	0.591	26.1	2.7	0.071	N	C	30.6	0.689	39.4	C-	34	0.716	45.1	5.7	0.027	N
#35	Arboretum Road / Quarry Road	C	31.6	0.517	32.3	C-	33	0.589	33.8	1.5	0.072	N	C	28.8	0.61	31.7	C	29.2	0.657	33.3	1.6	0.047	N
#36	Arboretum Road / Palm Drive	C	24.6	0.856	30.5	C	28.7	0.907	37.4	6.9	0.051	N	C+	21.2	0.744	23.1	C+	22.2	0.766	24.3	1.2	0.022	N
#37	Arboretum Road / Galvez Street / (unsignalized)	E	38.8	0.772	38.8	E	45.4	0.819	45.4	6.6	0.047	Y	F	230.5	1.463	230.5	F	263.1	1.543	263.1	32.6	0.08	Y
#38	El Camrino Real / Charleston Road	D-	53.1	0.877	55.3	D-	53.7	0.889	56.3	1	0.012	N	E	65.4	0.992	75	E	66.7	0.999	76.7	1.7	0.007	N
#39	Alma Street / Charleston Road	E+	55.8	0.965	62	E+	57.7	0.976	64.6	2.6	0.011	N	E-	76.2	1.055	87.8	E-	78.8	1.065	91.3	3.5	0.01	N
#40	Middlefield Road / Charleston Road	D	46.6	0.828	49.4	D	46.7	0.83	49.5	0.1	0.002	N	D	47.5	0.848	51.5	D	47.7	0.85	51.7	0.2	0.002	N
#41	Middlefield Road / Hamilton Avenue	B	17	0.508	17.9	B	17.9	0.532	19	1.1	0.024	N	B-	18.7	0.431	19.3	B-	19.2	0.453	19.8	0.5	0.022	N
#42	Alma Street / Hamilton Avenue	B	14.3	0.59	16.1	B	15.6	0.618	17.5	1.4	0.028	N	C+	20.6	0.694	22.4	C+	21.1	0.703	22.8	0.4	0.009	N
#43	University Drive / Santa Cruz Avenue	C+	22.8	0.612	30	C	23	0.617	30.2	0.2	0.005	N	C	29.5	0.718	37.3	C	29.6	0.723	37.5	0.2	0.005	N
#44	El Camrino Real / Oak Grove Avenue	C	30.4	0.655	29.2	C	30.3	0.683	29.1	-0.1	0.028	N	D+	35	0.745	34	D+	35.1	0.771	34.4	0.4	0.026	N
#45	Middlefield Road / Ringwood Avenue	C	30.4	0.704	34	C	30.4	0.707	34.1	0.1	0.003	N	C-	33.8	0.868	43.6	C-	33.9	0.87	43.9	0.3	0.002	N
#46	Middlefield Road / Ravenswood Avenue	C	30.6	0.865	41.6	C-	32.1	0.88	43.5	1.9	0.015	N	D-	54.1	1.008	73.4	E+	57.1	1.022	77.2	3.8	0.014	Y
#47	El Camrino Real / Encinal Road	C+	20.2	0.658	18	C+	20.1	0.68	18.1	0.1	0.022	N	C+	21.3	0.686	23.7	C+	21.1	0.706	23.7	0	0.02	N
#48	Bay Road / Marsh Road	B	13.3	0.606	14.9	B	13.3	0.614	14.9	0	0.008	N	B	12.6	0.537	13.9	B	12.6	0.545	13.9	0	0.008	N
#49	Marsh Road / US 101 SB Off-Ramp	B-	19.2	0.812	21.2	B-	19.3	0.814	21.2	0	0.002	N	C	28.1	0.954	31.3	C	28.8	0.962	32.7	1.4	0.008	N
#50	Marsh Road / US 101 NB Off-Ramp	B	15.1	0.612	16	B	15.1	0.612	16	0	0	N	C+	21.3	0.932	25	C+	21.3	0.932	25	0	0	N
#51	Bay Road / Willow Road	B-	18.8	0.648	23	B-	18.6	0.666	23	0	0.018	N	B	17.5	0.619	21.2	B	17.8	0.67	16.8	-4.4	0.051	N
#52	Bayfront Expressway / Willow Road	D	42.5	0.969	65.3	D	43.6	0.981	67.9	2.6	0.012	N	F	115.6	1.221	147.7	F	119.2	1.232	152.3	4.6	0.011	Y
#53	University Avenue / Bayfront Expressway	D	43.5	1.057	86.8	D	44.6	1.064	89.3	2.5	0.007	N	F	104.6	1.167	120.8	F	107.7	1.176	124.5	3.7	0.009	Y
#54	Bay Road / University Avenue	D+	38.8	0.836	43.7	D+	38.9	0.84	43.9	0.2	0.004	N	F	96.1	1.166	129.2	F	97.1	1.17	130.6	1.4	0.004	N
#55	Donohoe Street / University Avenue	E	73.9	1.018	81.6	E	74.9	1.022	82.9	1.3	0.004	N	D	43	0.899	51.4	D	43	0.899	51.4	0	0	N
#56	Welch Road / Quarry Road	C+	20.9	0.558	24.1	C	24.1	0.645	29.4	5.3	0.087	N	C+	21.4	0.541	23.1	C	25.1	0.614	30	6.9	0.073	N
#57	Durand Way / Sand Hill Road	B	12.1	0.662	10.4	B	13.4	0.698	12.5	2.1	0.036	N	B-	19.5	0.617	19.4	C+	20.1	0.648	20.2	0.8	0.031	N
#58	Pasteur Drive NB / Welch Road	A	8.8	0.354	10.3	A	8.9	0.385	10.4	0.1	0.031	N	B+	10.5	0.433	10.9	B+	10.7	0.464	10.9	0	0.031	N
#59	Pasteur Drive SB / Welch Road	B+	10.1	0.31	10.1	B+	10.3	0.363	10.4	0.3	0.053	N	A	8.5	0.272	9	A	8.7	0.303	9.2	0.2	0.031	N
#60	Durand Way Extension / Welch Road	C-	32.5	0.732	37.9	D+	37.6	0.772	45.9	8	0.04	N	C	26.8	0.631	26.4	C	28.7	0.66	27.9	1.5	0.029	N
#61	Bowdoin Street / Stanford Road / (unsignalized)	C	23.5	0.887	23.5	C	23.7	0.889	23.7	0.2	0.002	N	D	31.4	0.921	31.4	D	31.8	0.923	31.8	0.4	0.002	N
#62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	F	323.6	2.474	323.6	F	335.5	2.524	335.5	11.9	0.05	Y	F	205.7	1.789	205.7	F	215.8	1.83	215.8	10.1	0.041	Y
#63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	F	273.7	1.705	273.7	F	277.3	1.719	277.3	3.6	0.014	N	C	24.7	0.558	24.7	D	25.1	0.563	25.1	0.4	0.005	N
#64	Page Mill / I-280 NB Off-Ramp/ (unsignalized)	E	44.6	0.632	44.6	E	45.5	0.639	45.5	0.9	0.007	N	C	16.1	0.276	16.1	C	16.1	0.276	16.1	0	0	N
#65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	F	122.6	1.386	122.6	F	123.5	1.387	123.5	0.9	0.001	N	F	100.9	1.497	100.9	F	101.9	1.503	101.9	1	0.006	N
#66	Foothill Expressway / Arastradero Road	F	105.8	0.743	185	F	105.1	0.745	184.2	-0.8	0.002	N	F	97	0.811	140	F	96.7	0.814	139.5	-0.5	0.003	N

Source: AECOM 2008

- Middlefield Road / Lytton Avenue (#19) - LOS changes from LOS D to E. This intersection is significantly affected by the project.
- Junipero Serra Boulevard / Page Mill Road (#23) - LOS remains at F. The average critical delay increased by 6.3 seconds and the V/C increased by 0.016. This intersection is significantly affected by the project.
- Junipero Serra Boulevard / Campus Drive West (#26) - LOS changed from LOS E to F. The average critical delay increased by 4.4 seconds and the V/C increased by 0.01. This intersection is significantly affected by the project.
- Arboretum Road / Galvez Street (#37) (unsignalized) - LOS remains at F. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact. Traffic signal warrants are met at this intersection.
- Middlefield Road / Ravenswood Avenue (#46) - LOS changes from LOS D to E. This intersection is significantly affected by the project.
- Bayfront Expressway / Willow Road (#52) - LOS remains at F but at least one critical movement for this State controlled Menlo Park intersection exceeded 0.8 seconds. This intersection is significantly affected by the project.
- Bayfront Expressway / University Avenue (#53) - LOS remains at F but at least one critical movement for this State controlled Menlo Park intersection exceeded 0.8 seconds. This intersection is significantly affected by the project.
- Alpine Road / I-280 NB Off-Ramp (#62) (unsignalized) - LOS remains at F. The City of Palo Alto has not adopted specific criteria for impacts at unsignalized intersections. Therefore if traffic signal warrants are met, additional traffic through the intersection would constitute a significant impact. Traffic signal warrants at this intersection are met at baseline conditions as well as with project.

3.5 Project Impact Analysis Summary

A summary of project impacts for the two project scenarios is presented in Table 3-5. Intersections performing at LOS E or F are highlighted by a 'diamond' for both the Existing No Build condition and 2025 No Build condition. Intersections exceeding the criteria thresholds and considered as adversely affected by the SUMC project are highlighted by dots for both analysis years even though significant impacts for 'Existing + SUMC' are not formally considered. Appendix T2 shows the TRAFFIX calculations for all intersections.

Under the 'Existing + SUMC' scenario, only one intersection would be impacted during the AM peak hour even though five intersections (four in Palo Alto, one in Santa Clara County) were operating at LOS E or F without the project. During the PM peak hour, five intersections would be impacted by SUMC. These intersections currently operate at LOS E or F without the project.

**Table 3-5
Summary of Impact Locations**

#	Intersection	City	Existing AM		Existing PM		2025 AM		2025 PM	
			Impact		Impact		Impact		Impact	
			No Build	With SUMC	No Build	With SUMC	No Build	With SUMC	No Build	With SUMC
	Column		A	B	C	D	E	F	G	H
1	El Camino Real/Valparaiso Avenue	MP								
2	El Camino Real/Santa Cruz Avenue	MP								
3	El Camino Real/Ravenswood Avenue	MP							◆	●
4	El Camino Real/Roble Avenue	MP								
5	El Camino Real/Middle Avenue	MP								
6	El Camino Real/Cambridge Avenue	MP								
7	El Camino Real/Sand Hill Road-Alma Street	PA								
8	El Camino Real/Quarry Rd	PA								
9	Alma Street/Lytton Avenue	PA								
10	El Camino Real/University Avenue-Palm Drive(Single Int)	PA					◆	●		●
11	El Camino Real/Embarcadero Road-Galvez Street	PA							◆	
12	El Camino Real/Churchill Avenue	PA								
13	El Camino Real / Serra Street-Park Boulevard	PA								
14	El Camino Real / Stanford Avenue	PA								
15	El Camino Real / California Avenue	PA								
16	El Camino Real / Page Mill Road-Oregon Expressway	PA					◆	●	◆	●
17	Woodland Avenue / University Avenue	EPA								
18	Middlefield Road / Willow Road	MP							◆	●
19	Middlefield Road / Lytton Avenue	PA								●
20	Middlefield Road / University Avenue	PA								
21	Middlefield Road / Embarcadero Road	PA								
22	Alma Street / Churchill Avenue	PA								
23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	PA	◆		◆	●	◆		◆	●
24	Junipero Serra Boulevard / Stanford Avenue	SCC								
25	Junipero Serra Boulevard / Campus Drive East	SCC								
26	Junipero Serra Boulevard / Campus Drive West	SCC							◆	●
27	Junipero Serra Boulevard / Alpine Road-Santa Cruz Avenue	MP								
28	Sand Hill Cir- I-280 / Sand Hill Road	MP								
29	Sharon Park Drive / Sand Hill Road	MP								
30	Santa Cruz Avenue / Sand Hill Road	MP						●		
31	Oak Avenue / Sand Hill Road -Vine Street	MP								
32	Stock Farm Road / Sand Hill Road	PA								
33	Pasteur Drive / Sand Hill Road	PA								
34	Arboretum Road / Sand Hill Road	PA								
35	Arboretum Road / Quarry Road	PA								
36	Arboretum Road / Palm Drive	PA								
37	Arboretum Road / Galvez Street / (unsignalized)	PA			◆	●	◆	●	◆	●
38	EL Camino Real / Charleston Road	PA							◆	
39	Alma Street / Charleston Road	PA					◆		◆	
40	Middlefield Road / Charleston Road	PA							◆	
41	Middlefield Road / Hamilton Avenue	PA								
42	Alma Street / Hamilton Avenue	PA								
43	University Drive / Santa Cruz Avenue	MP								
44	El Camino Real / Oak Grove Avenue	MP								
45	Middlefield Road / Ringwood Avenue	MP								
46	Middlefield Road / Ravenswood Avenue	MP								●
47	El Camino Real / Encinal Road	MP								
48	Bay Road / Marsh Road	MP								
49	Marsh Road / US 101 SB Off-Ramp	MP								
50	Marsh Road / US 101 NB Off-Ramp	MP								
51	Bay Road / Willow Road	MP								
52	Bayfront Expressway / Willow Road	MP			◆	●			◆	●
53	University Avenue / Bayfront Expressway	MP			◆	●			◆	●
54	Bay Road / University Avenue	EPA			◆				◆	
55	Donohoe Street / University Avenue	EPA					◆			
56	Welch Road / Quarry Road	PA								
57	Durand Way / Sand Hill Road	PA								
58	Pasteur Drive NB / Welch Road	PA								
59	Pasteur Drive SB / Welch Road	PA								
60	Durand Way Extension / Welch Road	PA								
61	Bowdoin Street / Stanford Road (unsignalized)	PA								
62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	PA	◆	●	◆	●	◆	●	◆	●
63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	PA	◆				◆			
64	Page Mill Road/ I-280 NB Off-Ramp (unsignalized)	PA					◆			
65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	PA	◆				◆		◆	
66	Foothill Expressway / Arastradero Road	SCC			◆		◆		◆	
Total Locations			5	1	7	5	11	5	15	12
PA Locations			4	1	3	3	9	4	8	6
◆ (Diamond) Base										
● (Dot) SUMC Project Impact										

Source: AECOM, 2010

In 2025, the proposed SUMC expansion would impact five intersections in the AM peak hour, of which one would be in Menlo Park. During the PM peak hour, a total of 12 intersections would be impacted with five in Menlo Park, one under the jurisdiction of Santa Clara County and six in Palo Alto. The growth in traffic volumes from today to 2025 causes the project to have five impacted intersections in the AM peak hour instead of one (in 'Existing + SUMC' scenario) and 12 impacted intersections in the PM peak hour instead of five (in 'Existing + SUMC' scenario). The comparison of Existing + SUMC and 2025 + SUMC, with greater impacts in the future condition, indicates that project impacts are not masked by the growth in background traffic volumes to 2025.

3.6 Freeway Analysis

Table 3-6 presents the 2025 freeway volumes. Future volumes are obtained from the Palo Alto Citywide Travel Demand Model used throughout this study. The free-flow speed on the freeway is assumed to be the speed limit of 65 mph. By 2025, the operations of US 101 are expected to deteriorate to LOS F during both peak hours. Two segments of I-280 are expected to operate at LOS F in the AM peak hour while all segments are expected to operate in the LOS D and E range during the PM peak hour.

Table 3-6
2025 Freeway LOS

U.S. 101 Segment		Direction	No. of Mixed Lanes	Peak Period	Volume (pc/hr)	LOS
1	University Avenue to Willow Road	NB	3	AM	6660	F
				PM	6000	F
2	University Avenue to Willow Road	SB	3	AM	5580	F
				PM	4530	F
3	University Avenue to Embarcadero /Oregon	NB	3	AM	5910	F
				PM	5540	F
4	University Avenue to Embarcadero /Oregon	SB	3	AM	5170	F
				PM	4210	F
5	Embarcadero / Oregon Expressway to San	NB	3	AM	7610	F
				PM	6030	F
6	Embarcadero / Oregon Expressway to San	SB	3	AM	6510	F
				PM	5720	F
I-280 Segment						
1	Sand Hill Road to Woodside Road	NB	4	AM	6310	D
				PM	8790	E
2	Sand Hill Road to Woodside Road	SB	4	AM	9430	F
				PM	6210	D
3	Alpine Road to Page Mill Road	NB	4	AM	7350	D
				PM	8220	D
4	Alpine Road to Page Mill Road	SB	4	AM	8920	E
				PM	7030	D
5	Page Mill Road to El Monte Avenue	NB	4	AM	9660	F
				PM	7450	D
6	Page Mill Road to El Monte Avenue	SB	4	AM	7100	D
				PM	8480	E

Source: AECOM, 2010

Based on the CMP requirements for freeways, Table 3-7 presents the number of project trips on the different freeway segments within the study area. The number of project trips added onto the freeway determines if a freeway analysis is required. If the added project trips are more than one percent of the freeway capacity for a freeway section currently operating at LOS F, a freeway assessment would be necessary. The capacity for both US 101 and I-280 is 2,300 vehicles per hour per lane (vphpl), the capacity for facilities of six lanes or more. There is one HOV lane northbound and southbound on US 101, but none on I-280 within the study area. The project trips on US 101 have been separated between the mixed lanes and the HOV lanes. It can be seen from the Table 3-7 that the number of project trips expected on the mixed lanes would be less than one percent for all study segments. As such, no further analysis is necessary and the project does not significantly impact the surrounding freeways.

**Table 3-7
Freeway Volumes with Project**

	U.S. 101 Segment	Direction	No. of Mixed Lanes	Peak Period	Total Capacity	Total Project Trips	Project Trips with HOV adj	% Capacity Added with HOV Adj	Analysis Required
1	University Avenue to Willow Road	NB	3	AM	6900	3	2	0.03%	NO
				PM	6900	10	8	0.11%	NO
2	University Avenue to Willow Road	SB	3	AM	6900	10	8	0.11%	NO
				PM	6900	4	3	0.04%	NO
3	University Avenue to Embarcadero / Oregon E'way	NB	3	AM	6900	27	20	0.30%	NO
				PM	6900	10	7	0.11%	NO
4	University Avenue to Embarcadero / Oregon E'way	SB	3	AM	6900	9	7	0.10%	NO
				PM	6900	26	20	0.28%	NO
5	Embarcadero / Oregon Expressway to San Antonio Road	NB	3	AM	6900	82	61	0.89%	NO
				PM	6900	29	22	0.32%	NO
6	Embarcadero / Oregon Expressway to San Antonio Road	SB	3	AM	6900	26	20	0.28%	NO
				PM	6900	77	58	0.84%	NO
	I-280 Segment	Direction	No. of Mixed Lanes	Peak Period	Total Capacity	Total Project Trips	Project Trips with HOV adj	% Capacity Added	Analysis Required
1	Sand Hill Road to Woodside Road	NB	4	AM	9200	18		0.20%	NO
				PM	9200	53		0.58%	NO
2	Sand Hill Road to Woodside Road	SB	4	AM	9200	57		0.62%	NO
				PM	9200	20		0.22%	NO
3	Alpine Road to Page Mill Road	NB	4	AM	9200	27		0.29%	NO
				PM	9200	10		0.11%	NO
4	Alpine Road to Page Mill Road	SB	4	AM	9200	6		0.07%	NO
				PM	9200	25		0.27%	NO
5	Page Mill Road to El Monte Avenue	NB	4	AM	9200	48		0.52%	NO
				PM	9200	17		0.18%	NO
6	Page Mill Road to El Monte Avenue	SB	4	AM	9200	15		0.16%	NO
				PM	9200	45		0.49%	NO

Source: AECOM 2010

3.7 Roadway Segment Analysis

This section looks at the project impact on roadways in Palo Alto and Menlo Park. The City of Palo Alto adopted the 'TIRE Index' methodology to determine if project traffic would significantly impact residential streets whereas the City of Menlo Park evaluates the change in ADT of a roadway to determine project impact.

3.7.1 Palo Alto Residential Street Analysis

A street is considered impacted if the TIRE Index increases by 0.1. An increase in the TIRE Index of 0.1 or more indicates that residents would notice an increase in traffic on the street. The 'With Project' scenario is compared to the 'No Build' scenario to determine any project impact. No residential roadway segments would be significantly impacted by the project in 2025 as seen in Table 3-8.

Table 3-8
2025 TIRE Index Comparison

2025			2025 No Build		0.1 Change in the TIRE Index	With SUMC (Compared with 2025 Base)		
Roadway	Segment	City	ADT	TIRE Index		ADT	Change	Impact
Santa Cruz Avenue	North of Sand Hill Road	MP	25747	4.4	6600	25900	153	N
Sharon Road	North of Sharon Park Drive	MP	4774	3.7	1250	4808	33	N
Stanford Avenue	North of Sand Hill Road	MP	186	2.3	52	186	0	N
Leland Avenue	North of Sand Hill Road	MP	337	2.5	79	337	0	N
Vine Street	North of Sand Hill Road	MP	429	2.6	94	429	0	N
Hawthorne Avenue	East of Alma Street	PA	2193	3.3	500	2320	127	N
Everett Avenue	East of Alma Street	PA	1759	3.2	380	1886	127	N
Hamilton Avenue	Between Chaucer Street & Lincoln Avenue	PA	3121	3.5	825	3774	653	N

Source: AECOM, 2010

3.7.2 Menlo Park Roadway Analysis

As part of the City of Menlo Park evaluation criteria, selected roadways are being evaluated to determine the effect of the proposed project. Average daily traffic (ADT) of these roadways were calculated for the project and compared to the 'No Build' scenario to determine project impact. Table 3-9 presents the analysis results.

Table 3-9
2025 Roadway ADT Analysis (Menlo Park)

Roadway	Type	Segment	No Build	With SUMC	Impact
Marsh Road	Minor Arterial	West of US.101	39454	39901	Y
Sand Hill Road	Minor Arterial	East of Santa Cruz Avenue	33407	35374	Y
Willow Road	Minor Arterial	East of Middlefield Road	23823	24904	Y
	Collector	West of Middlefield Road	6315	6315	N
Alpine Road	Minor Arterial	West of Junipero Serra Boulevard	25120	25634	Y
Middlefield Road	Minor Arterial	North of Ravenswood Avenue	14359	14652	N
	Minor Arterial	South of Ravenswood Avenue	25215	25268	N
Ravenswood Avenue	Minor Arterial	East of El Camino Real	22705	23038	Y
Santa Cruz Avenue	Minor Arterial	West of El Camino Real	6530	6530	N
Valparaiso Avenue	Minor Arterial	West of El Camino Real	16239	16306	N

Source: AECOM, 2010

For Marsh Road, Sand Hill Road, Willow Road and Ravenswood Avenue that are classified as minor arterials with No Build volumes greater than 18,000, adding more than 100 trips in ADT would be considered an impact. The proposed SUMC expansion is expected to add more than 300 trips on these roadway segments. As such, the project would impact these roadway segments in Menlo Park according to the City's significance criteria. All other roadway segments would not be significantly impacted by the project.

3.8 Parking Analysis

The following section looked at the parking provisions planned for SUMC. Comparisons are made with the parking rates stated in the 3rd Edition of ITE Parking Generation (ITE, 2004) as well as the requirements listed in the Palo Alto City Zoning Ordinance to determine if the project has sufficient parking.

The proposed SUMC expansion includes the Stanford Hospital and Clinics (SHC), the Lucile Packard Children's Hospital (LPCH) and Medical Office Buildings (MOB). The SHC project component includes 1,100,000 square feet of new hospital space and 429,000 square feet of new clinic space. 551,800 square feet of the new hospital space and 113,300 square feet of clinic space are replacing the same area removed for construction. The new hospital space is further reduced by 320,000 square feet to account for "right sizing." "Right sizing" adjustment accounts for space changes in the medical profession that does not accommodate additional patients or staff and therefore does not generate additional traffic or require additional parking spaces. The net development of SHC is equivalent to 228,200 square feet of hospital space and 315,700 square feet of clinic space. An area of 84,230 square feet would be converted to MOB use and is removed from the SHC parking demand calculation and included in the LPCH calculations discussed below. The final square footage that would generate parking demand is 459,670 square feet. Details of the parking evaluation are presented in Appendix D1.

The LPCH project component includes 471,300 square feet of new hospital space and 50,000 square feet of new clinic space. "Right sizing" for LPCH represents a 126,000-square foot reduction. The net development for LPCH is equivalent to 345,300 square feet of hospital space and 50,000 square feet of clinic space, giving a total of 395,300 square feet of additional development. Both the SHC and LPCH have a net additional area equivalent to 854,970 square feet combined. The MOB component of the project consists of the removal of 56,300 square feet of MOB at 701 Welch Road, 23,500 square feet at 703 Welch Road, 40,100 square feet at 1101 Welch Road and the additional 60,000 square feet of new space at Hoover Pavilion. In addition, 84,230 square feet of space at Hoover Pavilion Hospital (as mentioned above) will be converted to MOB use. Total size of MOB would be 144,230 square feet.

Table 3-10 presents the expected project parking demand based on the square footage described above for 2025. Using the parking demand rate determined through the survey conducted on existing parking conditions, 1,522 spaces would be needed for the hospitals in 2025. Taking into account a 10-percent supply buffer to ensure that drivers are able to locate parking spaces without excessive re-circulating through the parking area, the parking demand at the hospitals is calculated to be 1,674 spaces. Taking away spaces available from current vacancies, new parking spaces needed for the hospitals would be 1,416 in 2025. Parking

Table 3-10
2025 SUMC Estimated Parking Demand and Recommended Supply

		Fehr and Peers		City Zoning Ordinance ⁴			ITE <i>Parking Generation</i> ⁵	
Land Use	Size	Parking Demand Rate ¹	Parking Demand	Size	Parking Supply Rate	Parking Supply	Parking Demand Rate	Parking Demand
Hospitals								
Hospital (LPCH + SHC)	-	-	-	248 beds	0.67 spaces per bed	166 spaces	4.72 spaces per bed	1,171 spaces
Clinics (LPCH + SHC)	-	-	-	365.7 ksf ⁷	4.0 spaces per 1.0 ksf	1,463 spaces	3.53 spaces per ksf	1,291 spaces
Total	854.970 ksf	1.78 spaces per ksf	1,522 spaces		-	1,629 spaces		2,462 spaces
Recommended New Parking Supply (Demand + 10%) ³			1,674 spaces			.6		.6
Spaces available from current vacancies ²			(258 spaces)			(258 spaces)		(258 spaces)
Recommended New Parking Supply			1,416 spaces			1,371 spaces		2,204 spaces
Medical Office Buildings								
Hoover Pavilion Site- New + re-use	144.230 ksf	4.00 spaces per ksf	577 spaces	144.230 ksf	4.0 spaces per ksf	577 spaces	3.53 spaces per ksf	509 spaces
Recommended New parking Supply (Demand + 10%)			635 spaces			.6		.6
Total recommended new Parking Supply			2,051 spaces			1,948 spaces		2,713 spaces
Note: ksf = 1,000 square feet								
1. Parking demand based on estimated AM peak hour rate from data collection. The AM peak hour parking rate is slightly higher than the PM peak hour parking rate. 2. Fehr & Peers analysis summarizes the parking areas with existing vacancies. These areas are included: L-7, L-13, S-4. 3. Parking supply increases the parking demand by 10 percent to ensure drivers are able to locate the parking space without re-circulating through the parking area. 4. Parking supply is based on City Zoning Ordinance Oct 2007. 5. Parking demand rates from ITE <i>Parking Generation</i> 3rd edition (Land Use 610 and 720). 6. 10% vacancy factor not applied to City supply requirements or ITE demand 7. Total clinic area (square feet) = 315,700 (SHC) + 50,000 (LPCH)								

Source: AECOM 2009

demand has also been calculated using the City's zoning ordinance and using Parking Generation, a national publication of ITE. The City's Zoning ordinance estimates parking demand similar to that based on the Fehr & Peers study. ITE estimates parking demand considerably higher than the City Zoning Ordinance because of the high rates for hospital parking per bed. While the parking rates from ITE's Parking Generation are provided for information, the parking demand estimated by the survey data and by the City's Zoning

Ordinance are considered more accurate of future parking needs. For the MOB, 577 spaces would be needed to meet the parking demand in 2025. Similarly, taking into account a 10-percent supply buffer to ensure that drivers are able to locate parking spaces without excessive re-circulating through the parking area, the parking demand at MOB stands at 635 spaces. The City's Zoning ordinance estimates the MOB parking at 577 spaces, but does not include a 10 percent buffer. Parking Generation estimates the MOB parking at 509 spaces.

The total demand for SUMC is estimated to be 2,051 parking spaces in 2025. The proposed number of parking spaces for hospital expansion is 2,053 spaces. These spaces would be distributed around the five parking structures in the hospital area. A total of 2,985 parking spaces will be built for SUMC in 2025; they are allocated at 2,053 for SUMC expansion and 932 as replacement parking for existing spaces demolished for project construction. The replacement parking (932 spaces) is separated in 871 spaces removed plus a 10 percent vacancy factor. Appendix D2 summarizes the parking demand and replacements for 2025. Therefore, proposed parking equals estimated parking demand plus a 10 percent buffer. The proposed spaces are 105 spaces greater than the parking supply per the Palo Alto Zoning Ordinance, a reasonable variation. However, these parking supply numbers do not take into account traffic mitigation measures that may be implemented. A reduction in parking due to implementing the Go Pass and the provision of remote parking lots must be factored into the final on-site parking supply.

3.9 Project Site Local Circulation Analysis

The SUMC project will result in several changes to local access and circulation. While to a great extent, the project will rely on the existing roadway network, there are changes to the network that will enhance and modify local access, including improving the capacity of Welch Road, adding extensions on Durand Way, Quarry Road, and Roth Way, and increasing the capacity of Pasteur Drive. The following discusses the individual components of the roadway network.

➤ **Welch Road**

Welch Road between Quarry Road and Pasteur Drive currently has 29 driveways, of which 4 are closed. The remaining 25 driveways provide for a combination of inbound, outbound, and two-way access to the individual land parcels along Welch Road. The current traffic volumes are 11,375 vehicles per day, as measured in Fall 2008. Pedestrian crossings for Welch Road are concentrated at three locations; near the Stanford Barn and on both sides of the LPCH parking structure access. Hourly pedestrian volume at these three crossings was observed at approximately 200 persons during the midday, the time of greatest pedestrian activity. None of the three pedestrian crossings are signalized; one is controlled by a crossing guard. Therefore, pedestrians frequently cross Welch Road which affects the traffic capacity of Welch Road. Because of the numerous driveways, overlap of left turns occurs at 3 locations. Overlapping left turns tend to increase congestion by restricting through traffic when opposing left turn queues block each other. The existing constraints to capacity on Welch Road include the side friction caused by numerous driveways and slow traffic turning into and out of the driveways, left turns blocking the through traffic movements and frequent pedestrian

crossings. The 'With Project' scenario includes some modifications to Welch Road to improve traffic flow and accommodate the future traffic volumes from the hospital expansion. Under the 'With Project' scenario, Welch Road will be a 3-lane roadway with on-street bike lanes. There will be one through lane in each direction (11-foot through lanes), with a two way left turn lane in the center (12-foot center left turn lane). The bike lanes will be six feet wide, including the gutter. Right turns into driveways will occur from the through lanes, however, left turns will be removed from the through lanes. The future traffic volumes on Welch Road are projected at 14,750 vehicles per day. This level of traffic on a two-way roadway with a continuous two way left turn lane in the median is approaching the capacity of the roadway. The three pedestrian crossings are proposed to be combined into one or two locations. The main pedestrian crossing at the LPCH access will be signalized. Signalization of the pedestrian crossing will improve the capacity of Welch by concentrating crossings into specific time segments, rather than the current operation where pedestrians cross individually or in smaller groups nearly continuously. The three locations with overlapping left turns will be removed. The conflict at 703 and 730 Welch Road is eliminated with the realignment of the driveways. The conflict at 780/800 Welch and 777/801 Welch is eliminated by closing a driveway. The conflict at 1110 Welch and 1101 Welch is eliminated by moving the access to 1101 Welch onto Durand. Driveways in the vicinity of the Quarry Road intersection would be restricted to right in and right out only. A center barrier median will be constructed between Quarry Road and the entrance to LPCH to prevent left turns to and from the driveways. The barrier median will also improve the capacity of Welch Road. A computer simulation was made of traffic and pedestrian movements along Welch Road. That simulation demonstrated that the modified roadway design proposed as part of the project improves traffic flow.

➤ **Durand Way**

An extension of Durand Way from Sand Hill Road to Welch Road is proposed as part of the hospital project build-out in 2025. The roadway is proposed as a four-lane cross section, with two lanes in each direction and on-street bike lanes. Travel lane widths are 11 feet and the bike lanes are 6 foot, including the gutter pan. This design will enable left turn queues to extend from Sand Hill Road back to Welch Road, or the reverse. The intersections of both Sand Hill Road / Durand Way and Welch Road / Durand Way would be signalized. At Sand Hill Road, the two westbound lanes on Durand Way should be a left and a through/right. This lane striping will keep the queues from extending back to the Welch Road intersection. At Welch Road, the two lanes on Durand Way should be striped for a right and a through/left. The two traffic signals on Durand Way should be interconnected. The signal cycles on Sand Hill Road range from 120 to 140 seconds to maximize through travel on Sand Hill Road. The signal cycle lengths on Welch will not be as long. Instead, the cycle lengths at Welch/Durand should be one-half of those on Sand Hill to maintain coordination. The extension of Durand Way to Sand Hill Road provides traffic relief to Pasteur Drive and to Welch Road. Durand Way was included in the computer simulation and acceptable traffic operations are expected. Queue lengths

were also calculated using TRAFFIX. Adequate storage is provided to accommodate vehicles between these two intersections.

➤ **Quarry Road Extension**

An extension of Quarry Road is proposed to provide access to hospital parking. At the approximate location where existing Quarry Road turns to connect to Campus Drive West, the Quarry Road extension will continue south to Roth Way. The Quarry Road extension will be a two-lane roadway with on-street bike lanes. Lane widths will be 11 feet with 6-foot bike lanes including the gutter pan. The connection to existing Quarry Road would be stopped controlled for the Quarry Road extension leg.

➤ **Roth Way**

Roth Way will connect Campus Drive West to the Quarry Road extension. This connection will provide access to a proposed parking structure. Roth Way will be a two-lane roadway with on-street bike lanes. The travel lanes will be 11 feet and the bike lanes 6 feet including the gutter pan.

➤ **Pasteur Drive**

Pasteur Drive currently provides access to the Medical Center and to the underground parking garage. On-street parking will be removed from Pasteur Drive and the roadway will provide two lanes of travel in each direction with on-street bike lanes. Travel lanes will be 11 feet with 6-foot bike lanes including the gutter.

➤ **Service Connection Between Campus Drive West and Pasteur Drive**

A private street connection is proposed between the intersection of Roth Way/Quarry Road Extension and Pasteur Drive. Stanford has indicated that this service road would be for limited access (emergency vehicle, transit, service). This roadway makes a connection between Sand Hill Road at Pasteur Drive and Campus Drive West at Roth Way. As such, it enhances the grid pattern of the local street network. Local circulation could be improved with this roadway opening to all traffic as a public street.

While the project is proposing improvements to roadway circulation around the SUMC campus, the amount of traffic projected on Welch Road is approaching the capacity of the roadway. A public roadway connection between Pasteur Drive and Campus Drive West could reduce traffic on Welch Road. Inadequate local roadway circulation is a potential significance impact since it may cause an operational safety hazard.

3.10 Transit Impacts

The SUMC project would cause an increase in the level of traffic congestion at several locations throughout the study area. While mitigation measures such as roadway improvements and TDM measures have been identified to alleviate some of the traffic impacts, implementation of many of the traffic improvements are either infeasible or undesirable and TDM measures do not

fully mitigate the traffic impacts. Impacts to transit service in the study area because of congested intersections are considered a significant impact according to City of Palo Alto criteria and occur as a result of the project by 2025. Traffic volume increases caused by project generated traffic is a significant impact and the increase in traffic volume related to project traffic and other traffic growth in the area is a significant cumulative impact.

In addition to impacts to transit service caused by intersection traffic congestion, the use of transit as a primary means of access to SUMC is expected to increase, particularly with the implementation of the GO Pass for all hospital employees. Currently, Caltrain accounts for approximately 305 daily inbound and outbound hospital employee trips. Providing GO Passes for all hospital employees will increase Caltrain ridership to 1,340 inbound and outbound trips when the GO Pass reaches a level of 15.8 percent usage (University usage level in 2006). Most of the Caltrain ridership will be concentrated during peak periods. Also, during peak periods, the shuttle ferrying passengers between parking structures at Hoover Pavilion and the hospitals is estimated to serve 480 riders. The increase in transit ridership is potentially a significant impact without facility improvements that accommodate several bus routes simultaneously and also providing queuing areas for the passengers.

The SUMC project area is currently served by the Marguerite shuttles that connect to the Palo Alto and California Avenue Caltrain stations. Other transit service to the Caltrain stations and the shopping center that provide connecting service to the Marguerites include SamTrans Routes RX, 280, 281, 297, 390, 397 and KX; VTA Routes 22, 35, 89 and 522; the U Line from the East Bay; and the Palo Alto shuttles. Expansion of SUMC would increase demand for transit service in the area. Also, to the extent that the GO Pass is implemented as a project component or mitigation measure, the GO Pass is expected to increase transit ridership. The mode split to transit for the existing hospital is 8.9 percent according to Stanford data. This includes ridership on Marguerite shuttles, SamTrans, AC Transit and VTA buses, and Caltrain. The mode split for transit is expected to increase to 21.1 percent if all hospital employees are provided with GO Passes. Up to 165 AM and 170 PM peak transit trips would be created by the project, depending on the success of the GO Pass. Given the high level of transit service to the surrounding area, increased transit ridership could be accommodated by the existing routes, with three possible exceptions. Expansion of the Go Pass program to all hospital employees will increase ridership on the Marguerite shuttles, most notably Line A and Line B Counter-Clockwise. Increased ridership on these two routes could cause a load factor of greater than 1.25. This would be considered a significant impact. Historically, Stanford monitors ridership on the Marguerite and adjusts transit service to meet demand. Monitoring of Lines A and B needs to continue with expansion of the GO Pass program to all hospital employees. Also, the current load factor on the U Line from the East Bay is approaching 1.0 (0.94 according to AC Transit). The expanded ridership could push the load factor above 1.0. A load factor on the U Line greater than 1.0 would be considered a significant impact.

3.11 Pedestrians and Bicycles Impacts

Pedestrian and bicycle traffic around the SUMC is currently very extensive. Expansion of SUMC would increase the level of bicycle and pedestrian activity and the level of traffic congestion. An increase in pedestrian / bicycle travel, traffic volumes and the associated

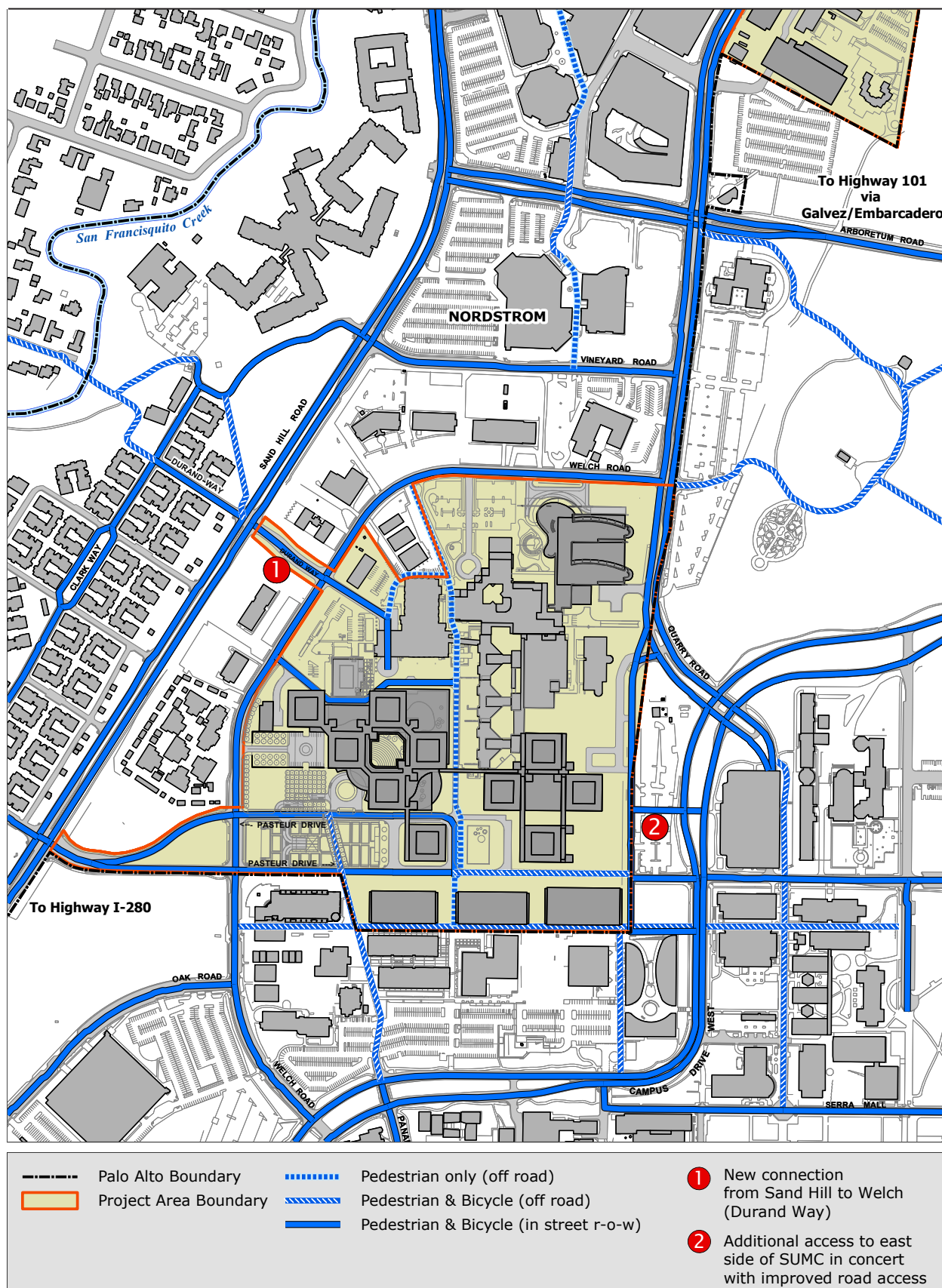
intersection congestion caused by higher traffic levels, results in increased traffic related hazards to pedestrians and cyclists because of the added exposure (more conflict potential between pedestrians/bicyclists and vehicles). The increase in traffic related hazards is a significant impact according to the City's significance criteria.

An extensive pedestrian and bicycle network currently exists in the vicinity of the project. This network should be enhanced in association with the project by providing additional accesses and removing barriers. Figure 3-8 shows the Primary Pedestrian and Bicycle Circulation as currently proposed. Pedestrian and bicycle facilities are provided on nearly all streets in the network. There are also numerous off-road pedestrian-only as well as combined pedestrian/bicycle facilities.

The study area is conducive to pedestrian and bicycle travel. Downtown Palo Alto, PAITS, the Stanford Shopping Center, the Medical Center and the University are all within a 20-minute walk if linkages are made and barriers removed. The study area has barriers to pedestrian and bicycle access to the shopping center and medical center. The Caltrain tracks and El Camino Real separate the downtown from the shopping center; San Francisquito Creek separates the residential neighborhoods of Menlo Park from the project and Sand Hill Road separates the residential areas to the northwest from the shopping center. The medical office buildings and the Stanford Barn separate the residential areas from the medical center and the medical center from the shopping center.

While SUMC will continue to attract a high percentage of automobile traffic, alternative modes of travel also need to be addressed. There is an opportunity to attract people from the three residential neighborhoods that are within ½-mile walking distance to support pedestrian activity within the project study area. Residents of Sand Hill West and Menlo Park can benefit from pedestrian access that links the medical center to the shopping center. Residents in downtown Palo Alto have access to the study area via the Caltrain station access tunnels, University Avenue undercrossing and along Palo Alto Avenue to the intersection with Sand Hill Road.

Additional connections would reduce walking and bicycle travel time between downtown and the shopping center and medical center resulting in more individuals choosing non-automobile modes of travel, both during peak hours and off-peak hours. One of the project goals would be to provide walking and biking connectivity linking the shopping center, the medical center, the University, PAITS, downtown and surrounding residential neighborhoods by providing an environment that accommodates alternative modes of travel in addition to auto travel. A comprehensive approach to providing needed pedestrian and bicycle improvements should be incorporated into the project during the planning stages to avoid their preclusion in the future. Increased traffic related hazards to pedestrians and bicyclists because of the increase in congestion is a significant impact per the City's criteria. The increase in intersection congestion related to project generated traffic is a significant project impact and the increase in intersection congestion related to project traffic and other traffic growth in the area is a significant cumulative impact.



3.12 Emergency Vehicle Access Impacts

Emergency vehicles require access within the study area to respond to emergencies and also to access the SUMC emergency room. Travel time by emergency vehicles would increase because of additional traffic congestion associated with the project. The City's significance criteria identify inadequate emergency access as a significant impact. The increased congestion identified in this analysis due to the proposed SUMC expansion at study area intersections is considered a significant impact. Any intersection significantly impacted by the project scenarios in terms of level of service or increase in vehicle delay is also impacted for emergency vehicle access. Emergency vehicle impacts are identical to the project scenario intersection impacts documented in Section 3.4 of this report. Traffic volume increases caused by project generated traffic is a significant project impact and traffic volume increases caused by project traffic and other traffic growth in the area is a significant cumulative impact.

3.13 Construction Impacts

Project-related construction traffic could contribute to increased intersection delays and interference with pedestrians, bicyclists and transit. Also, construction traffic may create an operational hazard or result in inadequate emergency access. During the construction period, impacts might arise from a substantial increase in heavy truck traffic, as materials are brought in to the project site, and demolished or excavated materials are hauled out. Temporary lane or road closures might be required for construction and for underground utility work. Construction activities would lead to both temporary disruption of transportation system operations and possible damage to elements of the roadway system such as pavement and bridges. Figure 3-9 illustrates the truck route in the near vicinity of the project site and Figure 3-10 illustrates the truck routes around the study area in the City of Menlo Park. All truck traffic, either for excavation or for transporting construction materials to the site would use these routes. From I-280 and the west, Alpine Road, Junipero Serra Boulevard, Campus Drive West would be used to reach Welch Road. From US 101 and the east, either San Antonio Road or Woodside Road would be used to access El Camino Real. From there, trucks would follow Galvez Street to Arboretum Road, and Sand Hill Road to Pasteur Drive. El Camino Real would be used for short construction-related trips from the north and south. A detailed construction access plan shall be developed for the project prior to the beginning of any construction activities. The construction access plan shall be reviewed and approved by the cities. Any deviation from that plan would be a significant impact.

During the peak of construction for SUMC, expected to occur in 2014, it is anticipated that there would be as many as 2,200 construction workers at the SUMC site. The combined construction employment for the expansion would average between 300 and 1,615 workers at a given time. Construction workers would tend to travel to the site from longer distances than average employee trips and would therefore tend to have a higher degree of carpooling with a conservative estimate of 1.5 persons per vehicle. The number of peak hour vehicle trips for the peak of construction workers would average between 200 to 1,075. Most of these trips would occur outside of the peak for traffic on the street. The SUMC project may include creation of remote parking areas for these workers, with shuttles to bring them to and from SUMC if the remote parking areas are distant from SUMC. Remote parking is proposed as possible mitigation for project traffic. Construction of the remote parking lots as the first phase of construction would make them available for use by construction workers on the remainder of the project.

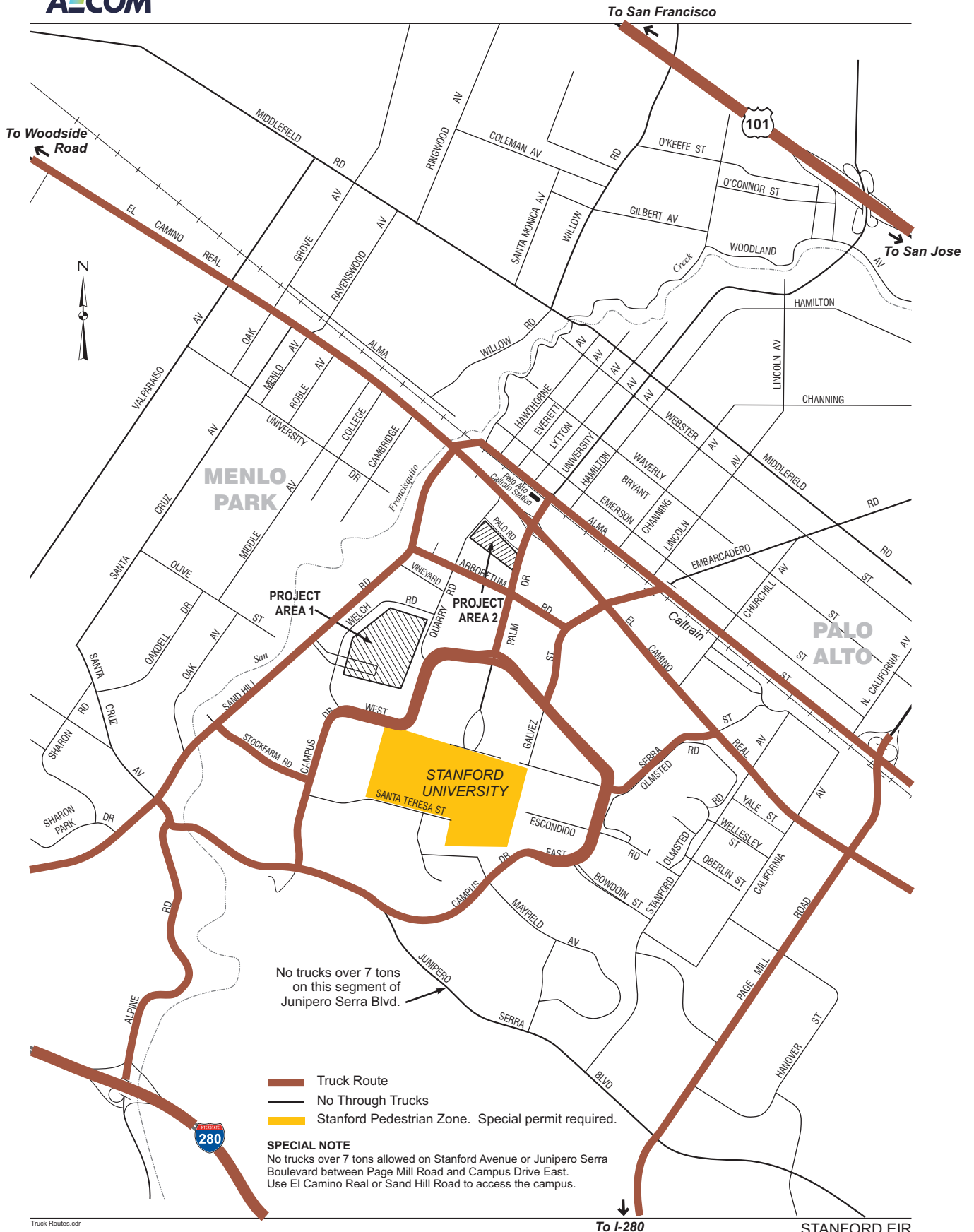
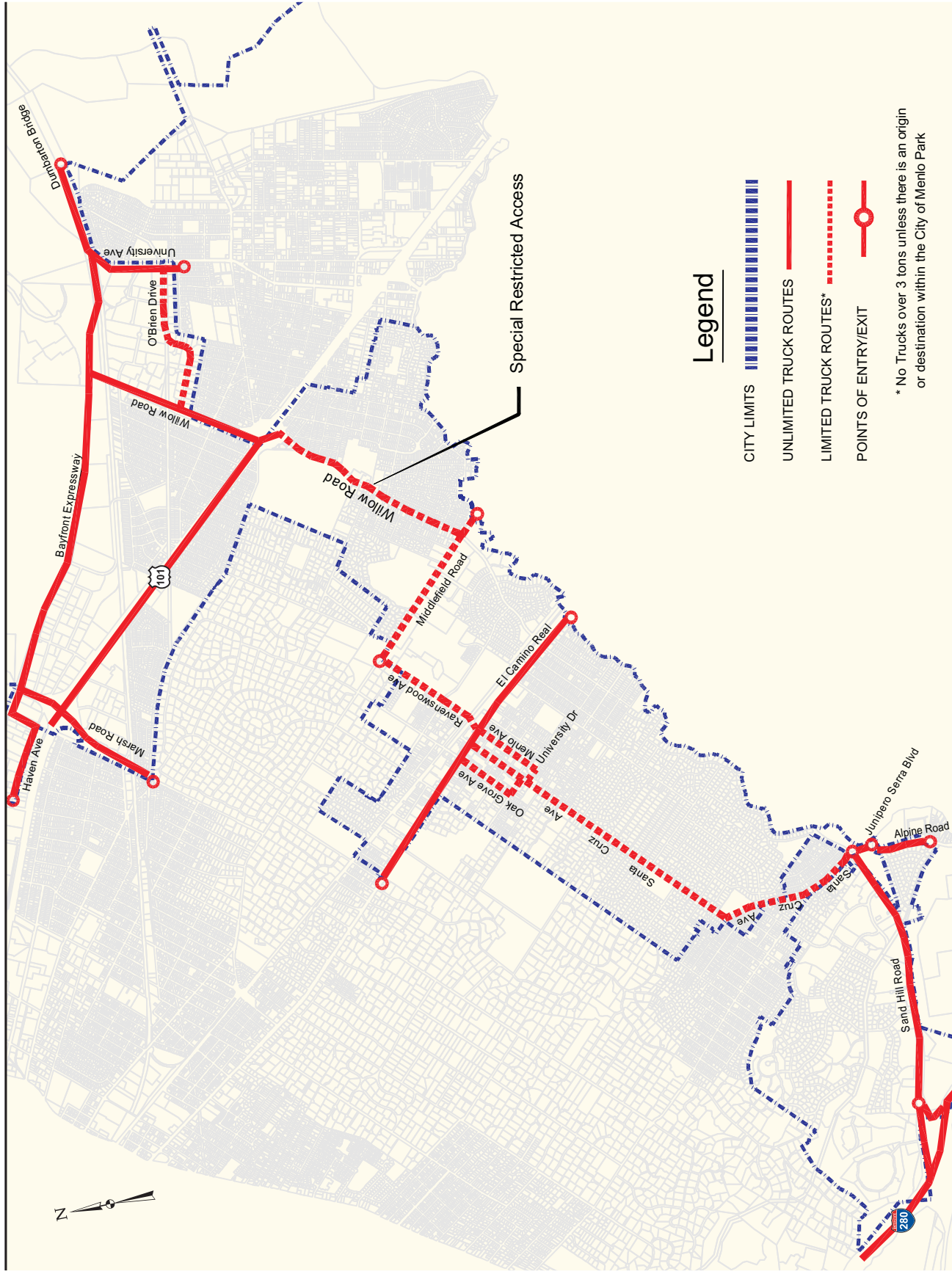


Figure 3-9
STANFORD AREA TRUCK ROUTE



SOURCE: CITY OF MENLO PARK

STANFORD EIR

Figure 3-10

MENLO PARK AREA TRUCK ROUTE

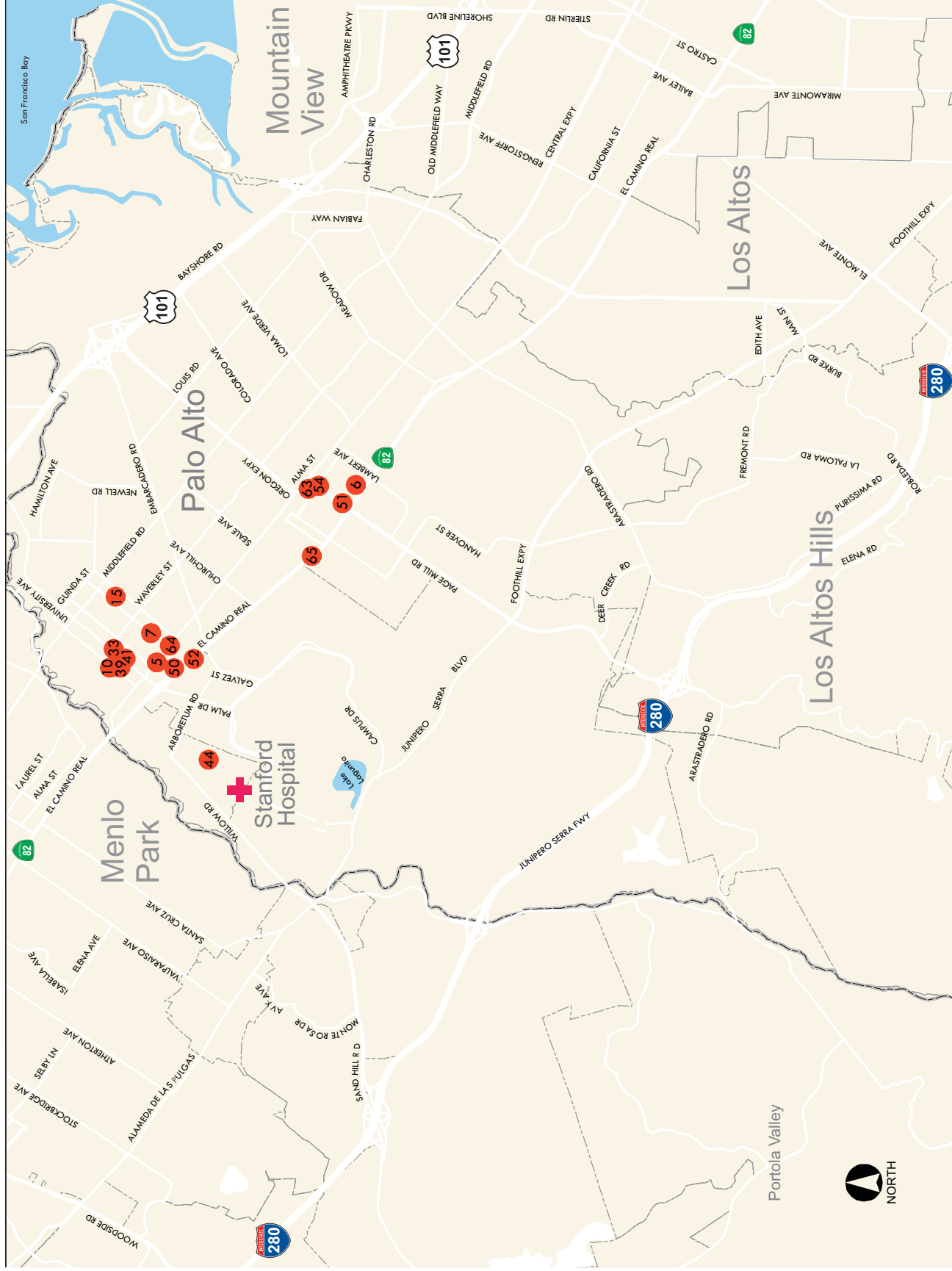
The movement of heavy construction equipment such as cranes, bulldozers, and dump trucks to and from the site would be scheduled to occur during off-peak hours and would be required to occur on designated truck routes. Once on-site, heavy construction equipment would generally remain there until its use for that job was completed; such equipment would not repeatedly be moved to and from the construction site over public streets.

Other projects in and around SUMC may also be under construction during the time that the hospital is being built. The list of current projects that have been approved for development provides a benchmark of the degree of construction that could occur simultaneously with SUMC. Figure 3-11 shows the projects that have been approved within the city limits. While most of these projects would be completed prior to the construction of SUMC, a similar list of projects could be expected to come on line during the time of SUMC's construction. The projects shown on Figure 3-11 that would have construction workers using similar travel routes as SUMC construction workers are those in the downtown area and those along El Camino Real south to Page Mill Road. Small residential and retail projects would not create a large number of construction trips and are not included in the following list. Construction traffic associated with the construction of the SUMC project and the following list of projects represents a potentially significant cumulative impact.

<u>Reference Number</u>	<u>Address</u>
5	657 Alma
6	473 Acacia
7	260 Homer
10	325 Lytton
15	850 Webster
33	317 – 323 University
39	278 University
41	310 University
44	777 Welch
50	49 Wells
51	441 Page Mill
52	855 El Camino Real
54	195 Page Mill
63	2747 – 2785 Park
64	801 – 875 Alma
65	2180 El Camino Real

In addition to development in the City, construction on the Stanford campus would also have a cumulative effect on traffic with SUMC. The following is a list of potential projects that could be under construction on the campus within the jurisdiction of Santa Clara County. Construction traffic associated with the construction of the SUMC project and the following list of projects represents a potentially significant cumulative impact.

- Li Ka Shing Center for Learning and Knowledge (now-2010)
- Lorry I. Lokey Stem Cell Research Building (now-2010)



SOURCE: PBS&J

STANFORD EIR

Figure 3-11

DEVELOPMENT LOCATIONS

Projects on the Science and Engineering Quad that would be under construction are:

- Center for Nanoscale Science and Technology (now-2010)
- Huang Engineering Center (now-2010)
- Bio-engineering / Chemical Engineering (2011-2013)

3.14 Vehicle Miles Travelled

The amount of travel undertaken by employees and patients of SUMC can be calculated in the form of daily vehicle miles travelled (VMT). VMT is the summation of the multiplication of number of trips and the corresponding average travel distance. Appendix E presents the calculation details. The VMT for the SUMC expansion in 2025 is approximately 275,800 daily vehicle miles.

3.15 2025 With Project Plus High Speed Rail Cumulative Analysis

The 2025 'With Project' intersection operations accounted for the project conditions. The cumulative intersection operations would also include the possibility of high speed rail (HSR) being constructed on the peninsula between San Francisco and San Jose and continuing to the Central Valley and Southern California. The 2025 traffic projections developed from the City's travel demand model did not include HSR as part of the transportation network. However, recent federal funding allocations provided to the California High Speed Rail Authority make HSR a reasonably foreseeable project. It is possible that construction of HSR could begin in 2012 and continue through construction of the proposed SUMC expansion.

A HSR station may be constructed in the mid-peninsula area between San Francisco and San Jose. A station could be constructed at one of three possible locations; Redwood City, Palo Alto or Mountain View, or a mid-peninsula station may not be provided. At this point, the location of the station, if any, is too speculative to be included in this analysis as a cumulative project.

Traffic impacts associated with HSR will be concentrated around the stations. Automobile traffic to the station area will increase for persons being dropped off, for persons driving to the station and parking and for taxis dropping off passengers. Also, transit vehicle traffic to and from the station may also increase. Construction of a HSR station in Palo Alto is speculative and station-related impacts in Palo Alto are not included in this traffic analysis. Construction of a HSR station in Palo Alto is speculative and station-related impacts in Palo Alto are not included in this traffic analysis.

4.0 PROJECT MITIGATION

This chapter looks at the mitigation measures proposed to reduce the expected impacts of the project to a less than significant level. The first level of mitigation is the implementation of traffic-adaptive signal technology. The second level of mitigation measures is the provision of additional pedestrian / bicycle undercrossings in the project vicinity. The next level of mitigation is the implementation of transportation demand management (TDM) programs. TDM would be employed to reduce drive alone trips and to encourage use of public transportation. After TDM, an analysis of the physical improvements that would be necessary to achieve acceptable traffic operations is provided. However, not all physical improvements are feasible and this discussion has been included for information purposes only. Finally, reductions in traffic volumes on roadways in the project vicinity as a result of providing remote employee parking lots near freeway interchange are evaluated.

4.1 Traffic Adaptive Signal Technology Mitigation

Traffic-adaptive signals were first implemented in Palo Alto along the Charleston-Arastradero corridor. This technology reduces overall intersection delay by sensing traffic movements as they approach the intersection and adjusting the signal timings to serve those vehicles. The City estimates that overall intersection delay can be reduced by up to 12 percent with the installation of traffic-adaptive signal technology.

The City has identified the following corridors for the implementation of traffic-adaptive signal technology:

- Sand Hill Road (Oak Creek to Shopping Center) 4 signals
- Arboretum Road (Shopping Center to Palm Drive) 3 signals
- Embarcadero Road (Bryant to Saint Francis) 7 signals
- University Avenue (Palm to Lincoln) 13 signals
- Lytton Avenue (Alma to Middlefield) 10 signals
- Hamilton Avenue (Alma to Middlefield) 10 signals
- Middlefield Road (San Antonio to Homer) 9 signals
- Charleston Road (Alma to Middlefield) 2 signals
- El Camino Real (northern city limits of Menlo Park to southern city limits of Palo Alto)
– signals would require approval of Caltrans

Table 4-1 presents the summary of intersections that remain impacted after the implementation of traffic adaptive signals. Appendix F presents the details.

In the AM peak hour, the intersection of El Camino Real / Page Mill Road-Oregon Expressway (#16) would no longer be impacted with the implementation of traffic adaptive signal technology. Four other intersections remain impacted. However, this measure would improve the performance of these four intersections, just not to a level of less than significant. In the PM peak hour, nine intersections remain impacted. This measure would still improve the performance of these intersections, just not to a level of less than significant. The traffic adaptive signal technology would alleviate impacts at three intersections. The intersections are:

- El Camino Real / Ravenswood Avenue (#3)

Table 4-1
Summary of SUMC Impact With Traffic Adaptive Technology

#	Intersection	City	2025 AM			2025 PM		
			Impact			Impact		
			No Build	With SUMC	With SUMC + Signal Adaptive	No Build	With SUMC	With SUMC + Signal Adaptive
	Column		A	B	C	D	E	F
1	El Camino Real/Valparaiso Avenue	MP						
2	El Camino Real/Santa Cruz Avenue	MP						
3	El Camino Real/Ravenswood Avenue	MP				◆	●	
4	El Camino Real/Roble Avenue	MP						
5	El Camino Real/Middle Avenue	MP						
6	El Camino Real/Cambridge Avenue	MP						
7	El Camino Real/Sand Hill Road-Alma Street	PA						
8	El Camino Real/Quarry Rd	PA						
9	Alma Street/Lytton Avenue	PA						
10	El Camino Real/University Avenue-Palm Drive (Single Int)	PA	◆	●	●		●	●
11	El Camino Real/Embarcadero Road-Galvez Street	PA				◆		
12	El Camino Real/Churchill Avenue	PA						
13	El Camino Real / Serra Street-Park Boulevard	PA						
14	El Camino Real / Stanford Avenue	PA						
15	El Camino Real / California Avenue	PA						
16	El Camino Real / Page Mill Road-Oregon Expressway	PA	◆	●		◆	●	
17	Woodland Avenue / University Avenue	EPA						
18	Middlefield Road / Willow Road	MP				◆	●	●
19	Middlefield Road / Lytton Avenue	PA					●	
20	Middlefield Road / University Avenue	PA						
21	Middlefield Road / Embarcadero Road	PA						
22	Alma Street / Churchill Avenue	PA						
23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	PA	◆			◆	●	●
24	Junipero Serra Boulevard / Stanford Avenue	SCC						
25	Junipero Serra Boulevard / Campus Drive East	SCC						
26	Junipero Serra Boulevard / Campus Drive West	SCC				◆	●	●
27	Junipero Serra Boulevard / Alpine Road-Santa Cruz Avenue	MP						
28	Sand Hill Cir- I-280 / Sand Hill Road	MP						
29	Sharon Park Drive / Sand Hill Road	MP						
30	Santa Cruz Avenue / Sand Hill Road	MP		●	●			
31	Oak Avenue / Sand Hill Road -Vine Street	MP						
32	Stock Farm Road / Sand Hill Road	PA						
33	Pasteur Drive / Sand Hill Road	PA						
34	Arboretum Road / Sand Hill Road	PA						
35	Arboretum Road / Quarry Road	PA						
36	Arboretum Road / Palm Drive	PA						
37	Arboretum Road / Galvez Street (unsignalized)	PA	◆	●	●	◆	●	●
38	EL Camino Real / Charleston Road	PA				◆		
39	Alma Street / Charleston Road	PA	◆			◆		
40	Middlefield Road / Charleston Road	PA						
41	Middlefield Road / Hamilton Avenue	PA						
42	Alma Street / Hamilton Avenue	PA						
43	University Drive / Santa Cruz Avenue	MP						
44	El Camino Real / Oak Grove Avenue	MP						
45	Middlefield Road / Ringwood Avenue	MP						
46	Middlefield Road / Ravenswood Avenue	MP					●	●
47	El Camino Real / Encinal Road	MP						
48	Bay Road / Marsh Road	MP						
49	Marsh Road / US 101 SB Off-Ramp	MP						
50	Marsh Road / US 101 NB Off-Ramp	MP						
51	Bay Road / Willow Road	MP						
52	Bayfront Expressway / Willow Road	MP				◆	●	●
53	University Avenue / Bayfront Expressway	MP				◆	●	●
54	Bay Road / University Avenue	EPA				◆		
55	Donohoe Street / University Avenue	EPA	◆					
56	Welch Road / Quarry Road	PA						
57	Durand Way / Sand Hill Road	PA						
58	Pasteur Drive NB / Welch Road	PA						
59	Pasteur Drive SB / Welch Road	PA						
60	Durand Way Extension / Welch Road	PA						
61	Bowdoin Street / Stanford Road (unsignalized)	PA						
62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	PA	◆	●	●	◆	●	●
63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	PA	◆					
64	Page Mill Road/ I-280 NB Off-Ramp (unsignalized)	PA	◆					
65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	PA	◆			◆		
66	Foothill Expressway / Arastradero Road	SCC	◆			◆		
Total Locations			11	5	4	15	12	9
PA Locations			9	4	3	8	6	4
◆ (Diamond) Base								
● (Dot) SUMC Project Impact								
Intersection with Traffic Adaptive Technology								

Source: AECOM 2010

- El Camino Real / Page Mill Road-Oregon Expressway (#16)
- Middlefield Road / Lytton Avenue (#19)

The traffic adaptive signal technology is a feasible mitigation. In Palo Alto, there is a Citywide Traffic Impact Fee program that the applicant will be required to contribute to. However, this fee is not structured to mitigate one hundred percent of these project related impacts and an additional fee could be imposed to mitigate the remaining share of the project impacts. In Menlo Park, the contribution should be tied to the amount of traffic added to analyzed intersections by the project.

4.2 New Pedestrian and Bicycle Undercrossings

In addition to the existing undercrossings at University and Homer, two new pedestrian / bicycle undercrossings will be constructed in the study area in the future. One is near Everett Avenue in Palo Alto and the other near Middle Avenue in Menlo Park. These additional undercrossings north of University Avenue will facilitate walking and bicycling from residential and commercial areas in North Palo Alto and South Menlo Park.

Mode split to pedestrian/bicycle modes for SUMC has been previously provided by Stanford. Based on the information in the memo, *Analysis of GO Pass Program for Hospital Employees* (September 2008), by Fehr and Peers, the existing portion of SUMC employees who walk or bike to work is 3.1 percent. However, the percentage of people in Palo Alto and Menlo Park who bicycle or walk to SUMC would be higher because of the close proximity and short travel distance. Conservatively, the percentage of local trips bicycling or walking could be at least 6 percent for areas such as southern Menlo Park and Downtown North. Also additional connections could double the existing local mode split to walking and cycling up to 12 percent.

Using the traffic distribution percentages from the TIA report which were based on SUMC employee zip codes, the number of existing employees living in the vicinity of the four pedestrian/bicycle undercrossings for SUMC was calculated to be approximately 625. Using a mode split of six percent would result in 37 existing SUMC employees cycling or walking to SUMC. The existing mode split of 3.1 percent to bicycle and walk for hospital employees is doubled (to six percent) to account for two existing undercrossings increasing to four. In the future if the percentage doubles to 12 percent, the number of existing employees walking or cycling to SUMC will be 75.

The number of new SUMC employees in 2025 is 2,311. The number of employees coming from the vicinity of the four undercrossings would be 173 in 2025. Based on the future mode split (12%), the number of new SUMC employees who would use these facilities is 21 in 2025. Up to 96 employees, in total, from SUMC would use the four pedestrian and bicycle undercrossings in the study area in 2025, when SUMC is at its full build-out. Consequently, the overall reduction of SUMC vehicular traffic trips during the AM / PM peak hour is 23 trips in 2025. Appendix G details the trip reduction calculations.

In addition to the existing hospital and future hospital traffic that can be reduced by the added undercrossings, existing and future traffic to and from the University and the Stanford Shopping Center is also expected to benefit from the added undercrossings. The peak hour reduction in 2025 for hospital traffic calculated above represents about 3 percent of the total project traffic.

A similar adjustment has been applied to non-project traffic using the adjacent street network to gauge the true benefit of the new undercrossings. Table 4-2 presents the analysis results summary and Appendix T3 shows the TRAFFIX details.

In the AM peak hour, three intersections remain impacted by the project with implementation the traffic adaptive technology and new pedestrian / bicycle undercrossings. The intersections of El Camino Real / University Avenue -Palm Drive (#10) and El Camino Real / Page Mill Road-Oregon Expressway (#16) would no longer be impacted. In the PM peak hour, nine intersections remain impacted. The construction of the Everett Avenue and Middle Avenue undercrossings would reduce traffic volumes on nearby streets like Ravenswood Avenue and University Avenue. However, the traffic reductions are not sufficient enough to reduce the project impacts to a less than significant level. The traffic adaptive signal technology together with the new pedestrian / bicycle undercrossings would alleviate impacts at three intersections. The intersections are:

- El Camino Real / Ravenswood Avenue (#3)
- El Camino Real / Page Mill Road-Oregon Expressway (#16)
- Middlefield Road / Lytton Avenue (#19)

SUMC shall contribute to the cost of construction of the Everett Avenue undercrossing of the Caltrain tracks in Palo Alto and the Middle Avenue undercrossing in Menlo Park. In Palo Alto, there is a Citywide Traffic Impact Fee program that the applicant will be required to contribute to. However, this fee is not structured to mitigate one hundred percent of these project related impacts and an additional fee could be imposed to mitigate the remaining share of the project impacts. In Menlo Park, the contribution should be tied to the amount of traffic added to study area intersections by the project.

4.3 Transportation Demand Management (TDM)

Currently, SUMC has a TDM program in place. The TDM program, if enhanced and improved, would serve as a form of project mitigation measure to alleviate project impacts. The TDM program should aim at reducing traffic caused by driving alone commuters who would otherwise create congestion that impedes study intersections and surrounding roadways and cause hazards to different road users (pedestrians, cyclists, emergency vehicles, transit, etc.).

The TDM program could be greatly improved by designating an on-site TDM coordinator for SUMC, providing more incentives for taking transit (e.g. Caltrain GO Passes for all eligible hospital employees), expanding bus service in support of the issuance of GO Passes and integrating and expanding the existing Marguerite shuttles with City shuttles. TDM can also be improved through expanded pedestrian and bicycle improvements described earlier in this report. The improved TDM program should include the following:

- Provide a full-time on-site TDM coordinator by 2015 for the hospital rather than the P&TS support currently provided. The coordinator would be responsible for organizing and disseminating TDM information primarily to hospital employees and also to hospital patients. A central location would be made available to provide information on alternative travel modes. Also, the hospital website would contain information on TDM programs.

Table 4-2
Summary of SUMC Impact With Traffic Adaptive Technology and Pedestrian / Bicycle Undercrossings

#	Intersection	City	2025 AM Impact			2025 PM Impact		
			No Build	With SUMC	With SUMC + Undercrossings + Signal Adaptive	No Build	With SUMC	With SUMC + Undercrossings + Signal Adaptive
	Column		A	B	C	D	E	F
1	El Camino Real/Valparaiso Avenue	MP						
2	El Camino Real/Santa Cruz Avenue	MP						
3	El Camino Real/Ravenswood Avenue	MP				◆	●	
4	El Camino Real/Roble Avenue	MP						
5	El Camino Real/Middle Avenue	MP						
6	El Camino Real/Cambridge Avenue	MP						
7	El Camino Real/Sand Hill Road-Alma Street	PA						
8	El Camino Real/Quarry Rd	PA						
9	Alma Street/Lytton Avenue	PA						
10	El Camino Real/University Avenue-Palm Drive(Single Int)	PA	◆	●			●	●
11	El Camino Real/Embarcadero Road-Galvez Street	PA				◆		
12	El Camino Real/Churchill Avenue	PA						
13	El Camino Real / Serra Street-Park Boulevard	PA						
14	El Camino Real / Stanford Avenue	PA						
15	El Camino Real / California Avenue	PA						
16	El Camino Real / Page Mill Road-Oregon Expressway	PA	◆	●		◆	●	
17	Woodland Avenue / University Avenue	EPA						
18	Middlefield Road / Willow Road	MP				◆	●	●
19	Middlefield Road / Lytton Avenue	PA					●	
20	Middlefield Road / University Avenue	PA						
21	Middlefield Road / Embarcadero Road	PA						
22	Alma Street / Churchill Avenue	PA						
23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	PA	◆			◆	●	●
24	Junipero Serra Boulevard / Stanford Avenue	SCC						
25	Junipero Serra Boulevard / Campus Drive East	SCC						
26	Junipero Serra Boulevard / Campus Drive West	SCC				◆	●	●
27	Junipero Serra Boulevard / Alpine Road-Santa Cruz Avenue	MP						
28	Sand Hill Cir- I-280 / Sand Hill Road	MP						
29	Sharon Park Drive / Sand Hill Road	MP						
30	Santa Cruz Avenue / Sand Hill Road	MP		●	●			
31	Oak Avenue / Sand Hill Road -Vine Street	MP						
32	Stock Farm Road / Sand Hill Road	PA						
33	Pasteur Drive / Sand Hill Road	PA						
34	Arboretum Road / Sand Hill Road	PA						
35	Arboretum Road / Quarry Road	PA						
36	Arboretum Road / Palm Drive	PA						
37	Arboretum Road / Galvez Street / (unsignalized)	PA	◆	●	●	◆	●	●
38	EL Camino Real / Charleston Road	PA				◆		
39	Alma Street / Charleston Road	PA	◆			◆		
40	Middlefield Road / Charleston Road	PA						
41	Middlefield Road / Hamilton Avenue	PA						
42	Alma Street / Hamilton Avenue	PA						
43	University Drive / Santa Cruz Avenue	MP						
44	El Camino Real / Oak Grove Avenue	MP						
45	Middlefield Road / Ringwood Avenue	MP						
46	Middlefield Road / Ravenswood Avenue	MP					●	●
47	El Camino Real / Encinal Road	MP						
48	Bay Road / Marsh Road	MP						
49	Marsh Road / US 101 SB Off-Ramp	MP						
50	Marsh Road / US 101 NB Off-Ramp	MP						
51	Bay Road / Willow Road	MP						
52	Bayfront Expressway / Willow Road	MP				◆	●	●
53	University Avenue / Bayfront Expressway	MP				◆	●	●
54	Bay Road / University Avenue	EPA				◆		
55	Donohoe Street / University Avenue	EPA	◆					
56	Welch Road / Quarry Road	PA						
57	Durand Way / Sand Hill Road	PA						
58	Pasteur Drive NB / Welch Road	PA						
59	Pasteur Drive SB / Welch Road	PA						
60	Durand Way Extension / Welch Road	PA						
61	Bowdoin Street / Stanford Road (unsignalized)	PA						
62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	PA	◆	●	●	◆	●	●
63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	PA	◆					
64	Page Mill Road/ I-280 NB Off-Ramp (unsignalized)	PA	◆					
65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	PA	◆			◆		
66	Foothill Expressway / Arastradero Road	SCC	◆			◆		
Total Locations			11	5	3	15	12	9
PA Locations			9	4	2	8	6	4
◆ (Diamond) Base								
● (Dot) SUMC Project Impact								
Intersection with Traffic Adaptive Technology								

Source: AECOM, 2010

- Provide a guaranteed ride home program for all employees who use transit and other transport alternatives like carpool and vanpool. The guarantee ride home allows employees with dependent children the ability to use alternative modes to travel to and from work but still be able to travel home mid-day in case of an emergency. The current voluntary program should be a requirement of the project.
- Provide employees with shower facilities within the hospital to encourage bicycling to work. The current hospital design includes these facilities. It shall also provide bicycle storage facilities on the project site that would be conveniently located near the employee showers.
- Perform annual TDM monitoring and submit the report to the City of Palo Alto to ensure that the assumed modal split to alternative forms of travel and away from autos is actually achieved.
- Establish, in conjunction with the GO Pass implementation, a 'Zip Car' program with Zip Cars available at the medical complex. There are currently 24 Zip Cars on the main campus. Two of the campus' Zip Cars are located near the hospital in Lot 9 on the Campus Drive side of SUMC. Additional locations should be established as demand warrants.

SUMC currently provides VTA Eco-Passes to employees that allow unlimited travel on the VTA buses and light rail vehicles. As part of the enhanced TDM program, SUMC should encourage more employees to use transit. One such measure is to purchase Caltrain GO Passes for its employee, following the example set by Stanford University where 15.8 percent of its employees use Caltrain. The following analysis is based on SUMC achieving a similar mode split to transit that Stanford University currently achieves. This could be accomplished either by the GO Pass or by some other comparable TDM program proposed by Stanford.

Stanford University currently purchases Caltrain GO Passes for its academic campus employees. The Caltrain Go Pass is an annual train pass purchased by companies for all their employees. Employees eligible for a Caltrain GO Pass are those who do not live on campus and work more than 20 hours a week. This is estimated to be about 10,000 SUMC employees when it is fully built out.

The University currently has a total employment of approximately 11,000 and purchases 9,400 Go Passes annually. GO Passes can offer a great level of traffic mitigation for the SUMC project because not only is there the potential for new trips to shift from auto mode to transit, but existing trips would be affected as well.

Stanford monitors mode split to the university and to the hospital. The current mode split for the University to Caltrain is 15.8 percent. The current mode split for the hospital to Caltrain is 3.6 percent. Appendix H presents the details. The existing number of employees at the hospital is 8,300. The future number of employees is expected to be 10,600. Although some of the hospital employees commute during the evening and on weekends when Caltrain service is not as attractive, 89 percent of the hospital employment base works on a weekday during typical daytime hours.

Expectations are that Caltrain use for hospital employees can reach the levels that are currently found for University employees, and possibly exceed them. The University and hospital have a similar number of employees. Also, the likelihood of using Caltrain is a function of place of residence. Employee location data indicates that 52 percent of the university employees on the Peninsula live within a City that is served by Caltrain. For hospital employees this percentage increases to 65 percent.

With the implementation of GO Passes for hospital employees, the use of Caltrain by hospital employees by 2025 is estimated to reach the current level found for the university. A mode split to Caltrain of 15.8 percent would reduce the AM peak hour inbound traffic from the project analysis by about 500 trips, with the same level of reduction for outbound PM peak hour trips. In addition, there will also be parking savings at the project site. The expected overall parking saving in 2025 is approximately 720 spaces; of which 190 spaces are attributed to the new employees from the proposed SUMC expansion. Appendix I presents the details of the parking savings. Annual monitoring and reporting will be required to ensure that the assumed modal split to Caltrain and away from the single occupant vehicles is actually achieved. Since GO Passes would only be applicable to employees living near the Caltrain corridor, it is assumed that employees from the East Bay area would have the option of parking at Ardenwood Park and Ride Lot and transferring to public transit (U Line).

If the desired mode split is not achieved in the design year, SUMC shall expand and improve its TDM program. Example of additional measures could be to increase the parking permit charges while increasing the incentives to those who carpool or do not drive.

Table 4-3 summarizes the list of intersections that remain impacted by the proposed SUMC expansion after implementing the proposed TDM measures, including the GO Pass program; together with the construction of two new pedestrian / bicycle undercrossings and traffic-adaptive signals. Appendix T4 presents the TRAFFIX calculations.

Combining the effect of the three mitigation measures, no intersections would be significantly affected during the AM peak hour after the implementation of the mitigation measures. Project impacts at all five previously affected intersections are alleviated. In the PM peak hour, project impacts at eight intersections are alleviated. Four intersections remain significantly impact. The intersections are:

- Middlefield Road / Willow Road (#18)
- Arboretum Road / Galvez Street (#37)
- Bayfront Expressway / Willow Road (#52)
- University Avenue / Bayfront Expressway (#53)

If GO Passes are provided to all hospital employees, the congestion levels at some intersections would be reduced to a less than significant level. The TDM measures proposed as mitigation measures would increase transit ridership on some routes although probably to a less than significant level. At such time that ridership load factors during either the AM or PM peak exceed 1.0 on the U Line, headways shall be decreased to bring the load factor to less than 1.0. Load factor is the ratio of number of passenger versus the number of seats. A load factor of 1.0 means the number of passengers equals the number of seats and no passenger would be standing. Monitoring shall be conducted periodically to determine the current load factor. At

Table 4-3
Summary of Project Impact with TDM, Pedestrian /Bicycle Crossings and Traffic Adaptive Signals

Summary of Impacted Locations								
#	Intersection	City	2025 AM Impact			2025 PM Impact		
			No Build	With SUMC	With SUMC + TDM+ Undercrossing + Signal Adaptive	No Build	With SUMC	With SUMC + TDM+ Undercrossing + Signal Adaptive
	Column		A	B	C	D	E	F
1	El Camino Real/Valparaiso Avenue	MP						
2	El Camino Real/Santa Cruz Avenue	MP						
3	El Camino Real/Ravenswood Avenue	MP				◆	●	
4	El Camino Real/Roble Avenue	MP						
5	El Camino Real/Middle Avenue	MP						
6	El Camino Real/Cambridge Avenue	MP						
7	El Camino Real/Sand Hill Road-Alma Street	PA						
8	El Camino Real/Quarry Rd	PA						
9	Alma Street/Lytton Avenue	PA						
10	El Camino Real/University Avenue-Palm Drive(Single Int)	PA	◆	●			●	
11	El Camino Real/Embarcadero Road-Galvez Street	PA				◆		
12	El Camino Real/Churchill Avenue	PA						
13	El Camino Real / Serra Street-Park Boulevard	PA						
14	El Camino Real / Stanford Avenue	PA						
15	El Camino Real / California Avenue	PA						
16	El Camino Real / Page Mill Road-Oregon Expressway	PA	◆	●		◆	●	
17	Woodland Avenue / University Avenue	EPA						
18	Middlefield Road / Willow Road	MP				◆	●	●
19	Middlefield Road / Lytton Avenue	PA					●	
20	Middlefield Road / University Avenue	PA						
21	Middlefield Road / Embarcadero Road	PA						
22	Alma Street / Churchill Avenue	PA						
23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	PA	◆			◆	●	
24	Junipero Serra Boulevard / Stanford Avenue	SCC						
25	Junipero Serra Boulevard / Campus Drive East	SCC						
26	Junipero Serra Boulevard / Campus Drive West	SCC				◆	●	
27	Junipero Serra Boulevard / Alpine Road-Santa Cruz Avenue	MP						
28	Sand Hill Cir- I-280 / Sand Hill Road	MP						
29	Sharon Park Drive / Sand Hill Road	MP						
30	Santa Cruz Avenue / Sand Hill Road	MP		●				
31	Oak Avenue / Sand Hill Road -Vine Street	MP						
32	Stock Farm Road / Sand Hill Road	PA						
33	Pasteur Drive / Sand Hill Road	PA						
34	Arboretum Road / Sand Hill Road	PA						
35	Arboretum Road / Quarry Road	PA						
36	Arboretum Road / Palm Drive	PA						
37	Arboretum Road / Galvez Street / (unsignalized)	PA	◆	●		◆	●	●
38	EL Camino Real / Charleston Road	PA				◆		
39	Alma Street / Charleston Road	PA	◆			◆		
40	Middlefield Road / Charleston Road	PA						
41	Middlefield Road / Hamilton Avenue	PA						
42	Alma Street / Hamilton Avenue	PA						
43	University Drive / Santa Cruz Avenue	MP						
44	El Camino Real / Oak Grove Avenue	MP						
45	Middlefield Road / Ringwood Avenue	MP						
46	Middlefield Road / Ravenswood Avenue	MP					●	
47	El Camino Real / Encinal Road	MP						
48	Bay Road / Marsh Road	MP						
49	Marsh Road / US 101 SB Off-Ramp	MP						
50	Marsh Road / US 101 NB Off-Ramp	MP						
51	Bay Road / Willow Road	MP						
52	Bayfront Expressway / Willow Road	MP				◆	●	●
53	University Avenue / Bayfront Expressway	MP				◆	●	●
54	Bay Road / University Avenue	EPA				◆		
55	Donohoe Street / University Avenue	EPA	◆					
56	Welch Road / Quarry Road	PA						
57	Durand Way / Sand Hill Road	PA						
58	Pasteur Drive NB / Welch Road	PA						
59	Pasteur Drive SB / Welch Road	PA						
60	Durand Way Extension / Welch Road	PA						
61	Bowdoin Street / Stanford Road (unsignalized)	PA						
62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	PA	◆	●		◆	●	
63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	PA	◆					
64	Page Mill Road/ I-280 NB Off-Ramp (unsignalized)	PA	◆					
65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	PA	◆			◆		
66	Foothill Expressway / Arastradero Road	SCC	◆			◆		
Total Locations			11	5	0	15	12	4
PA Locations			9	4	0	8	6	1
◆ (Diamond) Base								
● (Dot) SUMC Project Impact								
Intersection with Traffic Adaptive Technology								

Source: AECOM 2010

such time that ridership load factors during either the AM or PM peak exceed 1.25 on Marguerite Line A or Line B Counter-Clockwise, headways shall be decreased to bring the load factor to less than 1.25. Monitoring shall be conducted periodically to determine the current load factor.

4.4 Transit Service Mitigation

Expansion of transit service in the study area provides an alternative to automobile travel. While the precise level of direct reduction in peak hour travel is difficult to quantify, current literature indicates that expanded transit service provides an overall benefit to the area by reducing the level of auto travel throughout the day, thus reducing both traffic and air quality impacts (including impacts associated with greenhouse gas emissions). VTA recently completed the Palo Alto Transit Service Market Analysis, which developed Transit Competitive Factors. The Stanford Shopping Center and downtown Palo Alto were found to be Transit Competitive Destinations. SUMC, the Stanford Shopping Center and downtown Palo Alto were found to be Transit Competitive Origins. Strong transit linkages were found between these origins and destinations.

The following specific mitigation measures should be implemented to reduce traffic congestion caused by SUMC:

- ▶ The use of transit as a primary means of access to SUMC is expected to increase, particularly with the implementation of the GO Pass for all hospital employees. Currently, approximately 3.6 percent of hospital employees use Caltrain to commute to work. On a typical work day this equates to about 305 daily inbound and outbound trips assuming hospital expansion, most of which occur during the peak hours and most of which use Marguerite shuttles to travel between the hospital and PAITS. Providing GO Passes for all hospital employees as mitigation for traffic impacts could increase the percentage of Caltrain users to about 15.8 percent or more and the daily inbound and outbound Caltrain riders to approximately 1,340 trips, or an increase of 1,035 riders. Additionally, ridership on the U-Line from the East Bay will also increase, particularly if parking spaces in the expanded Ardenwood park-and-ride lot are made available to SUMC employees. Transit ridership between SUMC and Hoover Pavilion is associated with the parking shuttle. During the peak periods, the parking shuttle will accommodate about 480 riders. The level of projected transit ridership is considered to be beyond the ability of the current Marguerite shuttle stops to adequately accommodate. Currently, Marguerite shuttle stops include red painted curbs approximately 40 to 100 feet long, with sign posts, and utilize the 8-foot sidewalk width as passenger boarding areas. Bus turn-outs to allow the bus to be completely out of the travel way occurring at selected locations, usually on streets with bicycle lanes. The increase in transit ridership is projected at a level that mini-transit centers should be incorporated into the project design. These transit centers would be located at LPCH and at SHC and would be off-street facilities. The transit centers would accommodate three to four buses simultaneously, have shelters, seating, lighting, signs, maps, bus schedules, and bicycle parking. On-street bus stops along Welch Road and Quarry Road would also be provided, but the transit centers would accommodate the majority of transit riders

- and would be located to maximize the convenience of employees, patients and visitors. One transit center in the vicinity of Welch Road and Pasteur Drive to serve SHC and another on Welch Road near Quarry Road to service LPCH would provide the focal point for transit use for SUMC. Stanford shall revise their SUMC site plan to incorporate two transit hubs as noted above to reduce the impact to transit service caused by the proposed expansion.
- ▶ SUMC should contribute to expand the Marguerite shuttle service into Palo Alto. Specifically, Marguerite shuttles should connect SUMC to downtown Palo Alto and the areas surrounding the downtown. Currently, Marguerite Routes A and B do not extend into downtown Palo Alto. While the DT and M routes do extend into downtown areas, they do not operate during the majority of the day. This expanded shuttle service could be new routes or an extension of existing routes. Current headways on existing routes should be maintained with the expansion.
 - ▶ Currently, Palo Alto operates the Crosstown Shuttle. More efficient transit service may be provided by providing this service as a part of Marguerite Shuttles. SUMC should participate in operating the Palo Alto Crosstown Shuttle service. The Citywide Traffic Impact Fee can be applied to shuttle service expansion including operating costs. The current fee is \$2,861 per net new PM peak hour trip. A portion of Stanford's Citywide Traffic Impact Fee should be used to expand the City Shuttle Services.
 - ▶ In 2007, the VTA adopted a new Bus Service Operating Plan which made major modifications to the current bus transit network. The plan introduced Community Bus Service throughout Santa Clara County, which features smaller vehicles with an identity tied to the individual communities served. As a part of that plan, local communities are required to cover 25 percent of the cost if they want to have the service free of charge to the riders. SUMC shall contribute to fund Palo Alto's share of expanded VTA Community Bus Service.
 - ▶ In Menlo Park, the contribution to transit service improvements should be tied to the amount of traffic added to study area intersections by the project.

4.5 Intersection Improvements

The City of Palo Alto has adopted Policy T-27 as part of the General Plan that discourages traffic capacity expansion. Specifically, this policy states: "Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems. Where capacity is increased, balance the needs of motor vehicles with those of pedestrians and bicyclists." In addition, most of the physical intersection improvements discussed below are infeasible because of the lack of right-of-way, the need to remove mature trees and prohibitive cost. Intersection widenings that are considered infeasible are therefore identified for information only.

Table 4-4 lists the physical improvements that could mitigate all the impacted intersections with the feasible ones highlighted. Figure 4-1 shows the intersection geometry changes if these

improvements are adopted. Appendix J presents the signal warrant calculations and Appendix T5 presents the TRAFFIX calculations with the roadway mitigations only (no other mitigation measures considered). For intersections identified for improvement in the City of Menlo Park's General Plan, the General Plan improvements are evaluated to determine if they mitigate the project impact. Table 4-5 presents the LOS comparisons with and without roadway mitigation under the 2025 'With Project' scenario.

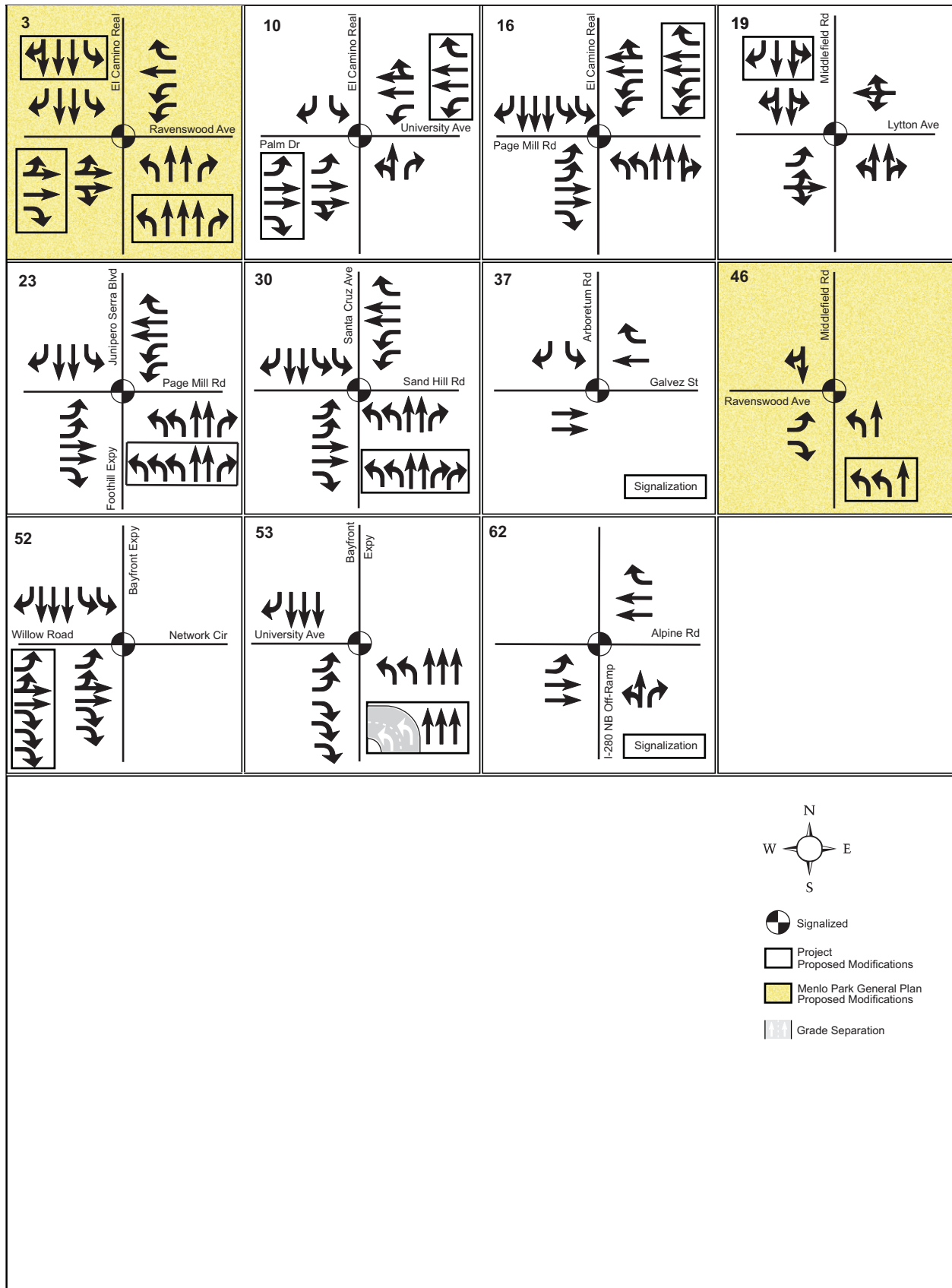
**Table 4-4
Intersection Improvements**

#	Intersection	Peak Hour	Jurisdiction	Roadway Mitigation	Feasible?
10.	El Camino Real / University Avenue - Palm Drive	AM / PM	Caltrans	Provide an exclusive right-turn lane for eastbound and westbound Palm Drive-University Avenue, giving two lanes to the through movement along Palm Drive-University Avenue. While physically possible, this mitigation would require the acquisition of right-of-way, the construction of a retaining wall for the westbound right turn and the relocation of the entrance arch to Stanford for the eastbound right turn. This mitigation measure would be inconsistent with City General Plan Policy T-27.	No
16.	El Camino Real / Page Mill Road - Oregon Expressway	AM / PM	Caltrans	Provide an exclusive right-turn lane for westbound Oregon Expressway in addition to the two through lanes and increase the cycle length to 160 seconds. The westbound right turn lane is feasible, but would require right-of-way from the VTA park-and-ride lot. This mitigation is consistent with previous identified mitigation for the 1998-2010 Palo Alto Comprehensive Plan EIR.	Yes
62	Alpine Road / I-280 NB Off-Ramp	AM / PM	Caltrans	Signalize the intersection. Signalization of this intersection is feasible. Traffic signal warrants are met. Additionally, the left turn lane could be modified to a shared left/right lane.	Yes
37	Arboretum Road / Galvez Street	AM / PM	PA	Signalize the intersection. Signalization of this intersection is feasible. Traffic signal warrants are met. This mitigation measure was previously identified in the Sand Hill Road EIR and was also assumed as an improvement in the Cancer Center EIR,	Yes
30	Santa Cruz Avenue / Sand Hill Road	AM	MP	This intersection is fully built-out, additional improvements would be difficult to implement. Northbound Santa Cruz Avenue needs an additional right turn lane. The right-of-way requirements and cost make the improvements infeasible. This intersection is under the jurisdiction of Menlo Park. Any	No

#	Intersection	Peak Hour	Jurisdiction	Roadway Mitigation	Feasible?
				capacity improvements would require their approval.	
3	El Camino Real / Ravenswood Avenue	PM	Caltrans	Under Menlo Park's General Plan, the proposed improvements are: to re-stripe the exclusive right-turn lane on southbound El Camino Real to shared through/right lane and to provide an additional through lane for northbound El Camino Real by removing the right-turn slip island. The general plan improvement also proposes to provide an exclusive right-turn lane for eastbound Menlo Avenue. This intersection is located in Menlo Park. Approval for implementation would be required from Caltrans and Menlo Park.	Yes
52	Bayfront Expressway / Willow Road	PM	Caltrans	Provide one more right-turn lane for eastbound Willow Road and make the right-turn movement for southbound Bayfront Expressway 'overlap' with the left-turn of eastbound Willow Road. The intersection has signals for the right-turn movement for southbound Bayfront but the 'overlap' phase is not implemented. The intersection performance will also improve with only the additional eastbound right-turn lane provision. Implementation is physically possible. This intersection is located in Menlo Park. Changes to the traffic signal would require consent from Caltrans and Menlo Park. The Peninsula Gateway transportation analysis suggested grade-separation of this intersection.	Yes
53	University Avenue / Bayfront Expressway	PM	Caltrans	Grade separate the northbound left-turn from Bayfront Expressway to University Avenue. This intersection is located in Menlo Park. Approval for implementation would be required from Caltrans and Menlo Park. The Peninsula Gateway transportation analysis also suggested grade-separation of this intersection.	No
23	Junipero Serra Boulevard – Foothill Expressway / Page Mill Road	PM	SCC	Provide three left-turn lanes for northbound Foothill Expressway onto westbound Page Mill Road. Page Mill Road must be widened to receive the three turn lanes. Though physically possible, it would be costly to widen Page Mill Road between Junipero Serra Boulevard and Old Page Mill Road (or Coyote Hill Road) and Foothill Expressway. This intersection is under the jurisdiction of Santa Clara County and implementation of any	No

4.0 Project Mitigation

#	Intersection	Peak Hour	Jurisdiction	Roadway Mitigation	Feasible?
				mitigation measures would require their approval.	
26	Junipero Serra Boulevard / Campus Drive West	PM	SCC	Increase signal cycle length to 90 seconds. This mitigation is feasible. This intersection is under the jurisdiction of Santa Clara County. Changes to the signal timing would require County approval.	Yes
18	Middlefield Road / Willow Road	PM	MP	Make the right-turn movement for northbound Middlefield Road 'overlap' with the left-turn of westbound Willow Road. To effectively utilize the additional capacity of right-turn signal overlap, the existing right-turn should be lengthened. This measure is physically possible. However, extending the right-turn lane would require removal of the planter box and also removal of several on-street parking spaces in front of the grocery store. This intersection is under the jurisdiction of Menlo Park. Changes to the traffic signal and lengthening the right-turn lane would require consent from Menlo Park.	No
19	Middlefield Road / Lytton Avenue	PM	PA	Provide a new exclusive right-turn lane for southbound Middlefield Road. This will provide two southbound through lanes and a right turn lane. This mitigation is considered infeasible because of right-of-way required from the residences, removal of mature trees and reducing the width of already narrow front yards. Capacity improvements at this intersection would be contrary to the City's General Plan Policy T-27.	No
46	Middlefield Road / Ravenswood Avenue	PM	MP	Under Menlo Park's General Plan, the proposed improvement for this intersection is to provide an additional exclusive left-turn lane for northbound Middlefield Road. This intersection is located in Menlo Park. Traffic capacity improvements would require their approval.	Yes



STANFORD EIR

Figure 4-1

INTERSECTION MITIGATION GEOMETRY MODIFICATIONS

Table 4-5
LOS Comparison for Roadway Mitigation

	2025 No Build				2025 + SUMC				2025 + SUMC Mitigation				2025 No Build				2025 + SUMC				2025 + SUMC Mitigation																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
# Intersection	AM				AM				AM				Compare				PM				PM				Compare																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C

Source: AECOM 2010

4.6 Remote Parking Lots

Another form of traffic mitigation is available through the construction of remote parking lots near freeway interchanges. The regional employees for SUMC working typical weekday periods between 6am and 6pm who use I-280, US 101, and SR 84 would be required to park in the remote parking lots and use a shuttle bus to reach either the hospital/clinics or MOB. Existing shuttle services to SUMC need to be increased and improved in order to meet the needs of employees who use the remote parking facilities. In addition, the 'guarantee ride home' program that is part of the TDM should be made available to employees who use the remote parking facilities. Traffic to and from SUMC can therefore be reduced and this would serve as mitigation for impacted intersections. The remote parking lots would be placed near freeway interchanges. Placement of parking facilities near freeway interchanges would only serve regional trips from outside the immediate area of Menlo Park, Palo Alto and Mountain View. Seventy percent of the regional peak hour hospital trips traveling on the freeways are assumed to be employee trips and could be removed from the local intersections in Palo Alto, East Palo Alto and Menlo Park. The remote lots along I-280 and US 101 could be combined into one location or be at two locations, depending on the availability of property. The proposed remote parking spaces would be assigned by place of residence. Someone living in south Palo Alto would not be assigned to a remote lot but someone in San Jose or Fremont would. Existing lots can be used if Stanford could secure the rights to use the spaces. A possible location is the Ardenwood Park and Ride Lot in Fremont. Appendix K presents the assessment of potential remote parking lot locations. A monitoring process would need to be instituted to ensure achievement of the desired results. On-site parking as part of the project would be proportionately reduced by the amount of remote parking. The on-site parking reduction would be 639 spaces in 2025. Appendix L presents the calculation details. Remote parking lots would be used as potential mitigation instead of the GO Pass. Both measures would not be jointly implemented with the exception of a lot in the East Bay, such as Ardenwood Park and Ride Lot, which could be implemented with the GO Pass since Caltrain does not serve the East Bay.

Table 4-6 presents the impact summary if remote parking is implemented together with the construction of two new pedestrian / bicycle crossings and traffic-adaptive signals. Appendix T6 presents the TRAFFIX details. Two intersections out of five intersections remain significantly impacted in the AM peak hour. They are:

- Santa Cruz Avenue / Sand Hill Road (#30)
- Alpine Road / I-280 NB Off-Ramp (#62)

During the PM peak hour, seven intersections out of 12 remain significantly impacted by the project:

- Junipero Serra Boulevard – Foothill Expressway / Page Mill Road (#23)
- Middlefield Road / Willow Road (#18)
- Arboretum Road / Galvez Street (#37)
- Middlefield Road / Ravenswood Avenue (#46)

Table 4-6
Summary of Project Impact with Remote parking, Pedestrian / Bicycle Crossings and
Traffic Adaptive Signals

#	Intersection	City	2025 AM Impact			2025 PM Impact		
			No Build	With SUMC	SUMC + Remote Parking + Undercrossings + Signal Adaptive	No Build	With SUMC	SUMC + Remote Parking + Undercrossings + Signal Adaptive
	Column		A	B	C	D	E	F
1	El Camino Real/Valparaiso Avenue	MP						
2	El Camino Real/Santa Cruz Avenue	MP						
3	El Camino Real/Ravenswood Avenue	MP				◆	●	
4	El Camino Real/Roble Avenue	MP						
5	El Camino Real/Middle Avenue	MP						
6	El Camino Real/Cambridge Avenue	MP						
7	El Camino Real/Sand Hill Road-Alma Street	PA						
8	El Camino Real/Quarry Rd	PA						
9	Alma Street/Lytton Avenue	PA						
10	El Camino Real/University Avenue-Palm Drive(Single Int)	PA	◆	●			●	
11	El Camino Real/Embarcadero Road-Galvez Street	PA				◆		
12	El Camino Real/Churchill Avenue	PA						
13	El Camino Real / Serra Street-Park Boulevard	PA						
14	El Camino Real / Stanford Avenue	PA						
15	El Camino Real / California Avenue	PA						
16	El Camino Real / Page Mill Road-Oregon Expressway	PA	◆	●		◆	●	
17	Woodland Avenue / University Avenue	EPA						
18	Middlefield Road / Willow Road	MP				◆	●	●
19	Middlefield Road / Lytton Avenue	PA					●	
20	Middlefield Road / University Avenue	PA						
21	Middlefield Road / Embarcadero Road	PA						
22	Alma Street / Churchill Avenue	PA						
23	Junipero Serra Boulevard-Foothill Expressway/Page Mill Road	PA	◆			◆	●	●
24	Junipero Serra Boulevard / Stanford Avenue	SCC						
25	Junipero Serra Boulevard / Campus Drive East	SCC						
26	Junipero Serra Boulevard / Campus Drive West	SCC				◆	●	
27	Junipero Serra Boulevard / Alpine Road-Santa Cruz Avenue	MP						
28	Sand Hill Cir- I-280 / Sand Hill Road	MP						
29	Sharon Park Drive / Sand Hill Road	MP						
30	Santa Cruz Avenue / Sand Hill Road	MP		●	●			
31	Oak Avenue / Sand Hill Road -Vine Street	MP						
32	Stock Farm Road / Sand Hill Road	PA						
33	Pasteur Drive / Sand Hill Road	PA						
34	Arboretum Road / Sand Hill Road	PA						
35	Arboretum Road / Quarry Road	PA						
36	Arboretum Road / Palm Drive	PA						
37	Arboretum Road / Galvez Street / (unsignalized)	PA	◆	●		◆	●	●
38	EL Camino Real / Charleston Road	PA				◆		
39	Alma Street / Charleston Road	PA	◆			◆		
40	Middlefield Road / Charleston Road	PA						
41	Middlefield Road / Hamilton Avenue	PA						
42	Alma Street / Hamilton Avenue	PA						
43	University Drive / Santa Cruz Avenue	MP						
44	El Camino Real / Oak Grove Avenue	MP						
45	Middlefield Road / Ringwood Avenue	MP						
46	Middlefield Road / Ravenswood Avenue	MP					●	●
47	El Camino Real / Encinal Road	MP						
48	Bay Road / Marsh Road	MP						
49	Marsh Road / US 101 SB Off-Ramp	MP						
50	Marsh Road / US 101 NB Off-Ramp	MP						
51	Bay Road / Willow Road	MP						
52	Bayfront Expressway / Willow Road	MP				◆	●	●
53	University Avenue / Bayfront Expressway	MP				◆	●	●
54	Bay Road / University Avenue	EPA				◆		
55	Donohoe Street / University Avenue	EPA	◆					
56	Welch Road / Quarry Road	PA						
57	Durand Way / Sand Hill Road	PA						
58	Pasteur Drive NB / Welch Road	PA						
59	Pasteur Drive SB / Welch Road	PA						
60	Durand Way Extension / Welch Road	PA						
61	Bowdoin Street / Stanford Road (unsignalized)	PA						
62	Alpine Road / I-280 NB Off-Ramp (unsignalized)	PA	◆	●	●	◆	●	●
63	Alpine Road / I-280 SB Off-Ramp (unsignalized)	PA	◆					
64	Page Mill Road/ I-280 NB Off-Ramp (unsignalized)	PA	◆					
65	Page Mill Road / I-280 SB Off-Ramp (unsignalized)	PA	◆			◆		
66	Foothill Expressway / Arastradero Road	SCC	◆					
Total Locations			11	5	2	15	12	7
PA Locations			9	4	1	8	6	3

◆ (Diamond) Base
● (Dot) SUMC Project Impact
Intersection with Traffic Adaptive Technology

Source: AECOM 2010

- Bayfront Expressway / Willow Road (#52)
- University Avenue / Bayfront Expressway (#53)
- Alpine Road / I-280 NB Off-Ramp (#62)

4.7 Freeway Mitigation

No study freeway segment would be impacted by the project. No mitigation is necessary.

4.8 Parking Mitigation

SUMC has sufficient parking based on the City Zoning Ordinance. Existing parking spaces that are demolished will be replaced and additional parking spaces are provided for the expansion. No adjustment to SUMC parking is proposed except for reductions available if other mitigation measures that would reduce on-site parking, such as the GO Pass or remote parking lots, are implemented. The proposed TDM measures, including the GO Pass, would eliminate the need for a total of about 720 parking spaces at SUMC. The remote parking plan would eliminate the need for about 640 parking spaces at SUMC.

4.9 Local Circulation Mitigation

The local circulation network will be enhanced by the SUMC project. Capacity will be added to Welch Road and to Pasteur Drive. However, the traffic projections for Welch Road indicate that it will be approaching capacity. The traffic volumes projected for Welch Road combined with the numerous turning vehicles, pedestrian movements across and along Welch Road and bicycle travel along Welch Road will potentially create a safety hazard which is a significant impact. Durand Way, Roth Way and Quarry Road will be extended to provide additional access. The local street network will be further enhanced with the connection of Sand Hill Road to Campus Drive West via Pasteur Drive, a currently designated private street, and Roth Way. The private street connection between Roth Way and Pasteur Drive should be designed to a cross section consistent with the adjoining public streets. After completion of Phase I of the hospital, Stanford shall fund an independent traffic evaluation, commissioned by the City, based on actual travel patterns, volumes and emergency access, with an emphasis on ease of circulation around and through the medical complex to determine if the private street connection should be operated as a public street. If the independent traffic study demonstrates that the connection between Roth Way and Pasteur Drive would improve circulation, it should be designated as a public street for all vehicular, bicycle, pedestrian and transit traffic.

4.10 Pedestrian and Bicycle Mitigation

Like transit improvements, while more difficult to quantify than traditional capacity-increasing physical improvements, expanded pedestrian and bicycle improvements provide an overall benefit to the project study area by reducing auto related traffic and providing infrastructure for an alternative travel choice to driving. Enhancements to the pedestrian and bicycle network can be made to reduce overall traffic, to further improve the linkages between the project and downtown Palo Alto and the surrounding residential neighborhoods and to improve air quality and reduce greenhouse gases by reducing vehicle miles traveled. The improved facilities would

also mitigate the hazards to pedestrians and cyclists brought about by the increased vehicular traffic and congestions. These improvements would consist of:

- ▶ Provide an enhanced pedestrian crossing at Quarry / El Camino Real to establish a strong connection between the projects and downtown Palo Alto. The pedestrian crossing shall be 12-feet wide, have contrasting pavement, countdown signal heads and high visibility markings. Even though the intersection of Quarry Road and El Camino Real is projected to operate at acceptable levels of service, added vehicular traffic through the intersection and added pedestrian and bicycle volumes across the intersection will potentially create safety hazards which will be mitigated by the proposed enhanced crossings.
- ▶ Create a pedestrian and bicycle connection between the Stanford Shopping Center and SUMC. This provides an alternative to Quarry Road which is more auto dominated. This linkage would extend between Vineyard Lane and Welch Road. Pedestrian traffic signals and crosswalks would be placed at the crossing of Vineyard and Welch. The crosswalk should be enhanced either by striping or by the use of contrasting paving. This mitigation shall be equally shared between both projects, or individually if only one project moves forward.
- ▶ Provide a connection from the planned Everett Avenue bicycle and pedestrian undercrossing to the El Camino Real/Quarry Road intersection. Once the tunnel is completed, this linkage will provide a direct connection between the projects and Downtown North.
- ▶ The future pedestrian/bicycle trail through the Arboretum as part of future campus planning in the SUMC area would improve access to both SUMC and the Stanford Shopping Center. To support this off-street path pedestrian and bicycle crossings at Arboretum Road and Palo Road should be enhanced to provide safe crossing of these streets. The crosswalks should be properly signed, marked and lighted with enhanced pavement markings and imbedded crosswalk lights. Signalization of this crossing may ultimately be required.
- ▶ The Quarry Road corridor from El Camino Real to Welch Road would have continuous sidewalks according to the SUMC design guidelines. The extension of Quarry Road west of Welch Road should continue the pedestrian facilities into the SUMC project.
- ▶ Enhance all signalized intersections in the project area, particularly along Quarry Road, Vineyard and Welch Roads to include enhanced 12-foot pedestrian crosswalks on all legs with textured or colored paving or diagonal or longitudinal zebra striping as determined by the City, pedestrian push buttons and countdown pedestrian signal heads and other specific improvements that are determined as necessary during the design process such as median refuge islands, advanced signing, flashing beacons, in-pavement lighting, etc.
- ▶ Install the appropriate number of Class I and Class III bicycle parking spaces as required by the City's Zoning Ordinance for the total amount of existing and future

development. The project shall install the required number of bicycle parking spaces equally distributed throughout the project site.

4.11 Emergency Vehicle Access Mitigation

Install emergency vehicle traffic signal priority (Opticom) at all intersections significantly impacted under the project scenario.

4.12 Residential Street Mitigation (Palo Alto)

No study residential streets in Palo Alto would be impacted by the project as presented in Section 3.7.1. No mitigation is necessary.

4.13 Roadway Mitigation (Menlo Park)

The ADT analysis presented in Section 3.7.2 found several roadway segments in Menlo Park significantly impacted by the project.

Table 4-7 presents the ADT analysis results with the provision of two additional pedestrian / bicycle undercrossings discussed earlier. Of the five roadways impacted by the proposed SUMC expansion, Ravenswood Avenue would no longer be significantly affected when the new pedestrian / bicycle undercrossings are in place. The other four roadways, as highlighted in Table 4-7, would still be impacted by SUMC in 2025.

Table 4-7
2025 Roadway ADT Analysis with Undercrossings Only (Menlo Park)

Roadway	Type	Segment	No Build	With SUMC	Impact
Marsh Road	Minor Arterial	West of US.101	39454	39901	Y
Sand Hill Road	Minor Arterial	East of Santa Cruz Avenue	33407	35374	Y
Willow Road	Minor Arterial	East of Middlefield Road	23823	24904	Y
	Collector	West of Middlefield Road	6315	6315	N
Alpine Road	Minor Arterial	West of Junipero Serra Boulevard	25120	25634	Y
Middlefield Road	Minor Arterial	North of Ravenswood Avenue	14359	14652	N
	Minor Arterial	South of Ravenswood Avenue	25215	24775	N
Ravenswood Avenue	Minor Arterial	East of El Camino Real	22705	22556	N
Santa Cruz Avenue	Minor Arterial	West of El Camino Real	6530	6530	N
Valparaiso Avenue	Minor Arterial	West of El Camino Real	16239	16306	N

Table 4-8 presents the ADT analysis results with the TDM measures and the additional pedestrian / bicycle undercrossings being implemented.

Of the five roadways impacted by the proposed SUMC expansion, Ravenswood Avenue would no longer be significantly affected when the proposed TDM measures (including the GO Pass) and pedestrian / bicycle undercrossings are in place. The other four roadways, as highlighted in Table 4-8, would still be impacted by SUMC in 2025.

Table 4-8
2025 Roadway ADT Analysis with TDM and Undercrossings (Menlo Park)

Roadway	Type	Segment	No Build	With SUMC	Impact
Marsh Road	Minor Arterial	West of US.101	39454	39581	Y
Sand Hill Road	Minor Arterial	East of Santa Cruz Avenue	33407	33947	Y
Willow Road	Minor Arterial	East of Middlefield Road	23823	24130	Y
	Collector	West of Middlefield Road	6315	6315	N
Alpine Road	Minor Arterial	West of Junipero Serra Boulevard	25120	25260	Y
Middlefield Road	Minor Arterial	North of Ravenswood Avenue	14359	14439	N
	Minor Arterial	South of Ravenswood Avenue	25215	24728	N
Ravenswood Avenue	Minor Arterial	East of El Camino Real	22705	22316	N
Santa Cruz Avenue	Minor Arterial	West of El Camino Real	6530	6530	N
Valparaiso Avenue	Minor Arterial	West of El Camino Real	16239	16253	N

Source: AECOM, 2010

Table 4-9 presents the ADT analysis results with the proposed remote parking and the additional pedestrian / bicycle undercrossings being implemented.

Similarly, Ravenswood Avenue would no longer be significantly affected when the proposed remote parking and pedestrian / bicycle undercrossings are in place. Four other roadways, as highlighted in Table 4-9, would still be impacted by SUMC in 2025.

In Menlo Park, the contribution to roadway mitigation should be tied to the amount of traffic added to study area intersections by the project.

Table 4-9
2025 Roadway ADT Analysis with Remote Parking and Undercrossings (Menlo Park)

Roadway	Type	Segment	No Build	With SUMC	Impact
Marsh Road	Minor Arterial	West of US.101	39454	39715	Y
Sand Hill Road	Minor Arterial	East of Santa Cruz Avenue	33407	34647	Y
Willow Road	Minor Arterial	East of Middlefield Road	23823	24277	Y
	Collector	West of Middlefield Road	6315	6315	N
Alpine Road	Minor Arterial	West of Junipero Serra Boulevard	25120	25460	Y
Middlefield Road	Minor Arterial	North of Ravenswood Avenue	14359	14552	N
	Minor Arterial	South of Ravenswood Avenue	25215	24755	N
Ravenswood Avenue	Minor Arterial	East of El Camino Real	22705	22430	N
Santa Cruz Avenue	Minor Arterial	West of El Camino Real	6530	6530	N
Valparaiso Avenue	Minor Arterial	West of El Camino Real	16239	16299	N

Source: AECOM, 2010

4.14 VMT Mitigation

The amount of travel by employees would be reduced by the proposed TDM program. The VMT for the project if the TDM is successful can be reduced to approximately 238,500 daily vehicle miles; a reduction of about 37,300 daily vehicle miles.

4.15 Construction Mitigation

The following mitigation measures are designed to ensure that as more detailed construction plans are developed, potentially significant transportation system impacts related to construction plans and the safety hazard they could create would be reduced to less-than-significant levels.

- 1 *Off-Street Parking for Construction Related Vehicles.* The project sponsor shall be required to provide adequate off-street parking for all construction-related vehicles throughout the construction period. If adequate parking cannot be provided on the construction sites, a remote parking area shall be designated, and a shuttle bus shall be operated to transfer construction workers to the job site.
- 2 *Maintenance of Pedestrian Access.* The project sponsor shall be prohibited from substantially limiting pedestrian access while constructing the project, without prior approval from the City of Palo Alto Department of Public Works. Such approval shall require submittal and approval of specific construction management plans to mitigate the specific impacts to a less-than-significant levels. Pedestrian access-limiting actions would include, but not be limited to, sidewalk closures, bridge closures, crosswalk closures or pedestrian re-routing at intersections, placement of construction-related material within pedestrian pathways or sidewalks, and other actions which may affect the mobility or safety of pedestrians during the construction period. If sidewalks are maintained along the construction site frontage, covered walkways shall be provided.
- 3 *Maintenance of Bicycle Access.* The project sponsor shall be prohibited from limiting bicycle access while constructing the project, without prior approval from the City of Palo Alto Department of Public Works. Such approval shall require submittal and approval of specific construction management plans that warn cyclists prior to reaching the impacted bicycle lanes and provide alternative routing around the construction sites to mitigate the specific impacts to a less-than-significant level. Bicycle access-limiting actions would include, but not be limited to, bike lane closures or narrowing, closing or narrowing of streets that are designated bike routes, bridge closures, placement of construction-related materials within designated bike lanes or along bike routes, and other actions which may affect the mobility or safety of bicyclists during the construction period.
- 4 *Restriction on Construction Hours.* The project sponsor shall be required to prohibit or limit the number of construction material deliveries from 7am to 9am, and from 4pm to 6pm on weekdays. The project applicant shall be required to prohibit or limit the number of construction employees from arriving or departing the site from the hours of 4:30pm to 6pm.

APPENDIX A

SUMC TRIP GENERATION EVALUATION

STANFORD UNIVERSITY MEDICAL CENTER
TRIP GENERATION EVALUATION
SEPTEMBER 25, 2007

INTRODUCTION

This report evaluates the trip generation analysis submitted by Stanford University in conjunction with their application to expand the hospital, clinics and medical office buildings. The expansion includes the Stanford Hospital and Clinics (SHC), the Lucile Packard Children's Hospital (LPCH), and Medical Office Buildings (MOB) projects. Fehr and Peers submitted the Draft Trip Generation and Parking Demand Study, dated August 6, 2007. The following assesses the trip generation characteristics of that report. The parking demand will be evaluated separately.

FEHR AND PEERS TRIP GENERATION

Fehr and Peers grouped the medical center project into three distinct categories, SHC, LCPH, and MOB. The SHC included 1,100,000 square feet of new hospital space and 329,000 square feet of new clinic space. To accommodate this new development, 551,800 square feet of hospital space and 113,300 square feet of clinic space would be removed. The analysis also reduced the new hospital space by 320,000 square feet to account for "right sizing". The "right sizing" adjustment accounts for space changes in the medical profession that does not accommodate additional patients or staff and therefore does not generate additional traffic. The net development of SHC is 228,200 square feet of hospital space and 215,700 square feet of clinic space for a total of 443,900 square feet of additional development.

The LCPH included 425,000 square feet of new hospital space and 56,300 square feet of new clinic space. "Right sizing" for LCPH represents a 126,000 square foot reduction. The net development for LCPH is 299,000 square feet of hospital space and 56,300 square feet of clinic space, for a total of 355,300 square feet of additional development.

The MOB component of the project consists of the removal of 56,300 square feet of MOB at 701 Welch Road, 23,500 square feet at 703 Welch Road and 40,100 square feet at 1101 Welch Road. Additional MOB space would be added at Hoover Pavilion, 200,000 square feet of new space, and 84,230 square feet of re-use space.

Fehr and Peers conducted traffic counts from 7:00 to 9:00 am and from 4:00 to 6:00 pm at 19 parking lot entrances serving SUMC. The inbound and outbound traffic volumes were adjusted to remove campus traffic and isolate medical center traffic only. This was accomplished by reviewing the parking permits of vehicles in each lot. The total AM peak hour traffic was recorded at 1,381 vehicles and the total PM peak hour traffic at 1,344 vehicles. With 1,668,967 square feet of hospital space, the AM trip rate was calculated at 0.83 trips per 1,000 square feet and the PM trip rate was calculated at 0.80 trips per 1,000 square feet. The trip rates were separated into inbound and outbound percentages based on the observed movements.

Three medical office building driveways were counted to develop trip generation statistics for MOB. The driveway counts were recorded at 703, 1101, and 900 Welch Road. The first two buildings were surveyed because they will be demolished as part of the construction, and the third was selected to provide a broader sample of MOB rates along Welch Road. The total AM peak hour traffic was recorded at 290 vehicles and the total PM peak hour traffic at 241 vehicles. With 110,048 square feet of MOB space, the AM trip rate was calculated at 2.64 trips per 1,000 square feet and the PM trip rate was calculated at 2.19 trips per 1,000 square feet. The trip rates were separated into inbound and outbound percentages based on the observed movements. AM and PM peak hour trip rates and in and out percentages were calculated separately for each of the three observed facilities. Average rates for all three facilities were also calculated.

The final step in the Fehr and Peers trip generation process calculated projected traffic volumes for the proposed development. The trip rates observed at SHC and LPCH were applied to the adjusted hospital and clinic development of 799,200 square feet (the “right sizing” space was not included). The Fehr and Peers trip generation for the hospital was calculated at 656 AM peak hour trips and 640 PM peak hour trips. Likewise, the trip rates observed at the three surveyed sites along Welch Road were applied to the MOB space to be removed and to the proposed MOB development. For the MOB space individual trips rates and inbound and outbound splits were applied uniquely to each observed facility, and the overall average trip rate and inbound and outbound splits were applied to the proposed space. The Fehr and Peers trip generation for the MOB was calculated at 435 AM peak hour trips and 336 PM peak hour trips. The MOB trip values represent net new space.

ALTERNATIVE TRIP GENERATION CALCULATIONS

Table 1 shows an alternative trip generation calculation for the medical center projects. There are two basic changes noted in Table 1 from the Fehr and Peers analysis. First, the hospital expansion is based on number of beds, rather than square footage. Standard trip generation statistics from ITE’s Trip Generation Manual, 7th Edition were applied to the proposed number of beds, including direction splits. Second, the MOB space uses average rates for all uses, the space proposed and the space to be removed. Individual land uses have daily and hourly variations. Combining the three observations and using the overall average reduces that variation.

For the hospital uses, the expansion in terms of beds eliminates the need to “right size” the additional space. The trip rates developed by the Fehr and Peers analysis were applied to the net new clinic space noted in Table 1. ITE does not provide a suitable rate for clinic space and the field measurements included in the Fehr and Peers analysis are considered adequate. The total trips for hospitals and clinics is 499 AM peak hour trips, a reduction from the Fehr and Peers analysis by about 150 trips, and 535 PM peak hour trips, a reduction from the Fehr and Peers analysis by about 100 trips. Based on these calculations, the “right sizing” does not appear to underestimate future trip generation.

For MOB the AM peak hour trips remains at 435 total trips, although there is a change in the inbound and outbound values using a consistent set of trip rates. For the PM peak hour, the proposed trip generation values are approximately 25 trips higher than the Fehr and Peers values. For MOB, consistent rates developed from the average of the surveyed sites should be used. While these rates are up one-half of the typical rates, the interaction of MOB space to the adjacent hospitals is expected to account for this reduction in traffic.

Table 1
Trip Generation
Stanford University Medical Center

Land Use	Size	AM Peak				PM Peak			
		Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
Stanford Hospitals and Clinics:									
Hospital	144 beds ¹	1.13	114	49	163	1.30	67	120	187
Clinic	215,700 s.f. ²	0.82	134	43	177	0.80	48	125	173
Lucile Packard Children's Hospital:									
Hospital	104 beds ¹	1.13	82	36	118	1.30	49	86	135
Clinic	50,000 s.f. ²	0.82	32	9	41	0.80	11	29	40
Hospitals Subtotal			362	137	499		175	360	535
Medical Office Buildings:									
701 Welch	(56,300 s.f.) ³	2.64	(114)	(35)	(149)	2.19	(31)	(92)	(123)
703 Welch	(23,500 s.f.) ³	2.64	(47)	(15)	(62)	2.19	(13)	(38)	(51)
1101 Welch	(40,100 s.f.) ³	2.64	(80)	(24)	(104)	2.19	(22)	(66)	(88)
Hoover Pavilion	284,000 s.f. ³	2.64	574	176	750	2.19	156	467	623
MOB Subtotal			333	102	435		90	271	361
TOTALS			695	239	934		265	631	896

Notes: s.f. = square feet.

1. Trip generation based on Institute of Transportation Engineers (ITE) Trip Generation (7th Edition) for Hospital (Land Use Code 610).
2. Trip generation based on survey data from Fehr and Peers, 2007.
3. Trip generation based on survey data from Fehr and Peers, 2007.

MEMORANDUM

Date: November 14, 2007

To: Catherine Palter, Stanford Land Use and Environmental Planning
Bill Phillips, Stanford Real Estate
Barbara Schussman, Bingham McCutchen

From: Robert Eckols, P.E.

**Subject: 2015 Trip Generation Estimates for Stanford University Medical Center
Environmental Impact Report**

WC06-2327

This memorandum presents 2015 trip generation estimates for the proposed Stanford University Medical Center (SUMC) project. Peak hour trip generation rates and traffic volumes were previously established for build out of the SUMC project. An interim traffic analysis will be included in the environmental impact report (EIR) for 2015, which corresponds to the completion of the shopping center expansion. Therefore, a trip generation is needed for the SUMC project for use in the EIR 2015 analysis scenario. This memorandum describes the methodology Fehr & Peers used to estimate the number of trips generated by the SUMC project in 2015.

SUMC Build Out Trip Generation

Fehr & Peers prepared a trip generation and parking analysis for the existing SUMC facility based on driveway counts and parking surveys. The trip generation and parking data were provided in a report included as a part of the SUMC application to the City of Palo Alto. The report was peer reviewed by the City of Palo Alto EIR traffic consultant and the data used as input into their trip generation analysis. Table 1 shows the resulting peak hour trip generation for the SUMC project build out using the rates recommended by the City's EIR traffic consultant.

Table 1 summarizes the net increase in both the AM and PM peak hour trips due to the physical changes at build out of SUMC including:

- Reconstruction/expansion of both the Stanford Hospital and Clinics and Lucile Packard Children's Hospital
- Demolition of three medical office buildings located on Welch Road
- Addition of new clinic and medical office space within the SUMC
- Demolition of existing hospital and clinic buildings

The number of net new trips added at build out of the SUMC is 1,019 AM peak hour trips and 938 PM peak hour trips. These trip estimates were made by applying trip generation rates to the amount of net new development (square feet) proposed within SUMC.

TABLE 1													
SUMC PROJECT BUILD OUT TRIP GENERATION													
Land Use	New/ (Removed) Space (ksf)	Trip Rate						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Hospitals	714.97	0.62	0.20	0.82	0.23	0.58	0.81	443	143	586	164	415	579
701 Welch	(56.3)	2.02	0.62	2.64	0.55	1.64	2.19	(114)	(35)	(149)	(31)	(92)	(123)
703 Welch	(23.5)	2.02	0.62	2.64	0.55	1.64	2.19	(47)	(15)	(62)	(13)	(39)	(52)
1101 Welch	(40.1)	2.02	0.62	2.64	0.55	1.64	2.19	(81)	(25)	(106)	(22)	(66)	(88)
New MOB Space	284.23	2.02	0.62	2.64	0.55	1.64	2.19	574	176	750	156	466	622
Net New Project Trips								775	244	1,019	254	684	938
Note: ksf = 1,000 square-feet; MOB = Medical Office Building													
Source: AECOM / DMJM Harris, October 2007													

SUMC 2015 Trip Generation

Initially, Fehr & Peers considered using the same approach that was used for the project build-out to make the 2015 trip generation estimate. This approach would apply the trip generation rates to the amount of development within SUMC in 2015. While this approach worked well for the medical office space that would be either removed or constructed, this approach proved difficult to use for the hospital expansions.

Fehr & Peers met with the hospital design team to discuss hospital space utilization in 2015. While the new hospital buildings would be constructed by 2015, the new space would not be fully occupied (utilized) in 2015 due to transitions that are necessary to maintain hospital operations during construction. Some buildings that will ultimately be demolished are expected to still be on the site in 2015. These older buildings slated for demolition would not be fully occupied or used in 2015, but portions of these buildings would remain in use. Some programs would be in the process of being moved out of the older buildings into the newly constructed space. Other programs would still be occupying the older buildings because replacement space would not yet be constructed. Similarly, the newly constructed space also would not be fully occupied and used at its full build-out level in 2015 because of the transitions associated with moving the existing programs. The new space also would not yet be fully occupied because it would take several years to ramp up hiring and program development associated with full build out and use of the new hospital facilities. Full utilization of the new space is tied to external demographic conditions associated with projected growth in demand for hospital services at build-out, which would not be fully realized in 2015.

Since estimating the amount of hospital square footage in 2015 was not directly correlated with expected trip generation in 2015, an alternative approach was developed to estimate the hospital trips for the 2015 scenario. The alternative approach estimates the percentage of traffic growth in 2015 based on the level of increase in patient activity and the increase in hospital employees. This data is presented in the SUMC application in Tab 5, on page 3 and in Table 5-1.

Table 2 summarizes patient activity and total employment for 2006, 2015 and 2020+ for both Stanford Hospital and Clinics and Lucile Packard Children's Hospital. Patient activity includes two components: total patient discharges and total outpatient visits. Table 2 includes columns that show the percent of patient activity or employment as compared to the total at build out in 2020+. This column for patient discharges shows that (a) in 2006, existing patient discharges are 78% of the projected 2020+ total patient discharges and (b) by 2015, patient discharges are expected to be 86% of the projected 2020+ total patient discharges.

TABLE 2 SUMC PATIENT ACTIVITY AND EMPLOYMENT								
	Total Patient Discharges		Total Outpatient Visits		Total Employees		Average	Weighted Average
	Number	% of 2020+	Number	% of 2020+	Number	% of 2020+		
Year		A		B		C	(A+B+C)/3	(A+B+C+C)/4
2006	34,803	78%	511,248	70%	6,848	74%	74%	74%
2015	38,171	86%	609,816	84%	8,883	96%	89%	91%
2020+	44,611	100%	726,298	100%	9,217	100%	100%	100%

Two averages were calculated for each year. One is a simple average of the patient discharges, outpatient visits and employment. The other is a weighted average that doubles the employment value. It should be noted that the growth in employment is substantially higher in 2015 (96%) as compared to patient activity (~85%). Therefore, even using a simple average represents a higher level of overall growth in traffic by 2015 than if patient activity only were considered. Figure 1 presents the data from the columns lettered A, B, and C in Table 2, along with the simple average.

Figure 1 shows that, on average, patient activity and employment is expected to grow from 74% of total projected build-out in 2006 to 89% of total projected build-out in 2015. Since patient activity and employment are directly related to the trips generated by the SUMC project, the incremental change in patient activity and employment can be used to estimate the increase in net new 2015 trips generated by hospital uses as follows:

- Change in hospital patient activity/employment at build-out will be 26% (from 74% to 100%)
- Change in hospital patient activity/employment by 2015 is 15% (from 74% to 89%)

- The incremental change in hospital activity in 2015 as compared to build-out is 15% divided by 26%, or 58% of the total change from 2006 to build-out
- Therefore, the change in hospital activity by 2015 represents 58% of the net new SUMC hospital trips being generated at build-out of the project.

Figure 1
SUMC Hospital Patient Activity & Employment

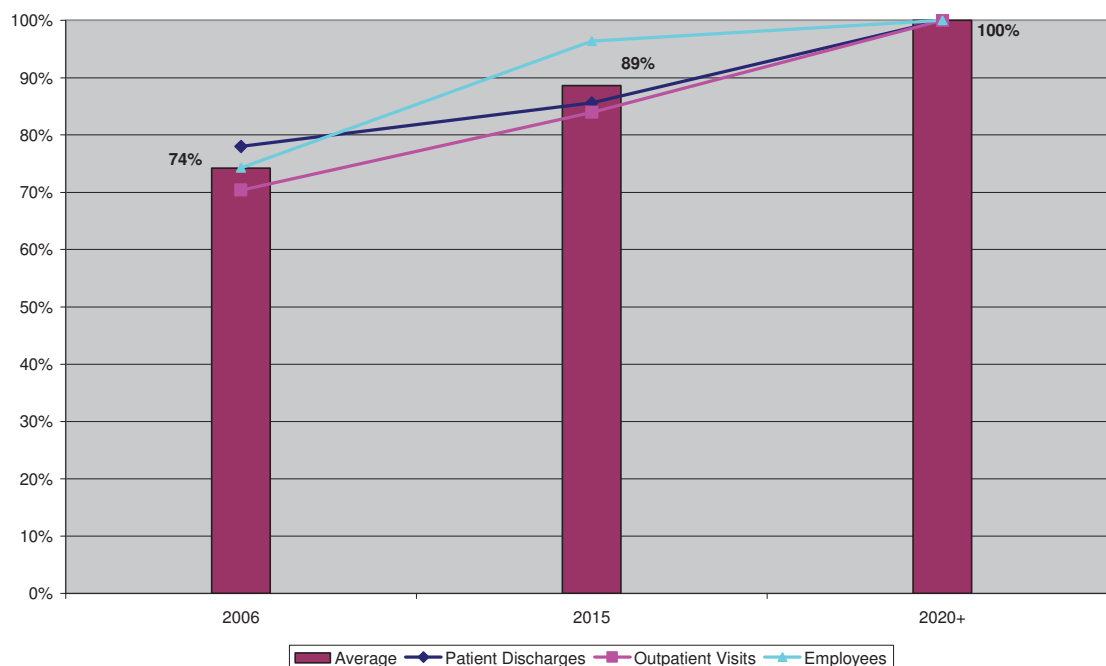


Table 3 summarizes the SUMC project trip generation for 2015. The trip estimates for medical office buildings were made by applying trip generation rates to the amount of development (square feet) demolished or converted by 2015. Table 3 assumes that:

- 60% of the net new hospital trips will be generated by 2015
- Demolition of the three medical office buildings on Welch Road
- Conversion of 84,230 square feet of space in Hoover Pavilion from hospital/clinic uses to medical office building

The number of net new trips added by the SUMC project in 2015 will be 259 AM peak hour trips and 269 PM peak hour trips. It should be noted that an additional 200,000 square feet of medical office buildings will be added between 2015 and build out, which is included in Table 1.

Land Use	New/ Removed Space (ksf)	Trip Rate						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Hospitals	NA ¹	0.62	0.20	0.82	0.23	0.58	0.81	266	86	352	98	249	347
701 Welch	(56.300)	2.02	0.62	2.64	0.55	1.64	2.19	(114)	(35)	(149)	(31)	(92)	(123)
703 Welch	(23.500)	2.02	0.62	2.64	0.55	1.64	2.19	(47)	(15)	(62)	(13)	(39)	(52)
1101 Welch	(40.100)	2.02	0.62	2.64	0.55	1.64	2.19	(81)	(25)	(106)	(22)	(66)	(88)
New MOB Space	84.230	2.02	0.62	2.64	0.55	1.64	2.19	170	52	222	46	138	184
Net New Project Trips								194	63	257	78	190	268

APPENDIX B

SUMC TRIP GENERATION CALCULATION

Stanford University Medical Center Trip Generation and Parking Demand Study



FEHR & PEERS
TRANSPORTATION CONSULTANTS

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*Prepared for:
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*October 2008
WC06-2327*

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EXECUTIVE SUMMARY

PURPOSE OF STUDY

This study provides an assessment of the expected parking demand and peak hour trip generation of the proposed LPCH and SHC projects. The study utilizes October 2006 traffic counts and parking occupancy surveys to define unique trip generation and parking demand rates for the hospitals as a whole (inpatient and clinic space) and also for certain Welch Road medical office buildings. These rates are applied to the growth plans for the hospitals, including new inpatient and clinic space, and for a new medical office building to be located on the Hoover Pavilion site.

Note on March 2008 Revision -- This update to the September 2007 report incorporates changes to the project description, and adds notes regarding the final trip generation and parking demand rates accepted for use in the EIR, based on the City of Palo Alto staff and EIR consultant's peer review and analysis. The project description changes are:

- *New medical office space at Hoover Pavilion site reduced from 200,000 to 60,000*
- *Clinic space at SHC increased by 100,000 square feet*
- *Hospital space at LPCH increased by 40,000 square feet*

These changes result from the need to accommodate and serve more hospital and clinic uses at the main hospitals site. The previous project definition proposed a new 200,000 square foot medical office building at the Hoover Pavilion site, to be used to accommodate a flexible mix of medical office and some clinic space. With the change, that space has been reduced to a new 60,000 square foot medical office building, and the remaining 140,000 square feet are relocated to the main hospitals site to be used for clinic space (100,000 square feet at SHC) and hospital space (40,000 square feet at LPCH). Table ES-3 and Table 1 contain the updated project description information.

The final recommended trip generation and parking demand rates are identified in boldface in Tables E-1 and ES-2, as well as Tables 7 and 8.

These changes result in reduced net new project trips and parking demand, as summarized in Tables 10 and 12.

TRIP GENERATION AND PARKING DEMAND RATES

The survey data indicate that the hospitals generate traffic and parking demand at rates that are generally consistent with rates observed at other large medical centers. Tables ES-1 and ES-2 give the trip generation and parking demand rates. The rates are based on the total floor area for inpatient space and clinics. The tables also give rates for three Welch Road medical office buildings, two of which will be removed as part of the LPCH and SHC projects. The third building was added to provide a broader sample of Welch Road medical office building traffic and parking characteristics.

The hospitals generate about 0.80 peak hour trips per thousand square feet, and the medical office buildings generate about 2.2 – 2.6 peak hour trips per thousand square feet. Based on the City of Palo Alto's EIR consultant's review and analysis, the trip generation rates shown in Table ES-1, in bold face, are accepted for use in the EIR.

**TABLE ES-1
ESTIMATED TRIP GENERATION RATES**

Land Use	Existing Size	Trip Rate					
		AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Hospital	1,753.197 ksf	0.61	0.20	0.81	0.23	0.58	0.82
Medical Office							
703 Welch Road	23.5 ksf	1.87	0.77	2.64	0.47	1.79	2.26
900 Welch Road	45.481 ksf	2.02	0.66	2.68	0.59	1.08	1.67
1101 Welch Road	41.067 ksf	2.09	0.49	2.58	0.54	2.19	2.73
Total	110.048 ksf	2.03	0.62	2.65	0.55	1.65	2.20

Note: ksf = 1,000 square-feet
Source: Fehr & Peers, March 2008.

The hospitals' peak parking demand rate is 2.23 spaces per thousand square feet based on the current actual floor area, and 1.78 spaces per thousand square feet considering the increased space, or building "right-sizing", that would be needed to accommodate current uses. The medical office buildings' peak parking demand is 4.36 spaces per thousand square feet. Based on the City of Palo Alto staff and EIR consultant's review of these rates, the medical office rate was adjusted to be consistent with Palo Alto zoning code, which requires 4.0 spaces per thousand square feet for medical office buildings. The bolded rates in Table ES-2 are the final recommended rates for planning for new parking at the Medical Center.

**TABLE ES-2
ESTIMATED PARKING GENERATION RATES**

Land Use	Existing Size	Parking Demand Rate	
		AM Peak Hour	PM Peak Hour
Hospital (inpatient and outpatient) ¹	1,753.197 ksf	2.23 vehicles per ksf	2.22 vehicles per ksf
Hospital (incorporating current right-sizing need)²	2,199.197 ksf	1.78 vehicles per ksf	1.78 vehicles per ksf
Medical Office			
Medical Office – 703 Welch Road	23.500 ksf	3.70 vehicles per ksf	3.91 vehicles per ksf
Medical Office – 900 Welch Road	45.481 ksf	3.45 vehicles per ksf	3.58 vehicles per ksf
Medical Office – 1101 Welch Road	41.067 ksf	5.11 vehicles per ksf	5.60 vehicles per ksf
Average Medical Office		4.09 vehicles per ksf	4.36 vehicles per ksf
Medical Office		4.0 vehicles per ksf	4.0 vehicles per ksf

1. LPCH and SHC combined. See Technical Appendix for a detailed breakdown of the existing hospitals' floor space.

2. Adds 320 ksf (right sizing need for SHC) and 126 ksf (right sizing need for LPCH).

Note: ksf = 1,000 square-feet

Source: Fehr & Peers, March 2008.

PROJECT TRIP GENERATION AND PARKING DEMAND

Table ES-3 shows the project as currently defined, with net increases in floor area at SHC and LPCH, the demolition of 701, 703 and 1101 Welch, and new medical office building space at the Hoover Pavilion site.

The new project uses, as defined in Table ES-3, generate 766 AM peak hour trips and 746 PM peak hour trips, and a parking *demand* of 2,099 vehicles (1,522 parking spaces for hospital uses and 577 parking spaces for medical office uses). The recommended parking *supply*, which incorporates a 10 percent margin to facilitate traffic circulation, as well as a reduction of 258 spaces due to available vacancies in lots currently serving the hospitals, is 2,051 spaces (1,416 hospital spaces and 635 medical office spaces). Note that this recommended parking supply is calculated to meet the net new parking demand; replacement parking to address lots and structures to be demolished should be considered additive to these numbers.

TABLE ES-3 SUMMARY OF MEDICAL CENTER PROJECT				
Location	Proposed New Space	Space to be Removed	Space Credit for Right-Sizing/ Overcrowding Relief	Net New Space
Stanford Hospitals and Clinics				
Hospital	1,100,000 sf	(551,800 sf)	(320,000 sf)	228,200 sf
Clinics	429,000 sf	(113,300 sf)	--	315,700 sf
Hoover Pavilion Hospital use to be converted to MOB		(84,230 sf)		(84,230 sf)
<i>Subtotal</i>	<i>1,529,000 sf</i>	<i>(749,330 sf)</i>	<i>(320,000 sf)</i>	<i>459,670 sf</i>
Lucile Packard Children's Hospital				
Hospital	471,300 sf	--	(126,000 sf)	345,300 sf
Clinics	50,000 sf	--	--	50,000 sf
<i>Subtotal</i>	<i>521,300 sf</i>	<i>--</i>	<i>(126,000 sf)</i>	<i>395,300 sf</i>
Medical Office Buildings				
701 Welch ¹		(56,300 sf)		(56,300 sf)
703 Welch ¹		(23,500 sf)		(23,500 sf)
1101 Welch ¹		(40,100 sf)		(40,100 sf)
Hoover Pavilion Site -- New	60,000 sf			60,000 sf
Hoover Pavilion Hospital use to be converted to MOB	84,230 sf			84,230 sf
<i>Subtotal</i>	<i>144,230 sf</i>	<i>(119,900 sf)</i>		<i>24,330 sf</i>
Total	2,194,530 sf	(869,230 sf)	(446,000 sf)	879,300 sf
Note: sf = square-feet				
1. These medical office buildings would be removed to make way for new construction.				
Source: Stanford University Medical Center, March 2008.				

1. INTRODUCTION

Fehr & Peers has conducted several traffic and parking studies in recent years for the hospitals, including due diligence for the Center for Cancer Treatment and Prevention/Ambulatory Care Pavilion/Parking Structure IV project (1999); the Stanford University Medical Center Traffic/Travel Demand Management Study (2003); a West Campus/Medical Center Area Circulation Study and Welch Road Origin-Destination study (July 2005); and most recently, a parking demand analysis for the Stanford Hospitals and Clinics (SHC)/Lucile Packard Children's Hospital (LPCH) Long Range Development Plans (LRDPs) (September 2005). This study draws on all of the traffic and parking characteristics data already developed, plus targeted new data collection and analysis, to provide an up-to-date, accurate assessment of the expected parking demand and trip generation associated with the SHC and LPCH projects.

PROJECT DESCRIPTION

The Stanford University Medical Center (SUMC) is located in Palo Alto, California, on the Stanford University campus. SUMC is comprised of the SHC, LPCH, and Stanford University's School of Medicine (SoM). Figure 1 shows the regional context of SUMC and Figure 2 shows the SUMC local area. This study focuses on the SHC and LPCH components of SUMC. The proposed project would expand and replace components of the SHC and LPCH, and replace a component of the SoM. The latter is not considered here since it only serves to replace existing space.

The proposed project would demolish medical office buildings located at 701, 703 and 1101 Welch Road. In addition, the project would construct 60,000 square-feet of medical office space on the Hoover Pavilion site.

Table 1 summarizes the proposed project. The SHC project would provide 1,529,000 square-feet of new space and add 144 net new beds. The project would remove about 665,100 square-feet of space on the main hospital site, and would convert Hoover Pavilion (84,230 square feet) from hospital use to medical office use. The hospital is currently undersized, relative to the services it provides; therefore, a portion of the expansion is needed just to better accommodate existing uses. This adjustment, or "right-sizing" space credit, is estimated to be 320,000 square feet. Thus, the future space which would accommodate new uses is estimated to be 359,670 square feet.

The LPCH project would increase its space by 521,300 square feet and add 104 net new beds. The hospital is currently undersized, relative to the services it provides; therefore, approximately 126,000 square-feet of the expansion is needed just to better accommodate existing uses. Thus, the future space which would accommodate new uses is estimated to be at 395,300 square feet.

This study estimates the proposed project traffic and parking demand based on the new space accommodating new uses. The "right-sizing" space would not accommodate additional staff or patients; therefore, it would not generate new traffic or parking demand.

Figure 3 shows the parking to be demolished, and Figure 4 shows proposed replacement/new parking locations. The project includes demolition of Parking Structure 3, a portion of the LPCH parking structure, and the surface lot near the Falk Center (see Figure 3). New parking structures will be built under and near the new SHC buildings, near LPCH, and at the Hoover Pavilion site. The project will construct the net new parking shown to be needed in this study.

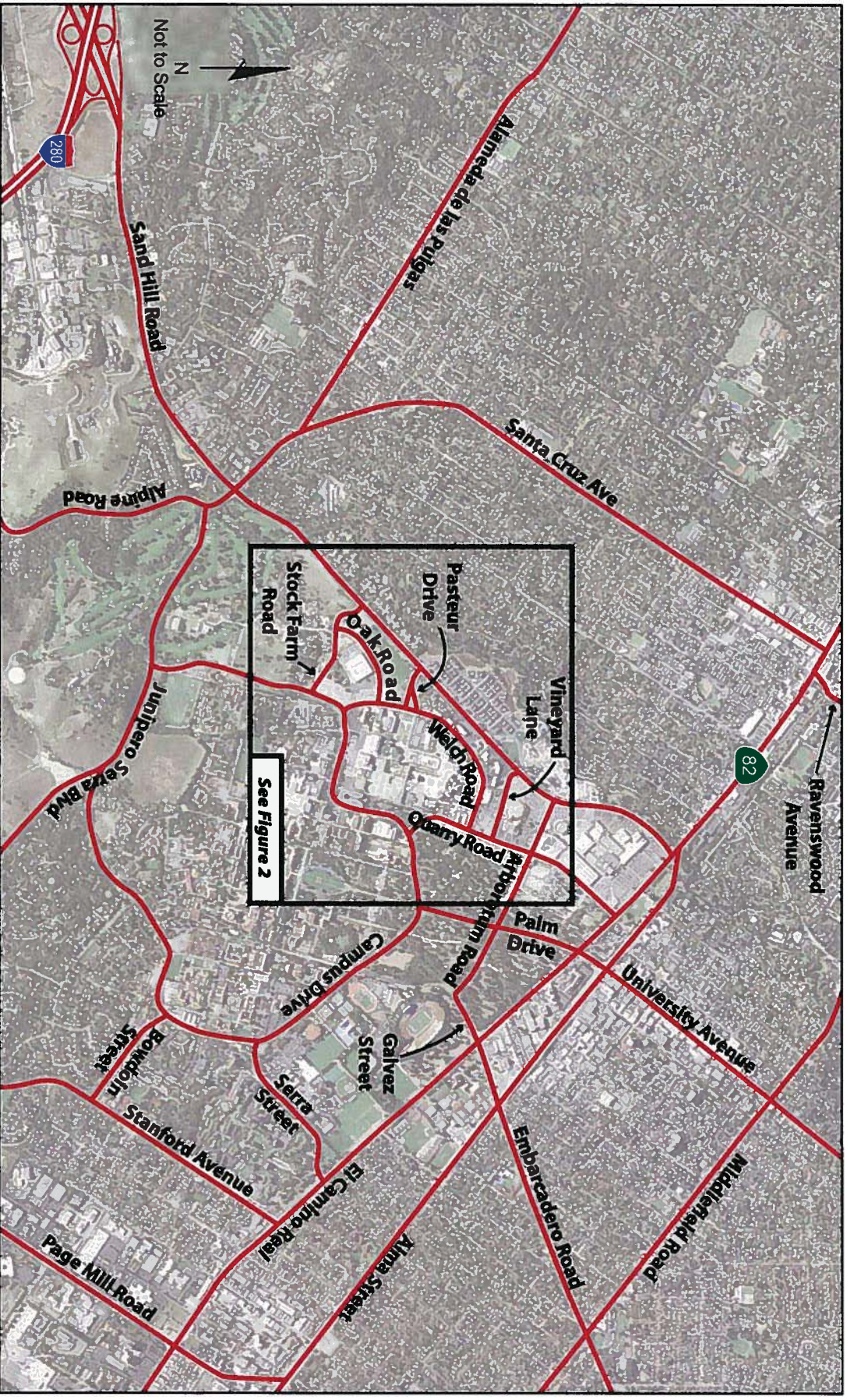
**TABLE 1
SUMMARY OF MEDICAL CENTER PROJECT**

Location	Proposed New Space	Space to be Removed	Space Credit for Right-Sizing/ Overcrowding Relief	Net New Space
Stanford Hospitals and Clinics				
Hospital	1,100,000 sf	(551,800 sf)	(320,000 sf)	228,200 sf
Clinics	429,000 sf	(113,300 sf)	--	315,700 sf
Hoover Pavilion Hospital use to be converted to MOB		(84,230 sf)		(84,230 sf)
<i>Subtotal</i>	<i>1,529,000 sf</i>	<i>(749,330 sf)</i>	<i>(320,000 sf)</i>	<i>459,670 sf</i>
Lucile Packard Children's Hospital				
Hospital	471,300 sf	--	(126,000 sf)	345,300 sf
Clinics	50,000 sf	--	--	50,000 sf
<i>Subtotal</i>	<i>521,300 sf</i>	<i>--</i>	<i>(126,000 sf)</i>	<i>395,300 sf</i>
Medical Office Buildings				
701 Welch ¹		(56,300 sf)		(56,300 sf)
703 Welch ¹		(23,500 sf)		(23,500 sf)
1101 Welch ¹		(40,100 sf)		(40,100 sf)
Hoover Pavilion Site -- New	60,000 sf			60,000 sf
Hoover Pavilion Hospital use to be converted to MOB	84,230 sf			84,230 sf
<i>Subtotal</i>	<i>144,230 sf</i>	<i>(119,900 sf)</i>		<i>24,330 sf</i>
Total	2,194,530 sf	(869,230 sf)	(446,000 sf)	879,300 sf

Note: sf = square-feet

1. These medical office buildings would be removed to make way for new construction.

Source: Stanford University Medical Center, March 2008.



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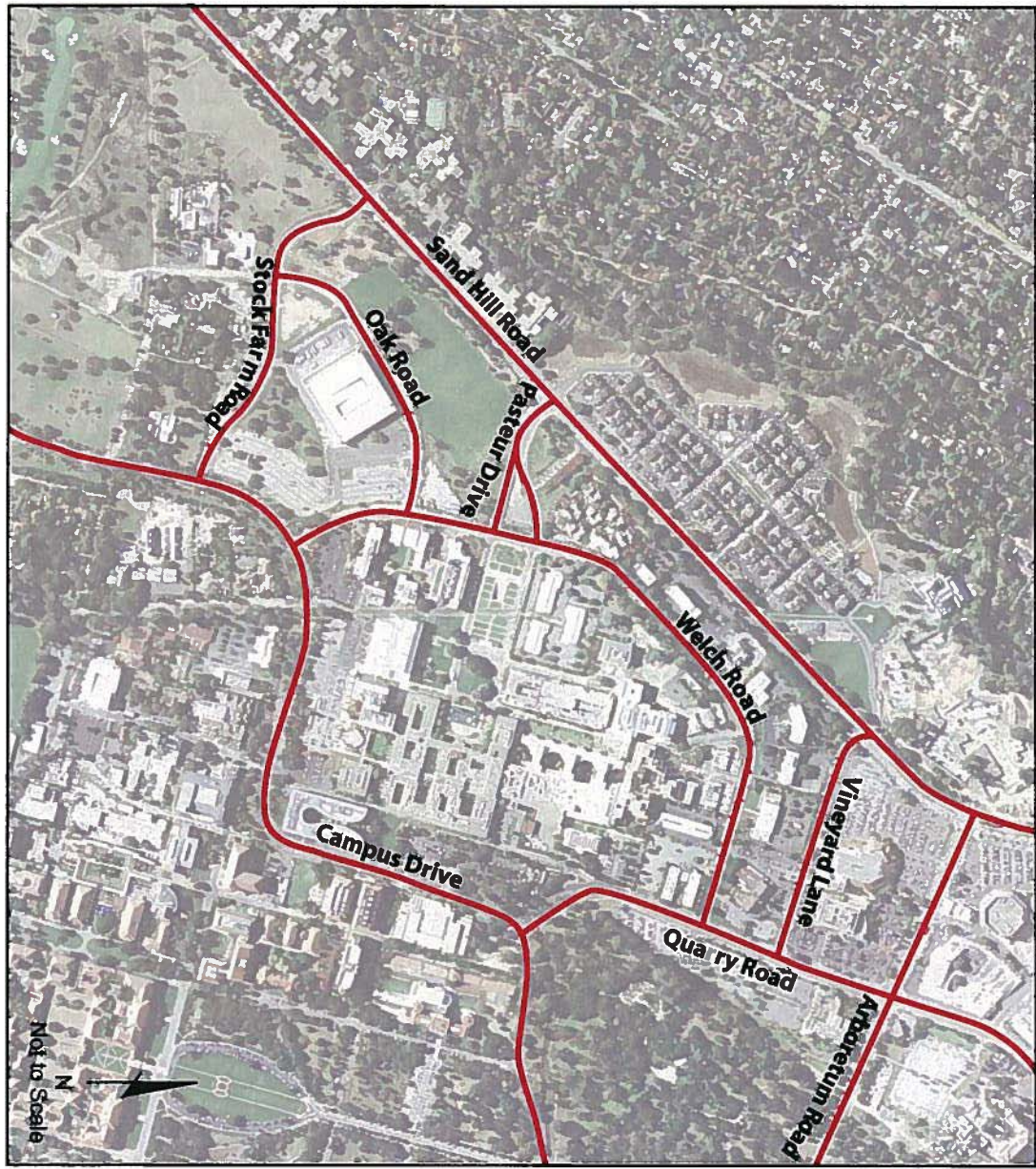
Stanford Medical Center Pre-application Traffic / Parking Study

TRAFFIC STUDY AREA – REGIONAL

Figure 1

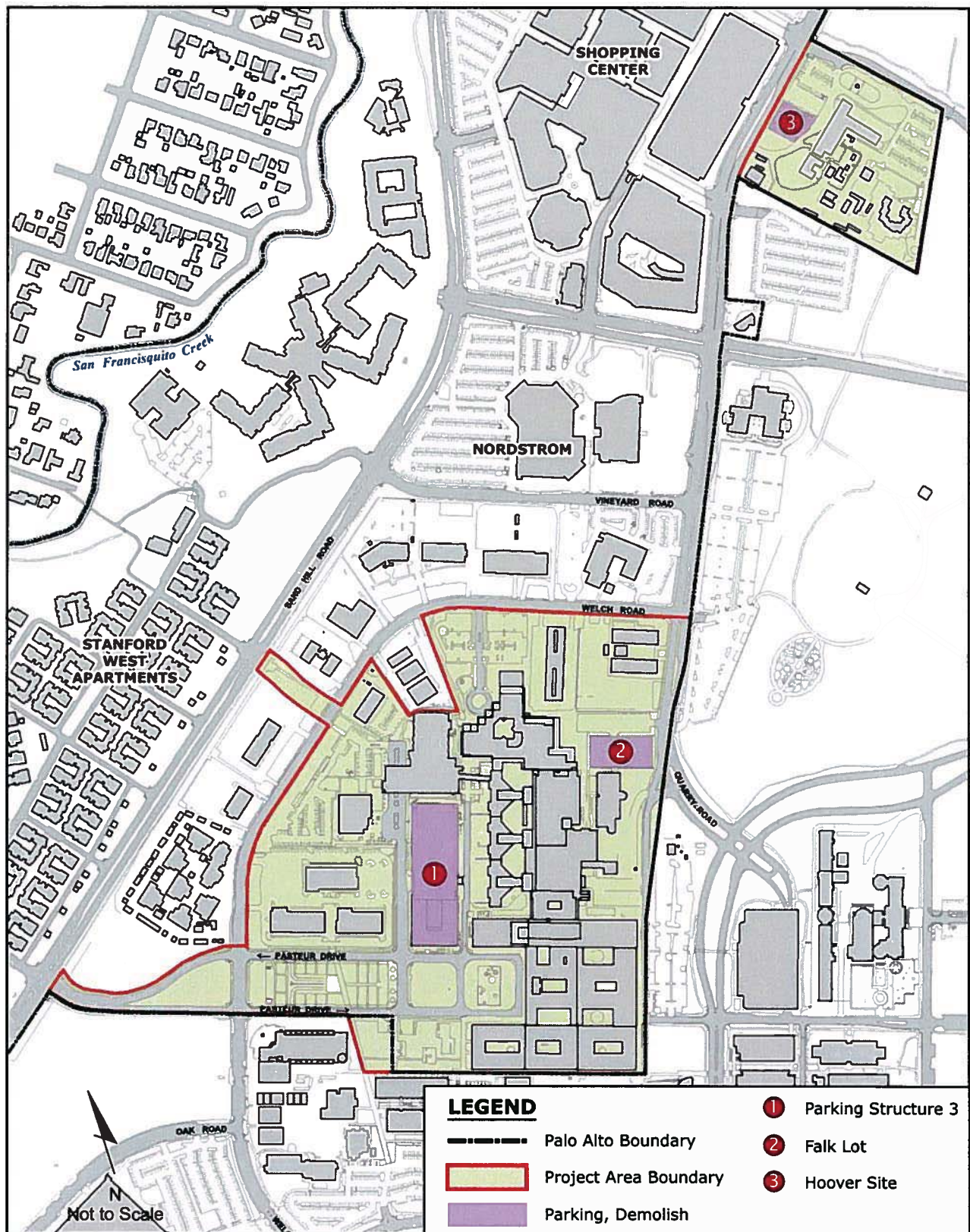


Stanford Medical Center Pre-application Traffic / Parking Study

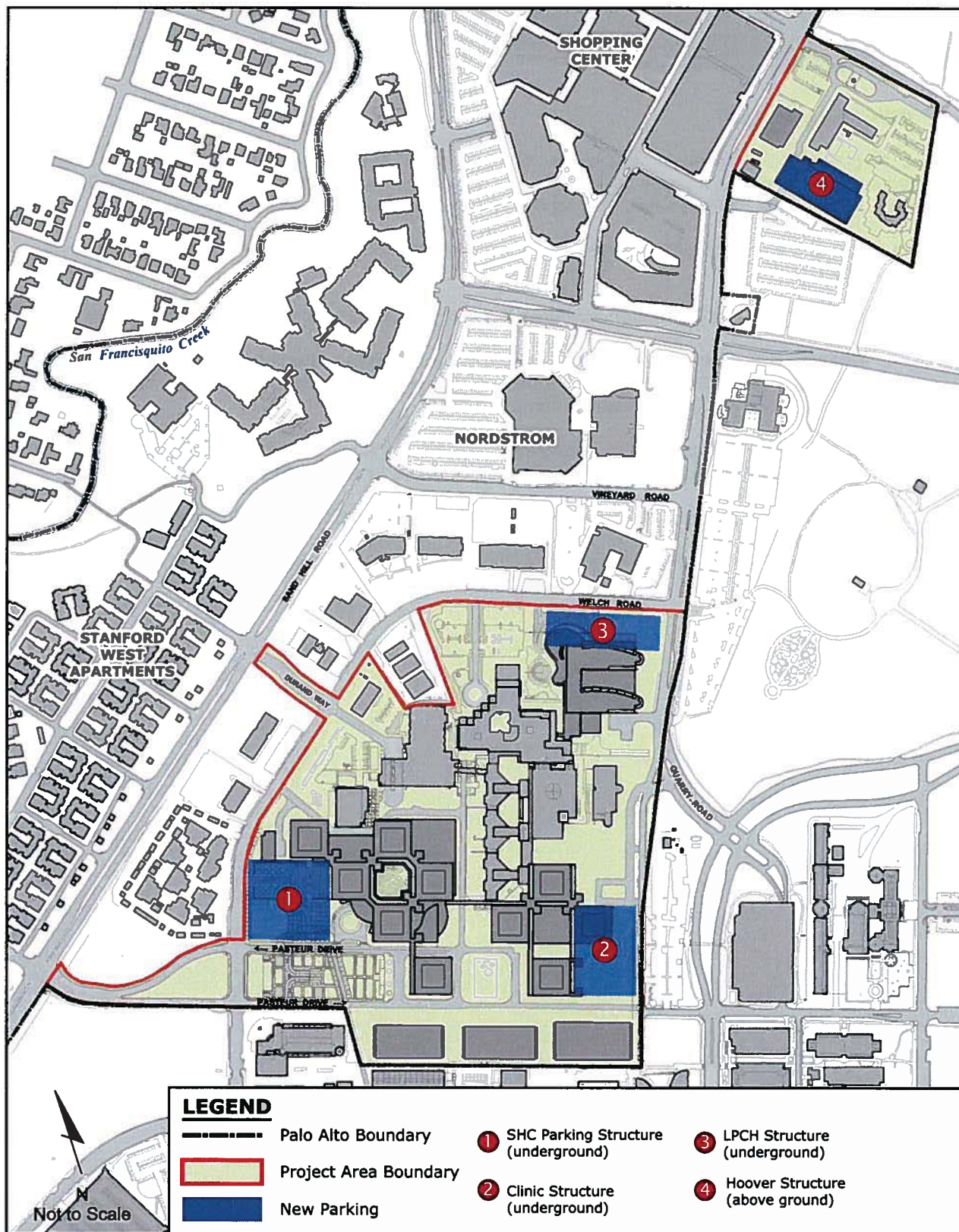


TRAFFIC STUDY AREA – LOCAL

Figure 2



Stanford Medical Center Pre-application Traffic / Parking Study



Stanford Medical Center Pre-application Traffic / Parking Study

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PARKING SUPPLY – REPLACEMENT

Figure 4

PURPOSE OF STUDY

The purpose of this study is to provide information on the existing SUMC parking and trip generation characteristics as well as develop parking and trip generation rates to allow accurate assessment of the project's parking demand and traffic impacts. This report is divided into five chapters as described below:

- **Chapter 1 – Introduction** discusses work completed to date, the project description, and purpose of this study.
- **Chapter 2 – Data Collection** describes the survey methods and summarizes the existing data.
- **Chapter 3 – SUMC Traffic and Parking Characteristics** discusses the parking and trip generation characteristics of SUMC, develops a parking generation rate and trip generation rates, and compares the SUMC rates to other area medical centers.
- **Chapter 4 – Project Parking Needs** describes the project parking demand based on the rates developed in Chapter 3 and recommends a parking supply to accommodate the proposed project.
- **Chapter 5 – Project Trip Generation** describes the proposed project trip generation.

The technical appendix includes the driveway traffic counts and parking area surveys conducted for the study.

2. DATA COLLECTION

This chapter presents the existing traffic and parking data collected at the SUMC and the methods used for collection.

SURVEY METHOD

Fehr & Peers conducted traffic counts during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods for 20 parking areas (see Figure 5). These counts were conducted using both machine counts or tubes that count a vehicle as it drives over the tube (6 driveways) and manual/person counts (15 driveways).

In addition to driveway counts, peak period occupancy and parking permit surveys were conducted for the 20 parking areas and three on-street locations (Oak Road, Welch Road, and Pasteur Drive). The surveyors counted occupied spaces as well as indicated which type of parking permit the vehicle had i.e., hospital, campus, or none. Mid-day parking occupancy typically peaks in the mid-morning or mid-afternoon. Hospital parking security indicated that parking peaked around 10:00 AM; therefore, parking surveys were conducted from 10:00 to 11:30 AM and 1:30 to 3:00 PM. Figure 5 illustrates the location of the parking areas surveyed.

DATA SUMMARY

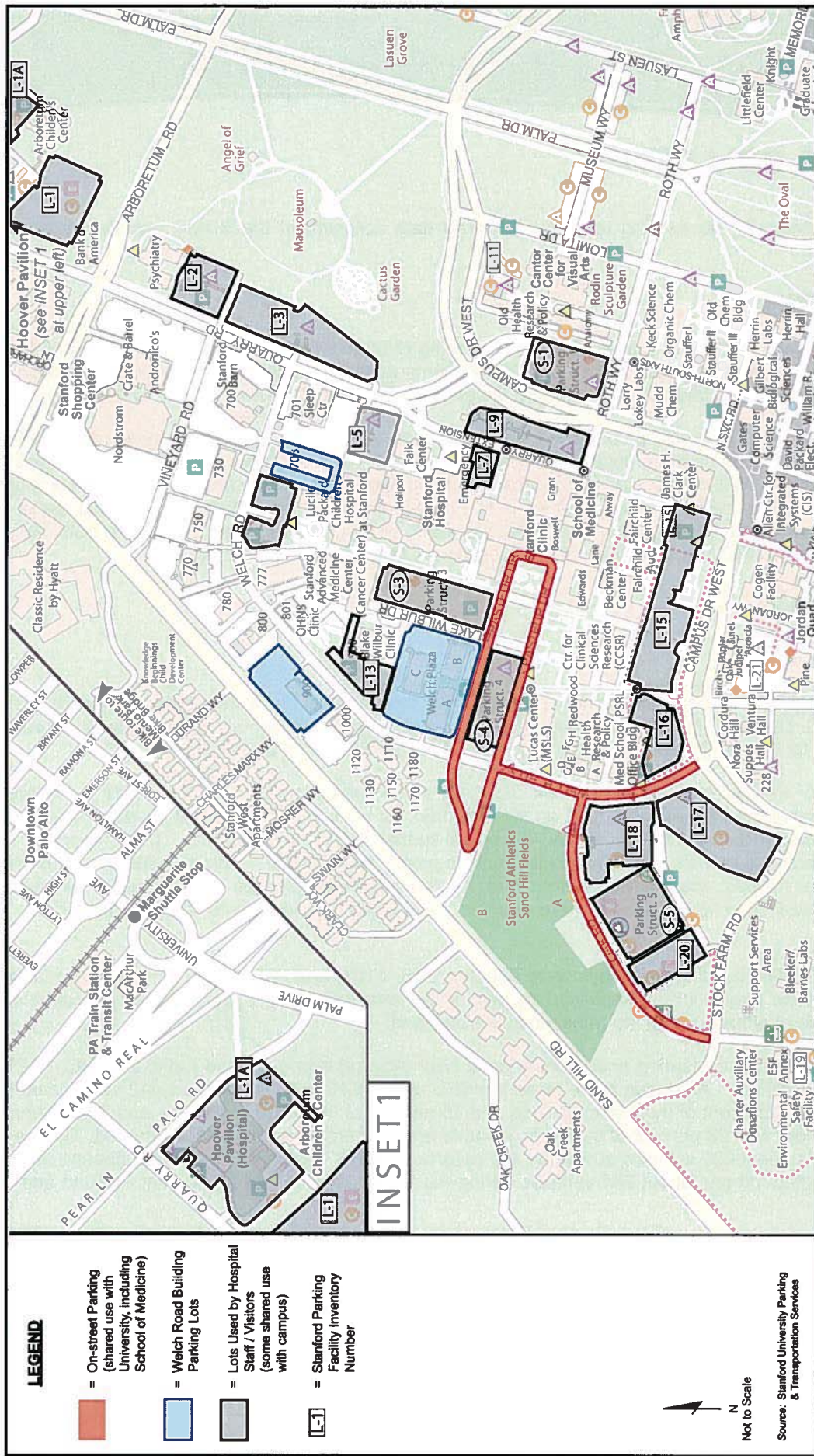
Driveway Counts

As discussed above, morning and evening peak period driveway counts were conducted for 20 parking areas serving SUMC. Driveway counts are included in the technical appendix section B. The driveway counts indicate the peak hour for the SUMC traffic is about 7:00 to 8:00 AM and 4:00 to 5:00 PM.

The number of trips at each count location assumed to be generated by SHC or LPCH, as opposed to the University campus, was estimated based on the proportion of vehicles with Hospital versus Campus permits, as determined through the parking lot survey (described further in the next section). The proportion includes all vehicles with hospital permits, along with a lot-specific proportion of "other" vehicles (vehicles whose association with campus or hospital could not be determined, i.e. loading zones, service vehicles, etc.) In most cases, all metered or time-limited visitor spaces were counted as hospital-related, due to the proximity of the lots to the hospitals.

Three medical office building driveways were counted, 703, 1101, and 900 Welch. The first two buildings were surveyed because they will be demolished as part of the construction, and the third was selected to provide a broader sample of office building trip rates along Welch Road.

Table 2 summarizes the morning and evening peak hour inbound and outbound traffic for SHC, LPCH, and the medical office buildings. As shown in the table, the SHC and LPCH traffic volume is 1,442 vehicles during the AM peak hour with 75 percent of the traffic inbound and 25 percent of the traffic outbound, and 1,425 vehicles during the PM peak hour with 28 percent of the traffic inbound and 72 percent of the traffic outbound. The medical office traffic volume is about 290 vehicles during the AM peak hour with 77 percent of the traffic inbound and 23 percent of the traffic outbound and about 241 vehicles during the PM peak hour with 25 percent inbound and 75 percent outbound.



Stanford Medical Center Pre-application Traffic / Parking Study

TRAFFIC AND PARKING COUNT LOCATIONS

Figure 5

**TABLE 2
SUMMARY OF HOSPITAL PEAK HOUR DRIVEWAY COUNTS**

Parking Area Location	Stanford Parking Designation	AM Peak Hour Traffic Volume			PM Peak Hour Traffic Volume		
		In	Out	Total	In	Out	Total
SHC and LPCH Parking Areas							
East of Quarry Road and North of Arboretum	L-1	45	16	61	32	49	81
East of Quarry Road at North of Vineyard Lane	L-2	37	6	43	19	53	72
East of Quarry Road at South of Vineyard Lane	L-3	27	7	34	34	77	111
West of Quarry Road	L-5	35	35	70	42	49	91
West of Quarry Extension (Emergency Room Parking)	L-7	30	25	55	19	21	40
East of Quarry Extension and North of Roth Way	L-9	61	46	107	27	63	90
Blake Wilbur Clinic Parking	L-13	36	12	48	2	22	24
North of Campus Drive West	L-15 / L-16	62	16	78	28	56	84
North of Stock Farm Road and West of Campus Drive West	L-17	11	1	12	1	11	12
South of Oak Road and West of Welch Road	L-18	71	7	78	12	60	72
South of Oak Road and North of Stock Farm road	L-20	53	2	55	10	46	56
North of Roth Way and Southeast of Campus Drive	S-1	151	15	166	29	150	179
North of Pasteur Drive and East of Blake Wilbur Drive	S-3	236	77	313	64	123	187
Between Pasteur Drive, East of Welch Road	S-4	142	11	153	7	138	145
South of Oak Road and West of Welch Road	S-5	35	1	36	6	60	66
Welch Road – LPCH Parking Structure	LPCH	53	80	133	68	47	115
Total Hospital Traffic		1,085	357	1,442	400	1,025	1,425
Medical Office Parking Areas							
703 Welch Road		44	18	62	11	42	53
900 Welch Road		92	30	122	27	49	76
1101 Welch Road		86	20	106	22	90	112
Total Medical Office Traffic		222	68	290	60	181	241
Total Traffic		1,307	425	1,732	460	1,206	1,666
Source: Fehr & Peers, data collected in October 2006 (all but L1) and September 2007 (L1).							

Parking Supply and Occupancy Surveys

Tables 3 and 4 display the mid-morning and mid-afternoon parking supplies and occupancies within the surveyed SUMC parking areas. The technical appendix contains the parking area survey worksheets. The occupied spaces are broken down by hospital, campus, visitor, and other types (the other includes service vehicles, loading zone parking, and any unknown use). As shown in the two tables, about 6,400 of the 8,900 total available spaces are occupied during both peak periods. The hospital and visitors occupy about 4,200 of the 8,900 total available spaces during both peak periods.

**TABLE 3
MID-MORNING PARKING SUPPLY AND OCCUPANCY**

Parking Area	Supply	Occupied Spaces				
		Hospital	Campus	Visitor	Other	Total
SUMC Parking Areas						
L-1	564	90	132	12	105	339
L-2	200	25	41	22	0	88
L-3	463	357	80	0	0	437
L-5	130	103	12	0	0	115
L-7	31	2	0	0	21	23
L-9	194	170	2	0	15	187
L-13	123	22	0	61	0	83
L-15	497	108	337	21	16	482
L-16	216	27	102	7	7	143
L-17	495	43	295	0	0	338
L-18	336	184	162	0	0	346
L-20	238	21	24	1	0	46
S-1	1,083	623	201	22	2	848
S-3	699	51	0	620	0	671
S-4	1,028	525	156	0	0	681
S-5	1,508	372	388	0	25	785
LPCH Parking Structure	295	26	0	169	0	195
Pasteur Drive On-street	54	10	0	51	7	68
Oak Road On-street	80	33	16	0	0	49
Welch Road On-street	55	10	24	0	3	37
Subtotal	8,289	2,802	1,972	986	201	5,961
Medical Office Parking Areas						
703 Welch Road	125	63	0	24	0	87
900 Welch Road	224	68	3	89	0	160
1101 Welch Road	275	90	0	120	0	210
Subtotal	624	221	3	233	0	457
Totals	8,913	3,023	1,975	1,219	201	6,418

Source: Fehr & Peers, data collected in October 2006 (all but L1) and September 2007 (L1).

**TABLE 4
MID-AFTERNOON PARKING SUPPLY AND OCCUPANCY**

Parking Area	Supply	Occupied Spaces				
		Hospital	Campus	Visitor	Other	Total
SUMC Parking Areas						
L-1	564	103	131	10	98	342
L-2	200	27	45	24	0	96
L-3	463	348	74	0	0	422
L-5	130	101	14	0	0	115
L-7	31	2	0	0	20	22
L-9	194	153	3	0	0	156
L-13	123	38	0	51	0	89
L-15	497	130	300	13	12	455
L-16	216	22	126	8	7	163
L-17	495	55	312	0	0	367
L-18	336	191	157	0	0	348
L-20	238	20	26	1	0	47
S-1	1,083	502	266	38	2	808
S-3	699	41	0	549	0	590
S-4	1,028	628	122	0	1	751
S-5	1,508	403	400	0	32	835
LPCH Parking Structure	295	31	0	186	0	217
Pasteur Drive On-street	54	8	0	48	4	60
Oak Road On-street	80	37	18	0	0	55
Welch Road On-Street	55	21	24	0	3	48
Subtotal	8,289	2,861	2,018	928	179	5,986
Medical Office Parking Areas						
703 Welch Road	125	56	0	36	0	92
900 Welch Road	224	76	2	87	0	165
1101 Welch Road	275	99	2	131	0	232
Subtotal	624	231	4	254	0	489
Totals	8,913	3,092	2,022	1,182	0	6,475

Source: Fehr & Peers, data collected in October 2006 (all but L1) and September 2007 (L1).

3. SUMC TRAFFIC AND PARKING CHARACTERISTICS

This chapter discusses the parking and trip generation characteristics of the SHC and LPCH based on the data presented in Chapter 2.

PARKING CHARACTERISTICS

The total parking supply available to the hospitals/clinics is 8,289 spaces (see Tables 3 and 4). Note that some of the parking lots and structures serve both the hospitals and the campus. Parking structures S-1 and S-5 supply the most spaces with about 1,100 spaces in S-1 and 1,500 spaces in S-5. Most of the parking areas supply between 200 and 500 spaces and on-street parking makes up about 190 of the available parking spaces.

The three medical office buildings surveyed have a combined parking supply of 624 spaces. These spaces are dedicated to the uses in the buildings, and are not shared with other hospital uses or the main campus.

Current Parking Demand

Using the parking surveys described in Chapter 2, Fehr & Peers determined the peak hospital parking occupancy, or 'demand', during both the mid-morning and mid-afternoon periods. Parking occupancy or demand is the number of spaces in which vehicles are parked. The occupancies are shown in Tables 5 and 6, respectively. Figure 6 illustrates the peak parking occupancy for each parking area during the mid-morning period (the higher of the two periods).

As shown in Table 5, for the SUMC parking areas, some of which have shared use with the campus, total parking occupancy during the mid-morning is over 70 percent, and the hospital parking occupancy is about 47 percent. The hospital makes up about 65 percent of the total parking demand during the mid-morning in the SUMC parking areas. The parking demand in the medical office parking areas is between 70 and 80 percent during the mid-morning and almost all of the demand is attributed to the hospital/medical offices. Looking at all of the parking areas together shows that the total parking demand is about 72 percent during the mid-morning, and the hospital parking demand is about 49 percent. Overall, during the mid-morning, about 68 percent of the total parking demand is associated with the hospital.

As shown in Table 6, for the SUMC parking areas, total parking occupancy during the mid-afternoon is over 70 percent and the hospital parking occupancy is about 47 percent. The hospital makes up about 65 percent of the total parking demand during the mid-afternoon in the SUMC parking areas. The parking demand in the medical office parking areas is between 70 and 85 percent during the mid-afternoon and almost all of the demand is attributed to the hospital/medical offices. Looking at all of the parking areas together shows that the total parking demand is about 73 percent during the mid-afternoon and the hospital parking demand is about 49 percent. Overall, during the mid-afternoon, about 68 percent of the total parking demand is associated with the hospital.

**TABLE 5
MID-MORNING PARKING OCCUPANCY**

Parking Area	Supply	Total Occupied Spaces ¹	Hospital Occupied Spaces ¹	Percent Total Parking Demand ¹	Percent Hospital Parking Demand ²	Percent of Total Demand Associated with Hospital ³
SUMC Parking Areas						
L-1	564	339	154	60.1%	27.3%	45.4%
L-2	200	88	47	44.0%	23.5%	53.4%
L-3	463	437	357	94.4%	77.1%	81.7%
L-5	130	115	103	88.5%	79.2%	89.6%
L-7	31	23	23	74.2%	74.2%	100.0%
L-9	194	187	185	96.4%	95.4%	98.9%
L-13	123	83	83	67.5%	67.5%	100.0%
L-15	497	482	129	97.0%	26.0%	26.8%
L-16	216	143	34	66.2%	15.7%	23.8%
L-17	495	338	43	68.3%	8.7%	12.7%
L-18	336	346	184	103.0%	54.8%	53.2%
L-20	238	46	22	19.3%	9.2%	47.8%
S-1	1,083	848	647	78.3%	59.7%	76.3%
S-3	699	671	671	96.0%	96.0%	100.0%
S-4	1,028	681	525	66.2%	51.1%	77.1%
S-5	1,508	785	397	52.1%	26.3%	50.6%
LPCH Parking Structure	295	195	195	66.1%	66.1%	100.0%
Pasteur Drive On-street	54	68	68	125.9%	125.9%	100.0%
Oak Road On-street	80	49	33	61.3%	41.3%	67.3%
Welch Road On-Street	55	37	13	67.3%	23.6%	35.1%
<i>Subtotal</i>	<i>8,289</i>	<i>5,961</i>	<i>3,913</i>	<i>71.9%</i>	<i>47.2%</i>	<i>65.6%</i>
Medical Office Parking Areas						
703 Welch Road	125	87	87	69.6%	69.6%	100.0%
900 Welch Road	224	160	157	71.4%	70.1%	98.1%
1101 Welch Road	275	210	210	76.4%	76.4%	100.0%
<i>Subtotal</i>	<i>624</i>	<i>457</i>	<i>454</i>	<i>73.2%</i>	<i>72.8%</i>	<i>99.3%</i>
Totals	8,913	6,418	4,367	72.0%	49.0%	68.1%

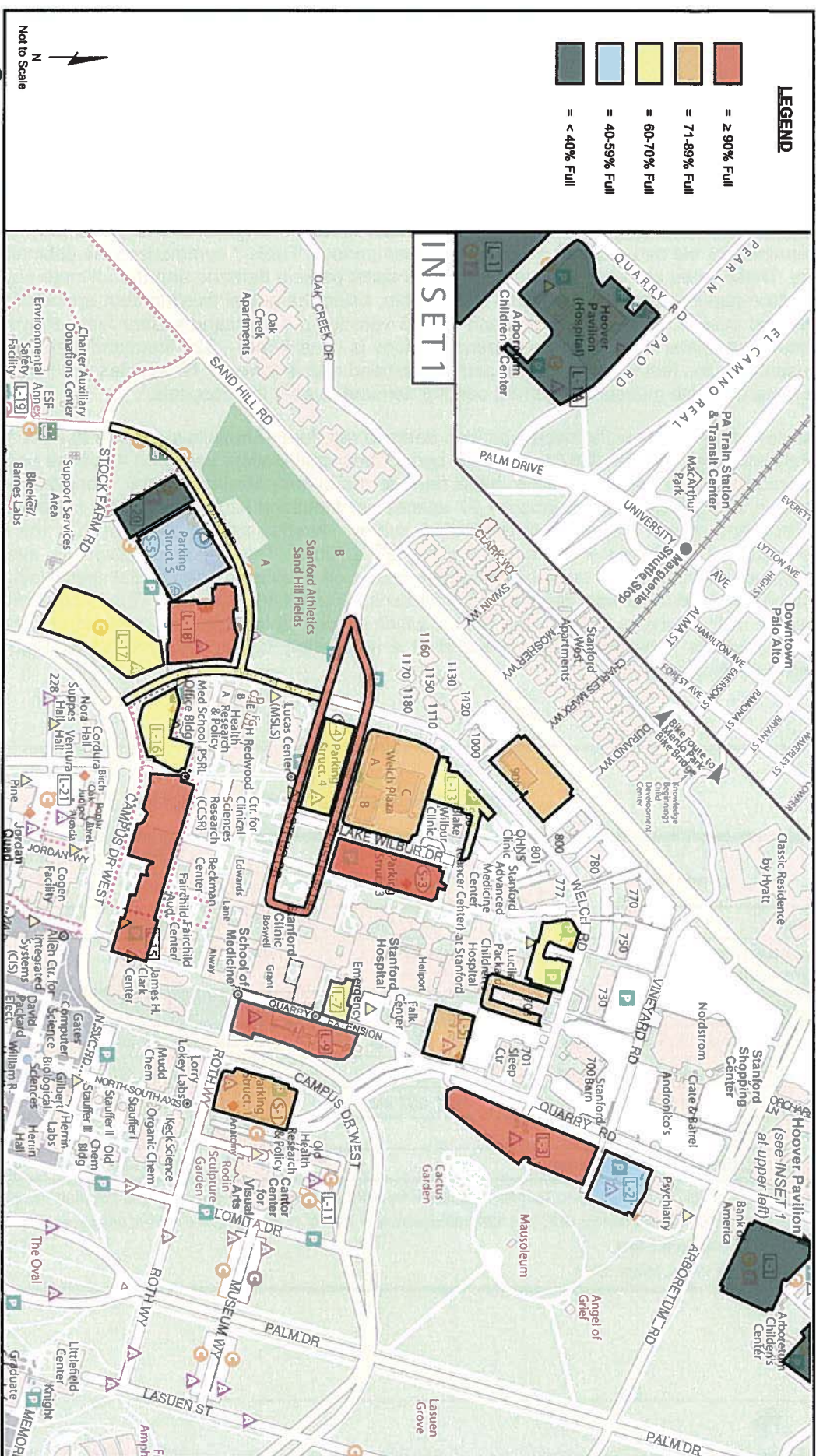
1. Total occupied spaces includes both campus and hospital and hospital occupied spaces includes only vehicles related to the hospital.
2. This represents the percent of vehicles occupying the parking area associated with the hospital. This does not represent the total occupancy of the parking area because campus demand is not included.
3. This is the portion of the total demand that is due to the hospital.

Source: Fehr & Peers, data collected in October 2006 and September 2007 (Lot L1).

TABLE 6
MID-AFTERNOON PARKING OCCUPANCY AND PARKING DEMAND

Parking Area	Supply	Total Occupied Spaces ¹	Hospital Occupied Spaces ¹	Percent Total Parking Demand ¹	Percent Hospital Parking Demand ²	Percent of Total Demand Associated with Hospital ³
Hospital Parking Areas						
L-1	564	342	162	60.6%	28.7%	47.4%
L-2	200	96	51	48.0%	25.5%	53.1%
L-3	463	422	348	91.1%	75.2%	82.5%
L-5	130	115	101	88.5%	77.7%	87.8%
L-7	31	22	22	71.0%	71.0%	100.0%
L-9	194	156	153	80.4%	78.9%	98.1%
L-13	123	89	89	72.4%	72.4%	100.0%
L-15	497	455	143	91.5%	28.8%	31.4%
L-16	216	163	30	75.5%	13.9%	18.4%
L-17	495	367	55	74.1%	11.1%	15.0%
L-18	336	348	191	103.6%	56.8%	54.9%
L-20	238	47	21	19.7%	8.8%	44.7%
S-1	1,083	808	542	74.6%	50.0%	67.1%
S-3	699	590	590	84.4%	84.4%	100.0%
S-4	1,028	751	628	73.1%	61.1%	83.6%
S-5	1,508	835	435	55.4%	28.8%	52.1%
LPCH Parking Structure	295	217	217	73.6%	73.6%	100.0%
Pasteur Drive On-street	54	60 ⁴	60 ⁴	111.1%	111.1%	100.0%
Oak Road On-street	80	55	37	68.8%	46.3%	67.3%
Welch Road On-Street	55	48	24	87.3%	43.6%	50.0%
Subtotal	8,289	5,986	3,899	72.2%	47.0%	65.1%
Medical Office Parking Areas						
703 Welch Road	125	92	92	73.6%	73.6%	100.0%
900 Welch Road	224	165	163	73.7%	72.8%	98.8%
1101 Welch Road	275	232	230	84.4%	83.6%	99.1%
Subtotal	624	489	485	78.4%	77.7%	99.2%
Totals	8,913	6,475	4,384	72.6%	49.2%	67.8%

1. Total occupied spaces includes both campus and hospital and hospital occupied spaces includes only vehicles related to the hospital.
 2. This represents the percent of vehicles occupying the parking area associated with the hospital. This does not represent the total occupancy of the parking area because campus demand is not included.
 3. This is the portion of the total demand that is due to the hospital.
 4. Some vehicles were illegally parked or double parked because there are loading parking spaces in this area.
- Source: Fehr & Peers, data collected in October 2006 and September 2007 (Lot L1).



Parking Demand Rates

Hospitals

Based on the data collected, hospital and medical office parking generation rates per 1,000 square-feet were determined for the mid-morning and mid-afternoon periods. Table 7 summarizes the estimated parking generation rates. These rates are used to determine the hospital parking demand and the ultimate supply required to serve the future parking demand. As shown in the table, using the actual existing floor space of the two hospitals, the estimated peak hospital parking demand is 2.23 vehicles per thousand square feet. However, when the current un-met floor space need to serve current activities is considered – 320 thousand square feet for SHC and 126 thousand square feet for LPCH – the parking demand rate is lower, 1.78 vehicles per thousand square feet. This is a more accurate measure of current parking demand rate for the hospitals.

It is interesting to review the overall parking demand rate for the hospitals, relative to Palo Alto zoning code. City of Palo Alto code requires 0.67 spaces per bed for hospital/inpatient uses and 4 spaces per thousand square feet for clinic/outpatient uses. Applying these rates to the *current* Medical Center (hospitals and clinic space only), results in an aggregate rate of about 1.27 spaces per thousand square feet. This is lower than the 1.78 spaces per thousand square feet found in the SUMC survey. Another rate to compare to is the rate in the Institute of Transportation Engineers *Parking Generation*, 3rd Edition. This reference gives an average of 4.72 parking spaces per hospital bed for suburban locations, based on a review of 20 hospital sites. Using this rate, the parking demand for the current hospitals, at 713 total beds, would 3,365 spaces. This is about 600 fewer spaces than indicated in the surveys of SHC and LPCH, which showed a total parking demand of 3,913 spaces. Thus, the SUMC hospitals generate parking demand at a moderately higher rate than either Palo Alto zoning or ITE's *Parking Generation*.

**TABLE 7
ESTIMATED PARKING GENERATION RATE**

Land Use	Existing Size	Parking Demand Rate	
		AM Peak Hour	PM Peak Hour
Hospital ¹	1,753.197 ksf	2.23 vehicles per ksf	2.22 vehicles per ksf
Hospital (incorporating current right-sizing need) ²	2,199.197 ksf	1.78 vehicles per ksf	1.78 vehicles per ksf
Medical Office			
Medical Office – 703 Welch Road	23.5 ksf	3.70 vehicles per ksf	3.91 vehicles per ksf
Medical Office – 900 Welch Road	45.481 ksf	3.45 vehicles per ksf	3.58 vehicles per ksf
Medical Office – 1101 Welch Road	41.067 ksf	5.11 vehicles per ksf	5.60 vehicles per ksf
Average Medical Office		4.09 vehicles per ksf	4.36 vehicles per ksf
Medical Office – Palo Alto Code		4.0 vehicles per ksf	4.0 vehicles per ksf

1. LPCH and SHC combined. See Technical Appendix for a detailed breakdown of the existing hospitals' floor space.

2. Adds 320,000 square feet for SHC and 126,000 square feet for LPCH, reflecting the current un-met floor space need, or "right-sizing".

Note: ksf = 1,000 square-feet

Source: Fehr & Peers, March 2008.

Medical Office

The estimated medical office parking demand averages are 4.09 and 4.36 vehicles per 1,000 square feet during the two periods, respectively. Palo Alto zoning code requires 4.0 spaces per thousand square feet for medical office space. ITE's *Parking Generation* gives an average of 3.53 spaces per thousand square feet for this use. Since the medical office rate is only slightly higher than the City of Palo Alto zoning requirement of 4.0 spaces per thousand square feet, and since the proposed new medical office space will be located closer to the downtown Palo Alto Caltrain station, relative to the current Welch Road medical offices, the Palo Alto code requirement is recommended for use in planning parking for the new medical office space.

In summary, the recommended parking demand rates for the hospitals and medical office space are shown in bold in Table 7.

TRIP GENERATION CHARACTERISTICS

Trip Generation Rate

Based on the data collected, hospital and medical office trip generation rates per 1,000 square-feet were determined for the AM and PM peak hours. The hospitals generate 1,442 AM peak hour trips and 1,425 PM peak hour trips (see Table 2). The medical offices generate 290 AM peak hour trips and 241 PM peak hour trips. Table 8 presents the estimated trip generation rates per 1,000 square-feet for the hospitals and medical offices. The hospital generates about 0.82 trips per 1,000 square-feet during the AM peak hour and 0.81 trips per 1,000 square-feet during the PM peak hour. The medical offices generate about 2.64 trips per 1,000 square-feet during the AM peak hour and about 2.19 trips per 1,000 square-feet during the PM peak hour.

TABLE 8 ESTIMATED TRIP GENERATION RATES							
Land Use	Size	Trip Rate					
		AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Hospital	1,753.197 ksf	0.62	0.20	0.82	0.23	0.58	0.81
Medical Office							
703 Welch Road	23.5 ksf	1.87	0.77	2.64	0.47	1.79	2.26
900 Welch Road	45.481 ksf	2.02	0.66	2.68	0.59	1.08	1.67
1101 Welch Road	41.067 ksf	2.09	0.49	2.58	0.54	2.19	2.73
Total	110.048 ksf	2.03	0.62	2.65	0.55	1.65	2.20
Note: ksf = 1,000 square-feet							
Source: Fehr & Peers, March 2008.							

Comparison of Trip Generation Rate to ITE Rate

The Institute of Transportation Engineers Trip Generation, 7th Edition has AM and PM peak hour trip generation rates of 1.18 and 1.20 trips per thousand square feet, respectively. These are about 45 percent higher than the rates observed in the surveys. However, the rates are based on a wide array of medical centers in varied environments, and do not reflect the excellent transit services and other travel demand management programs available to serve medical center staff and patients/visitors. The SUMC-specific trip generation rates are recommended for use in analyzing the traffic generation of the new uses.

Table 9 shows a comparison of the estimated medical office trip generation rates versus ITE rates. During the AM peak hour both the Welch Road medical offices and ITE have about the same trip generation rate. During the PM peak hour, the Welch Road medical office trip generation rate is lower than the ITE rate.

**TABLE 9
COMPARISON OF TRIP GENERATION RATES FOR MEDICAL OFFICE BUILDINGS**

Site	Size (Square-feet)	AM Peak Hour Trip Rate	PM Peak Hour Trip Rate
703 Welch Road	23,500	2.64	2.26
900 Welch Road	45,481	2.68	1.67
1101 Welch Road	41,067	2.58	2.73
Total	110,048	2.64	2.19
ITE Published Rates ²	-	2.48	3.72

Source: Fehr & Peers, March 2008.

4. PROJECT PARKING NEEDS

This chapter discusses the project's parking demand and recommended net new supply, based on the rates presented in Section 3.

PROJECT PARKING DEMAND AND RECOMMENDED SUPPLY

Hospitals

The hospitals' peak parking demand rate is 1.78 vehicles per thousand square feet. As discussed in Section 1, the proposed project, after space credit for right-sizing/overcrowding, would provide 459,670 square feet of new SHC space and 395,300 square feet of new LPCH space, for a total of 854,970 new square feet. Thus, the projected parking demand for the new development is 1,522 vehicles (see Table 10).

Parking industry publications such as "Parking," published by The ENO Foundation, recommend that a vacancy factor of 10 to 15 percent be applied to the calculated parking demand to quantify the needed parking spaces to meet parking demand; the vacancy factor is needed to ensure that drivers are able to locate an available parking space without re-circulating through the parking areas. Driver recirculation within parking lots increases the likelihood of vehicle parking maneuver conflicts and vehicle-pedestrian conflicts as drivers attempt to locate a limited number of parking spaces. Based on the estimated parking demand, 1,522 spaces, applying a vacancy factor of 10 percent yields a recommended parking supply of 1,674 spaces (see Table 10).

However, some of the hospital demand can be met by existing vacancies in the parking lots currently serving the hospitals. Table 11 shows that 258 spaces are available to meet new parking demand, while still maintaining a 10 percent vacancy rate in each of the lots (all of the lots are in the City of Palo Alto). The remaining new parking supply needed for the hospitals, after the reduction of 258 spaces, is 1,416 spaces.

Medical Office Building

The medical office parking demand rate is 4.0 vehicles per thousand square feet. As discussed in Section 1, the proposed project will convert 84,230 square feet of existing space at Hoover Pavilion from hospital/clinic space to medical office space, and will add an additional 60,000 square feet of medical office space, for a total of 144,230 square feet. Thus, as shown in Table 10, the projected parking demand for medical office development is 577 vehicles. Applying a 10 percent vacancy factor gives a recommended parking supply of 635 vehicles for the new medical office space.

Thus, the total recommended net new parking supply to serve the new uses is 2,051 spaces, as shown in Table 10. Note that this net new supply does not include spaces that will be demolished as part of the building program; all demolished spaces are to be replaced, at a rate of occupied spaces plus 10 percent.

**TABLE 10
ESTIMATED PARKING DEMAND AND RECOMMENDED SUPPLY**

Land Use	Size	Parking Demand Rate ¹	Parking Demand/Supply
Hospital			
LPCH	395.300 ksf	1.78 vehicles per ksf	704 vehicles
SHC	459.670 ksf	1.78 vehicles per ksf	<u>818 vehicles</u>
Projected New Parking Demand			1,522 vehicles
Gross Recommended New Parking Supply (Demand + 10%)			1,674 spaces
Spaces available from current vacancies ²			(258 spaces)
Net Recommend New Parking Supply – Hospitals ³			1,416 spaces
Medical Office Buildings			
Hoover Pavilion Site – New	60.000 ksf	4.00 vehicles per ksf	240 vehicles
Hoover Pavilion – Re-use	84.230 ksf	4.00 vehicles per ksf	<u>337 vehicles</u>
Hoover Pavilion – Total New Parking Demand			577 vehicles
Net Recommended New Parking Supply (Demand + 10%) – MOB			635 spaces
Total Recommended New Parking Supply			2,051 spaces

Note: ksf = 1,000 square-feet

1. Parking demand rate as presented in Section 3, Table 7.
2. Table 11 summarizes the parking areas with existing vacancies. These areas include L-7, L-13, S-4. Pasteur Drive is over-capacity and so is included in Table 11 as negative supply.
3. Parking supply increases the parking demand by 10 percent to ensure drivers are able to locate the parking space without re-circulating through the parking area.

Source: Fehr & Peers, March 2008.

**TABLE 11
CURRENT PARKING LOT VACANCIES
(PALO ALTO LOTS)**

Parking Area	Supply	Total Occupied Spaces ¹	Percent Occupancy	Total Vacant Spaces	Percent Vacancy	Useable Vacant Spaces
Parking Sites Within the City of Palo Alto						
L-7	31	23	74.2%	8	25.8%	5
L-13	123	83	67.5%	40	32.5%	28
S-4	1,028	681	66.2%	347	33.8%	244
Pasteur Drive On-street	54	68	125.9%	-14	-25.9%	(19)
Total	1,935	1,526	78.9%	409	21.1%	258

Notes:

1. Total occupied spaces includes both campus and hospital-occupied spaces and is based on the AM peak hour data because the AM peak hour parking demand rate is used to calculate project parking demand.
2. Useable vacant spaces are the spaces that the project could potentially use to accommodate the parking deficiency. It considers a 10 percent vacancy factor to ensure that drivers are able to locate an available parking space without re-circulating through the parking areas.

Source: Fehr & Peers, September 2007.

5. PROJECT TRIP GENERATION

This chapter discusses the proposed project trip generation projections based on the trip generation rates estimated in Chapter 3.

ESTIMATED TRIP GENERATION

After space credit for right-sizing/overcrowding, the proposed project would construct 854,970 square feet of new hospital/clinic space, and 144,230 square feet of new medical office space. In addition, three medical office buildings would be removed: 701 Welch Road, 703 Welch Road, and 1101 Welch Road.

Table 12 shows the future hospital development would generate a net increase of 766 AM peak hour trips and 746 PM peak hour trips.

TABLE 12 PROJECT TRIP GENERATION													
Land Use	New/ Removed Space (ksf)	Trip Rate						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Hospitals	854.970	0.62	0.20	0.82	0.23	0.58	0.81	530	171	701	197	496	693
701 Welch	(56,300)	2.03	0.62	2.65	0.55	1.65	2.20	(114)	(35)	(149)	(31)	(93)	(124)
703 Welch	(23,500)	2.03	0.62	2.65	0.55	1.65	2.20	(48)	(15)	(62)	(13)	(39)	(52)
1101 Welch	(40,100)	2.03	0.62	2.65	0.55	1.65	2.20	(81)	(25)	(106)	(22)	(66)	(88)
New MOB Space	144.230	2.03	0.62	2.65	0.55	1.65	2.20	293	89	382	79	238	317
Net New Project Trips								579	186	766	210	536	746
Note: ksf = 1,000 square-feet; MOB = Medical Office Building Source: Fehr & Peers, March 2008.													

APPENDIX C

SUMC TRIP DISTRIBUTION

**STANFORD UNIVERSITY MEDICAL CENTER
TRIP DISTRIBUTION EVALUATION
DECEMBER 13, 2007**

INTRODUCTION

This report evaluates the trip distribution analysis submitted by the Stanford University Medical Center (SUMC) in conjunction with their application to expand the hospitals and clinics. Fehr and Peers submitted a technical memorandum entitled Recommendation for SUMC Traffic Distribution, dated November 14, 2007. DMJM Harris reviewed the trip distribution presented in the memo and provides the following comments.

FEHR AND PEERS TRIP DISTRIBUTION

Fehr and Peers collected residential zip code information of existing 8900 SUMC employees so as to distribute peak hour work trips to/from the project site. It is assumed that similar distribution will continue into the future when the SUMC expansion project is fully build-out. Zip code data is a reliable source of accurate trip distribution percentages. In addition, Fehr and Peers suggested that patient trips would have similar distribution patterns during peak hours since the service area is similar to that of employee population.

The memo presented two categories of distribution pattern, namely 'regional' and 'local'. About 75% of the employees (6827) come from the greater Bay Area region while approximately 25% (2035) is local. The distribution presented by Fehr and Peers is further broken down to more details and shown in Table 1. The regional distribution patterns are weighted to produce the overall distribution.

Table 1 Regional Trip Distribution for SUMC

Location		Percentage Distribution	Overall Distribution
El Camino Real South		7%	5.25
El Camino Real North		14 %	10.5
Alma Street South / via	University Avenue	2%	1.5
	El Camino Real – Churchill Avenue	1	0.75
	El Camino Real – Page Mill	1	0.75
*East Bay / Dumbarton Bridge via	University Avenue	1% (2%)	0.75 (1.5%)
	Hamilton Avenue - University Avenue	2.5 (3.5%)	1.875% (2.625%)

	Lytton Avenue – Middlefield Road – Willow Road	3.5% (5.5%)	2.625% (4.125%)
	Everett Avenue– Middlefield Road – Willow Road	2 (0%)	1.5 (0%)
	Hawthorne Avenue – Middlefield - Willow Road	2 (0%)	1.5 (0%)
US 101 South via	El Camino Real - Embarcadero	7%	5.25%
	El Camino Real - Oregon Expressway	6	4.5
	University Avenue	2	1.5%
	Hamilton Avenue – University Avenue	4	3%
	El Camino Real – Charleston Road	2	1.5
*US 101 North via	University Avenue	1%	0.75
	Hamilton Avenue - University Avenue	1%	0.75
	University Avenue – Middlefield Road – Willow Road	1%	0.75
	Lytton Avenue – Middlefield Road – Willow Road	2% (4%)	1.5 (3%)
	Everett Avenue – Middlefield Road – Willow Road	2% (0%)	1.5 (0%)
	Hawthorn Avenue – Middlefield Road - Willow	2% (0%)	1.5 (0%)
	El Camino Real – Ravenswood Avenue - Marsh Road	3% (4%)	2.25 (3%)
	El Camino Real – Glenwood Avenue - Marsh Road	3 (4%)	2.25 (3%)
I-280 South via	Sand Hill Road	2%	1.5
	Sand Hill Road – Alpine Road	3	2.25
	Sand Hill Road – Junipero Serra Boulevard – Page Mill	2	1.5

	Junipero Serra – Alpine Road	2	1.5
	Junipero Serra – Page Mill	2	1.5
I-280 North via	Sand Hill Road	7%	5.25
	Junipero Serra – Alpine Road	3	2.25
	Junipero Serra – Sand Hill Road	3	2.25
Foothill Expressway South		4%	3
Total		100%	75%

*Due to the turning restrictions at Alma Street/Everett Avenue and Alma Street/Hawthorne Avenue during the AM peak hours, trips coming into the project area will have a different distribution as shown in parenthesis.

Similarly, the local trip distribution percentages proposed by Fehr and Peers are being used to determine the following, more detailed distribution presented in Table 2. Similarly, the local distribution patterns are weighted to produce the overall distribution.

Table 2 Local Trip Distribution for SUMC

Location		Percentage Distribution	Overall Distribution
El Camino Real South		6 %	1.5%
El Camino Real North		10 %	2.5%
Alameda De Las Pulgas via	Sand Hill Road	3.5%	0.875%
	Junipero Serra	1.5%	0.375%
Alma Street via	University Avenue	2.5%	0.625%
	El Camino Real – Churchill Avenue	1.5%	0.375%
	El Camino Real – Page Mill	1%	0.25%
University Avenue		15 %	3.75%
Embarcadero Road	via El Camino Real	15 %	3.75%
Oregon Expressway	via El Camino Real	7 %	1.75%
Charleston Road	via El Camino Real	3%	0.75%

Middlefield Road South via	University Avenue	0.5%	0.125%
	El Camino Real – Embarcadero Road	1.25%	0.3125%
	El Camino Real – Oregon Expressway	1.25%	0.3125%
Middlefield Road North via	University Avenue	1%	0.25%
	El Camino Real – Ravenswood Avenue	2.5%	0.625%
	El Camino Real – Glenwood Avenue	1.5%	0.375%
Foothill Expressway South via	Sand Hill Road – Junipero Serra	2 %	0.5%
	Junipero Serra	2%	0.5%
Alpine Road via	Sand Hill Road	3%	0.75%
	Junipero Serra	3%	0.75%
Santa Cruz Avenue via	Sand Hill Road	0.5%	0.125%
	Junipero Serra	0.5%	0.125%
	El Camino Real	0.5%	0.125%
Valparaiso Avenue via	Sand Hill Road - Alameda De Las Pulgas	0.5%	0.125%
	Junipero Serra - Alameda De Las Pulgas	0.5%	0.125%
	El Camino Real	0.5%	0.125%
Page Mill Road		5%	1.25%
Sand Hill Road		8 %	2%
Total		100%	25%

RECOMMENDATION

It is recommended that the proposed trip distribution for both regional and local travel be adopted as the basis for assigning future employee and patient trips of the expanded SUMC.



MEMORANDUM

Date: November 14, 2007

To: Catherine Palter, Stanford Land Use and Environmental Planning
 Bill Phillips, Stanford Real Estate
 Barbara Schussman, Bingham McCutchen

From: Ellen Poling, Fehr & Peers

Subject: Recommendation for SUMC Traffic Distribution

WC06-2327 BG 2

This memo describes the recommended basis for distributing the trips generated by the Medical Center project (hospitals and new MOB space). Fehr & Peers prepared this information using the hospital employee residence information in the Project Application (Tab 5). This analysis is intended to be used to support the EIR traffic consultant's detailed trip distribution and assignment.

METHODOLOGY

Table 1 shows the trip generation for the proposed SUMC project. This trip generation is based on Fehr & Peers September report, *SUMC Trip Generation and Parking Demand Study*, with the rates for the Welch Road MOB's and new MOB space adjusted to use one consistent, average rate, as recommended by the EIR traffic consultant, Korve Engineering. The project is estimated to generate about 1,019 AM peak hour trips and 938 PM peak hour trips.

Table 1 Project Trip Generation													
Land Use	New/ Removed Space (ksf)	Trip Rate						Trips					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Hospitals	714.970	0.62	0.20	0.82	0.23	0.58	0.81	443	143	586	164	415	579
701 Welch	(56,300)	2.02	0.62	2.64	0.55	1.64	2.19	(114)	(35)	(149)	(31)	(92)	(123)
703 Welch	(23,500)	2.02	0.62	2.64	0.55	1.64	2.19	(47)	(15)	(62)	(13)	(39)	(52)
1101 Welch	(40,100)	2.02	0.62	2.64	0.55	1.64	2.19	(81)	(25)	(106)	(22)	(66)	(88)
New MOB Space	284.230	2.02	0.62	2.64	0.55	1.64	2.19	574	176	750	156	466	622
Net New Project Trips								775	244	1,019	254	684	938
Note: ksf = 1,000 square-feet; MOB = Medical Office Building Source: AECOM/DMJM Harris, October 2007.													

Figures 1 and 2 show the geographic distribution of hospital employees, using the zip code residence data from Tab 5. Table 2 also shows the number of employees living in the cities immediately surrounding the Medical Center (a subset of the total employee distribution).

Using the employee distribution in Figures 1 and 2, Fehr & Peers developed the regional trip distribution shown in Table 3.

Table 2 Nearby Employee Residence By City	
City	Employees
Atherton	14
East Palo Alto	159
Los Altos	117
Los Altos Hills	18
Menlo Park	369
Mountain View	526
Palo Alto	712
Portola Valley	29
Stanford	91
Total	2,035
Source: Stanford University Medical Center, 2007 data.	

Table 3 Trip Distribution	
Location	Percent Distribution
El Camino Real South	11%
Palo Alto to the East/Dumbarton Bridge/Hayward Bridge	26%
US-101 South via Embarcadero or Oregon Expressway	21%
El Camino Real North	14%
Page Mill Road South to I-280 South via Alpine or Page Mill	11%
Foothill Expressway South	4%
Sand Hill Road to I-280 North	13%
Total	100%
Source: Fehr & Peers, November 2007.	

The trip distribution, being based on employee residences, does not directly reflect the origins/destinations of patient trips. However, it is a good basis for distributing peak hour trips, because (1) employee commute trips make up the largest component of peak hour travel for medical centers, and (2) the geographic distribution of patients served by the medical center is similar to housing patterns within the communities served by the medical center, which is also correlated with the employee population.

Figure 3 gives the approximate trip routing that could accompany the regional distribution in Table 3. The black percentages represent the regional directional distribution, and they add to 100 percent. The yellow percentages show the estimated local routing for the trips, and they also add

to 100 percent. Since multiple routes are typically used to travel between the Medical Center and many of the regional destinations, Fehr & Peers recommends that the EIR consultant use the existing traffic data to fine tune the trip assignment to certain corridors. In addition, the EIR distribution should account for the local Palo Alto and Menlo Park trips, which will not travel all the way to/from US 101 or I-280.

Please call if you have any questions about this analysis.

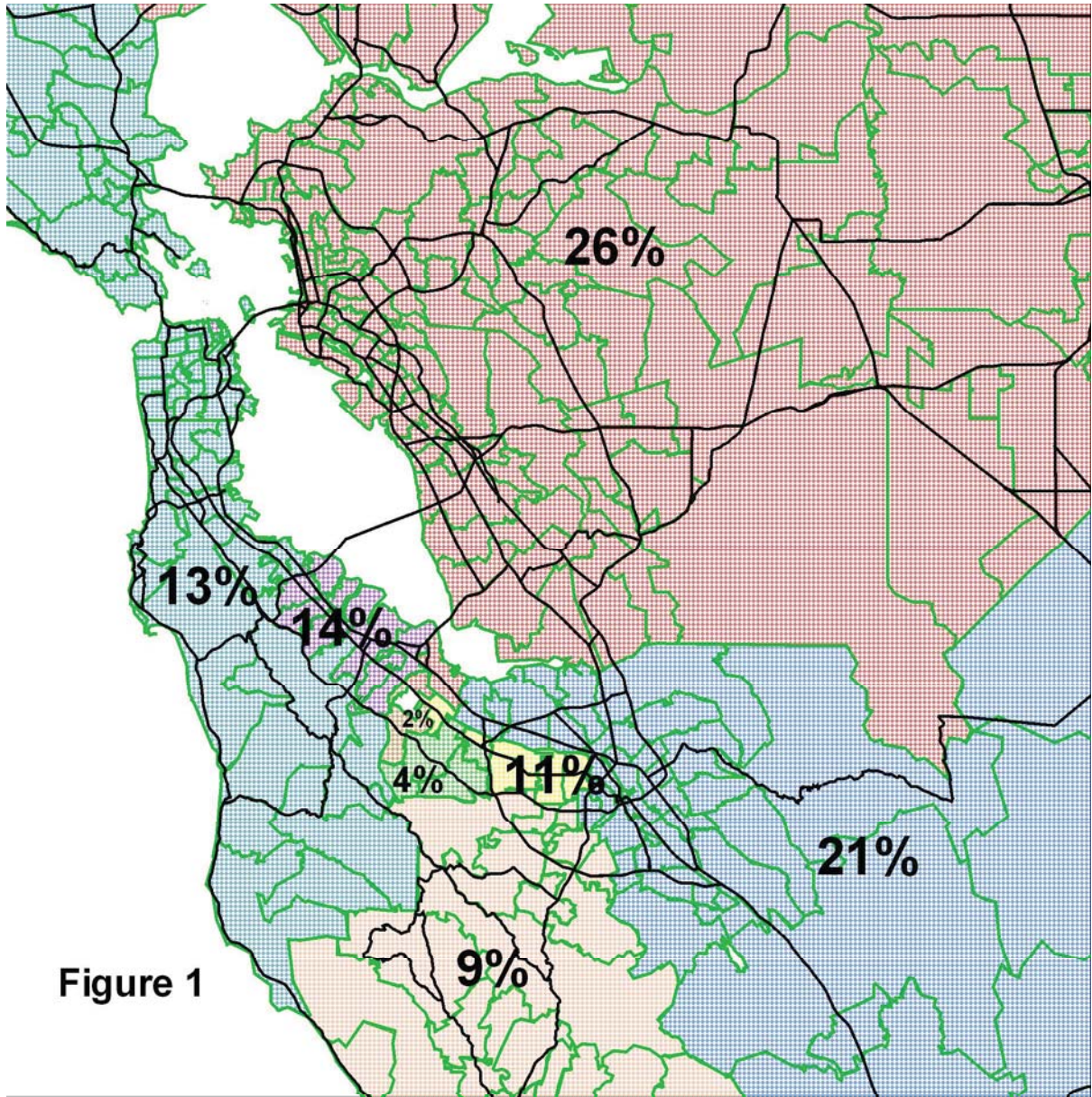
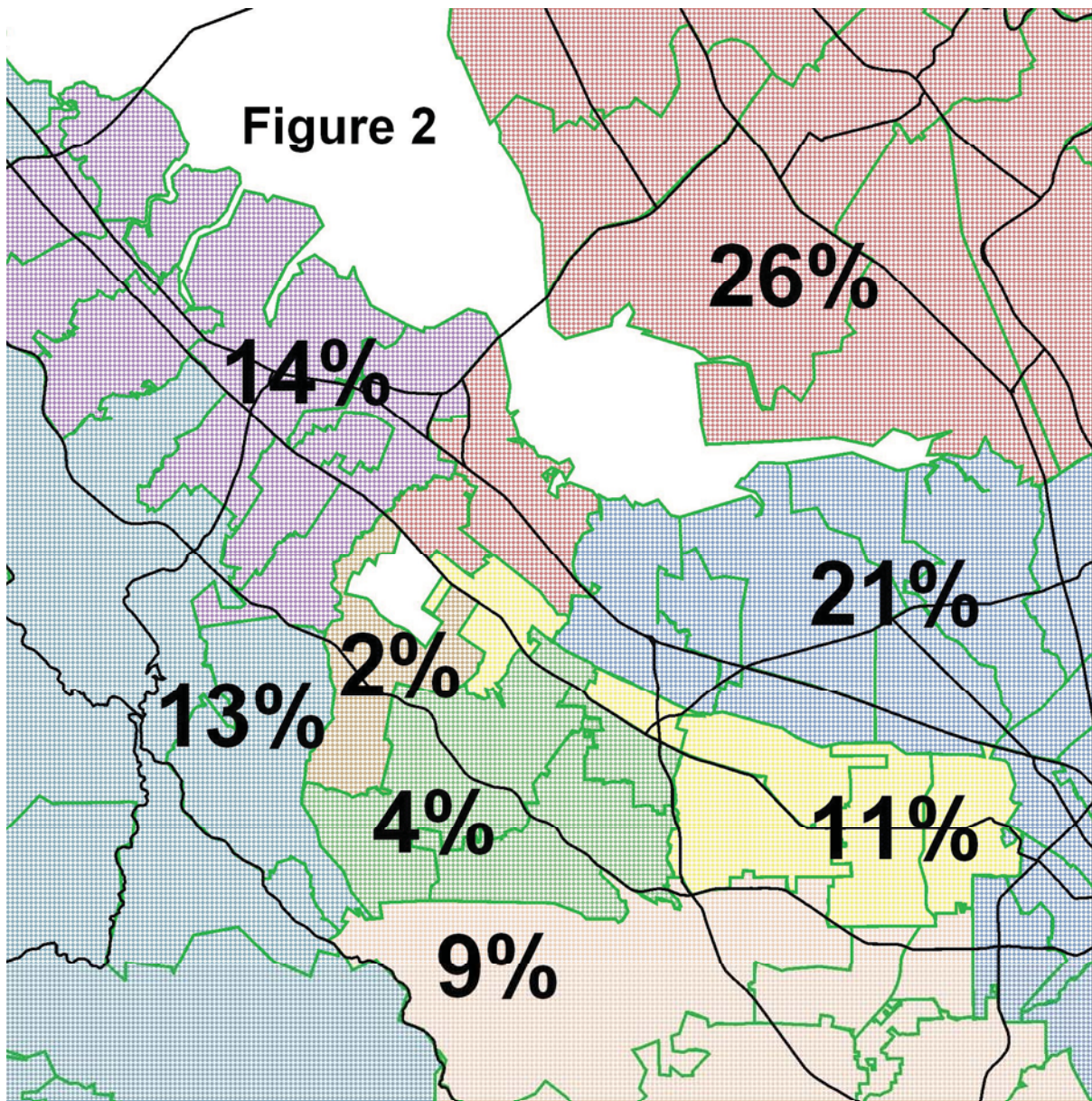
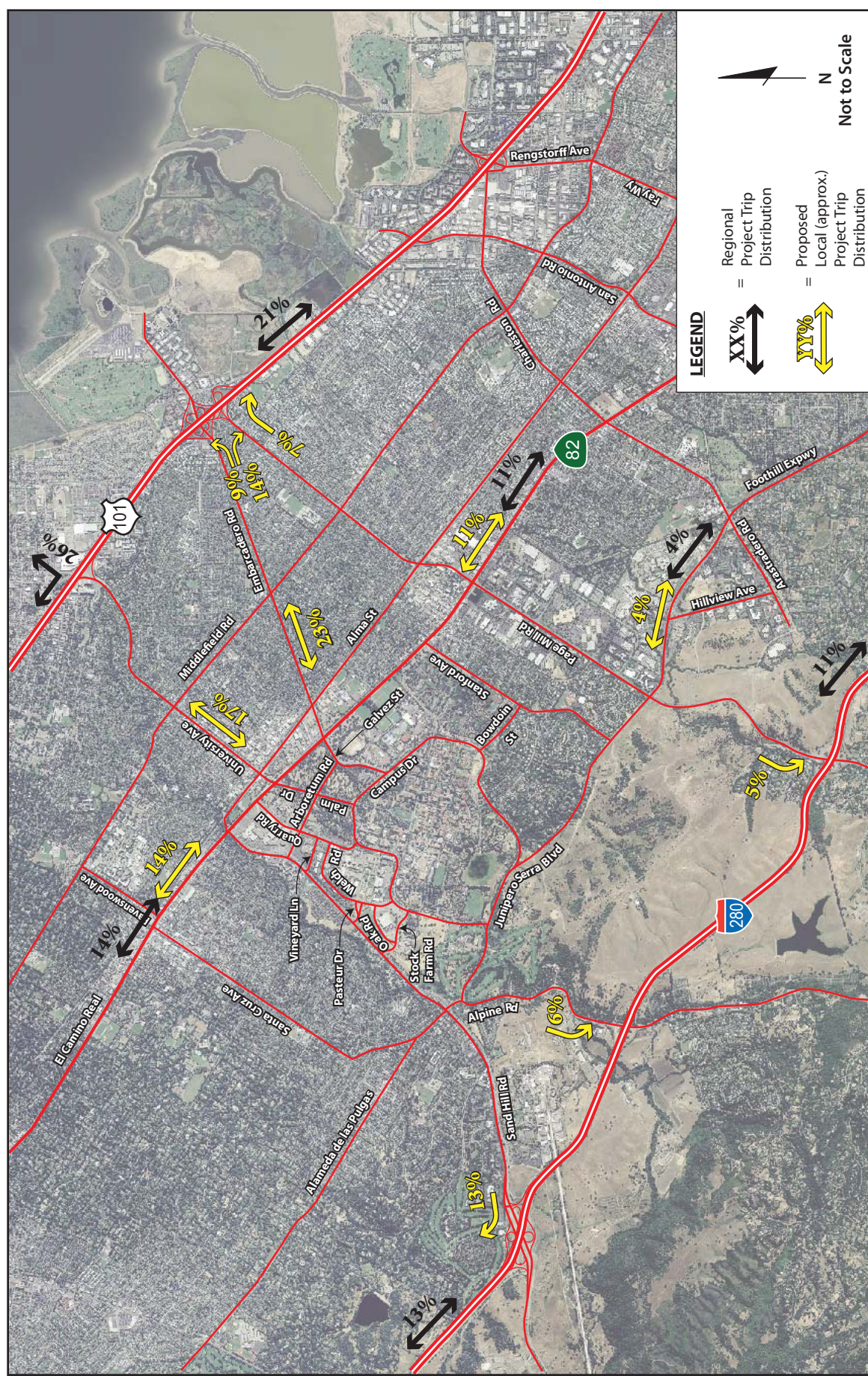


Figure 2





APPENDIX D-1

SUMC PARKING EVALUATION

STANFORD UNIVERSITY MEDICAL CENTER
PARKING GENERATION EVALUATION
March 23, 2009

INTRODUCTION

This paper presents the updated evaluation to the latest parking generation analysis submitted by Stanford University in October 2008 as part of the revision to their application to expand the hospital, clinics and medical office buildings. Fehr and Peers submitted the revised Trip Generation and Parking Demand Study, dated October 2008. The following assesses the parking generation characteristics of that report. The trip generation analysis will be evaluated separately.

FEHR AND PEERS PARKING GENERATION

Fehr and Peers grouped the medical center project into two distinct categories, Hospital (inpatient and outpatient) and MOB. The SHC included actually adding 1,100,000 square feet of new hospital space and 429,000 square feet of new clinic space. However, to accommodate this new development, 551,800 square feet of existing hospital space and 113,300 square feet of existing clinic space would be removed. The net new hospital space is reduced by 320,000 square feet to account for "right sizing". "Right sizing" adjustment accounts for space changes in the medical profession that does not accommodate additional patients or staff and therefore does not generate additional traffic. The final net development of SHC is equivalent to 228,200 square feet of hospital space and 315,700 square feet of clinic space for a total of 543,900 square feet of additional development. An area of 84,230 square feet would be converted to MOB use and is removed from the SHC calculation as the parking rate is different. The final square footage for would actually generate parking demand is 459,670.

The LPCH included 471,300 square feet of new hospital space and 50,000 square feet of new clinic space. "Right sizing" for LPCH represents a 126,000-square foot reduction. The net development for LPCH is equivalent to 345,300 square feet of hospital space and 50,000 square feet of clinic space, for a total of 395,300 square feet of additional development. This is the amount of square footage that would actually generate parking demand. In total, both the SHC and LPCH have a net additional area equivalent to 854,970 square feet combined. This is the square footage to be used for calculating parking generation.

The MOB component of the project consists of the removal of 56,300 square feet of MOB at 701 Welch Road, 23,500 square feet at 703 Welch Road, 40,100 square feet at 1101 Welch Road and the additional 60,000 square feet of new space at Hoover Pavilion. In addition, 84,230 square feet of space at Hoover Pavilion Hospital (part of SHC as mentioned above) would be converted to MOB use. Total size of MOB (including the Hoover Pavilion conversion) would be 144,230 square feet.

Fehr and Peers conducted parking supply and occupancy surveys in the mid-morning and mid-afternoon with the SUMC parking areas. The occupied spaces were broken down by hospital, campus, visitor, and other types (the other includes service vehicles, loading zone parking, and

any unknown use). There are a total of 8,913 parking spaces for the hospitals/clinics and MOBs. Of these, 4,367 spaces during the mid-morning peak and 4,384 during the mid-afternoon peak were occupied by non-campus related vehicles. These values are considered to be the hospital and MOB related existing parking demand.

PARKING RATES

Parking demand rates were calculated per 1,000 square feet of area during the mid-morning and mid-afternoon based on the data collected. For the hospitals, the calculated parking demand rate is 2.23 parking spaces per 1,000 square feet based on the existing area. However, taking into account the un-met floor space needed for the current activity level (320,000 square feet for SHC and 126,000 square feet for LPCH), the parking demand rate is 1.78 parking spaces per 1,000 square feet instead. The average parking demand rate for the medical office building is 4.09 spaces per 1,000 square feet in the mid-morning and 4.36 spaces per 1,000 square feet in the mid-afternoon.

The City of Palo Alto zoning ordinance requires a supply of 0.67 spaces per bed for hospital uses and 4.0 spaces per 1,000 square feet for medical office buildings.

The ITE Parking Generation, 3rd Edition, shows a parking demand rate of 4.72 spaces per bed (Land Use 610, Location: Suburban) for hospital and a parking demand rate of 3.53 parking spaces per 1000 square feet for medical office building.

PARKING SPACES

The 'right-sized' hospitals/clinics peak parking demand rate of 1.78 spaces per 1,000 square feet is applied to the total SHC and LPCH net new equivalent area of 854,970 square feet results in a total demand for the hospitals of 1,522 spaces.

The medical office average mid-afternoon parking demand is 4.36 spaces per 1,000 square feet which is higher than the City zoning ordinance of 4.0 spaces per 1,000 square feet. The Fehr and Peers analysis suggests using the rate of 4.0 spaces per 1,000 square feet. This rate is lower than the 4.36 surveyed. A 4.0 parking rate results in a demand for 577 parking spaces for the 144,230 square feet of new MOB space.

The total calculated parking demand for SUMC is 2,099 spaces.

OTHER ADJUSTMENTS

Two adjustments have been made by Fehr and Peers to arrive at total parking supply. The first adjustment increases parking demand by a 10 percent vacancy factor to ensure that drivers are able to locate an available parking space without unnecessary re-circulation through the parking lot.

The second adjustment reduces overall parking supply to account for existing parking vacancies. Fehr and Peers recorded existing parking vacancies of 258 spaces that can be used to help meet the new parking supply requirement.

COMPARISON TO ITE AND CITY ORDINANCE

Table 1 compares parking provision for SUMC calculated from the three different sets of rates. The first set of calculation in Table 1 is from the Fehr and Peers October 2008 analysis. The parking supply is calculated to be 2,051 total parking spaces. The second set of calculation is the parking supply per the City's zoning ordinance. The City zoning ordinance results in a total parking supply of 1,948 parking spaces. The parking supply calculated using the City zoning ordinance does not include the 10 percent vacancy factor since the code gives supply requirements directly. By contrast, the Fehr and Peers supply calculation is derived from surveyed parking demand. The 10 percent vacancy factor is necessary for the reason explained above. The final parking calculation in Table 1 is based on the ITE parking demand rates. The total parking demand according to ITE statistics is 2,713 spaces. As with the City Ordinance calculation, the 10 percent vacancy factor is not applied.

RECOMMENDATION

The parking supply calculated by Fehr and Peers is almost equal to the supply calculated based on the City Zoning Ordinance. The 10 percent buffer built-in to the calculated supply will prevent insufficient parking resulting in parking encroachment into surrounding areas, particularly residential streets. The parking supply calculated using the ITE rates is higher. Given that SUMC is near the Palo Alto Transit Center and the effort to reduce drive-alone trips, it is not recommended to provide a high number of parking spaces.

A monitoring program should be conducted for the initial stages of construction to determine if the parking supply is adequate or if parking shortages occur. If parking shortages occur, Stanford should be required to increase TDM measures and only as a last resort to be allowed to increase parking supply.

Table 1 Estimated Parking Demand and Recommended Supply for SUMC

Land Use		Fehr and Peers		City Zoning Ordinance ⁴		ITE Parking Generation ⁵	
	Size	Parking Demand Rate ¹	Parking Demand	Size	Parking Supply Rate	Parking Supply	Parking Demand Rate
Hospitals							
Hospital (LPCH + SHC)	-	-	-	248 beds	0.67 spaces per bed	166 spaces	4.72 spaces per bed
Clinics (LPCH + SHC)	-	-	-	365.7 ksf ⁷	4.0 spaces per 1.0 ksf	1,463 spaces	3.53 spaces per ksf
Total	854,970 ksf	1.78 spaces per ksf	1,522 spaces		-	1,629 spaces	2,462 spaces
Recommended New Parking Supply (Demand + 10%) ³		1,674 spaces				- ⁶	- ⁶
Spaces available from current vacancies ²		(258 spaces)				(258 spaces)	(258 spaces)
Net Recommended New Parking Supply- Hospitals		1,416 spaces				1,371 spaces	2,204 spaces
Medical Office Buildings							
Hoover Pavilion Site- New + re-use	144,230 ksf	4.00 spaces per ksf	577 spaces	144,230 ksf	4.0 spaces per ksf	577 spaces	3.53 spaces per ksf
Recommended New parking Supply (Demand + 10%)		635 spaces				- ⁶	- ⁶
Total recommended new Parking Supply		2,051 spaces				1,948 spaces	2,713 spaces
Note: ksf = 1,000 square feet							
1. Parking demand based on estimated AM peak hour rate from data collection. The AM peak hour parking rate is slightly higher than the PM peak hour parking rate. 2. Fehr & Peers analysis summarizes the parking areas with existing vacancies. These areas are included: L-7, L-13, S-4. 3. Parking supply increases the parking demand by 10 percent to ensure drivers are able to locate the parking space without re-circulating through the parking area. 4. Parking supply is based on City Zoning Ordinance Oct 2007. 5. Parking demand rates from ITE Parking Generation 3 rd edition. 6. 10% vacancy factor not applied to supply requirements 7. Total clinic area (square feet) = 315,700 (SHC) + 50,000 (LPCH)							

APPENDIX D-2

SUMC PARKING INVENTORY

**TABLE 3-5
SUMC PARKING INVENTORY CHANGES WITH PROPOSED PROJECT**

	Size	Parking Demand (veh/ksf)	Spaces
NEW DEMAND			
SHC	543.900	1.78	968
LPCH	395.300	1.78	704
SoM	0.000	1.78	0
New Hoover MOBs	60.000	4	240
Hoover Pavilion converted to MOB use	84.230	4 – 1.78	187
Subtotal			2,099
Vacancy Factor (10%)			<u>210</u>
Sub Total			2,309
Minus Credit for Current Vacancies*			(258)
Total			2,051
DEMOLISHED OCCUPIED SPACES TO BE REPLACED**			
Falk (L-5)			115
Hoover			85
Parking Structure 3			<u>671</u>
Subtotal			871
Vacancy Factor (10%)			87
Total			958
TOTAL REQUIRED NEW AND REPLACEMENT PARKING			3,019
PROPOSED PARKING***			
SHC Structure			970
LPCH Structure			430
Hoover Structure			1,085
Clinics Structure			500
Total			2,985
* Use of existing vacancies in Palo Alto SUMC lots to help meet new demand (see Table 11 in Fehr & Peers report, Tab 9) ** Note: Spaces at 1101, 701, and 703 Welch will be demolished but they are not currently included in the SUMC parking inventory, so they are not included in these calculations Note: Demolished spaces refer to those spaces currently utilized in the mid-morning period that are being removed that will be replace in number. *** During the design phase, the parking structure numbers will be fine tuned to meet the total required new parking.			

APPENDIX E

VMT CALCULATIONS

Memorandum

To: Trixie Martelino, PBSJ

CC: Steven Turner, City of Palo Alto
Gayle Likens, City of Palo Alto

From: Dennis A. Struecker, PE
Nichole Seow

Date: February 11, 2010

Subject: Stanford EIR – Revised VMT Calculation for SUMC

Project No. 60027814

This memo presents the revised vehicle miles traveled (VMT) calculation for SUMC as required for the air quality section of the EIR. Total daily trips for SUMC (hospital and MOB) were first calculated using peak hour trip rates developed specifically for this project and from information from *Trip Generation* (7th Edition) by Institute of Transportation Engineers. Daily trip rates for hospital and MOB uses were calculated from the proportional relationship between peak hour and daily traffic contained in *Trip Generation* (7th Edition). Table 1 presents the details.

Table 1 Daily Trips for SUMC in 2025

	Land Use	Net Project GFA (Sq ft)	Daily Rate	Daily Trips
2025	Hospital	854,970	10.99	9,400
	MOB	21,400	30.89	661
Total SUMC				10,061

SUMC estimates that 60% of the daily trips are made by patients and 40% made by employees. Using employee and patient origin data (zip codes), provided in the project application package, distances from these origins to SUMC were estimated. Each employee or patient daily trip is multiplied by the travel distance. The summation gives the total project VMT in 2025. It is assumed that patients from origins more than 200 miles away would use other modes of transportation (e.g. plane) and travel a distance of 21 miles from San Francisco Airport to SUMC.

The total SUMC VMT for 2025 is 275,837 daily vehicle miles. The average employee trip length is 20.8 miles, slightly higher than the average home-based work trip length of 14.5 miles obtained from the VTA travel demand model. The average patient trip length is 31.8 miles and the overall average trip length (employees and patients) is 27.4 miles.

VMT with TDM reduction

VMT for the project is also calculated taking into account the potential TDM plans for SUMC. The TDM plans included the GO Pass program as well as the provision of remote parking at the Ardenwood Park and Ride.

The expected number of daily Caltrain users in 2025 is calculated by mode split data from the Fehr and Peers memo dated September 2008 (*Analysis of GO Pass Program for Hospital Employees*). A total of 2072 trips per day would travel to SUMC on Caltrain if GO Passes are provided to all hospital employees. VMT for the Caltrain commuters includes the travel distance between the employees' home and the nearest Caltrain station. In addition, employees coming from the East Bay (e.g. from Hayward, Union City, etc.) would be able to park at the Ardenwood Park and Ride and transfer to transit (U-Line). The resultant VMT is 238,519 daily vehicle miles, 37,318 miles less than without the TDM program. Table 2 summarizes the VMT for the two scenarios.

Table 2 2025 SUMC VMT With and Without TDM Program

VMT Without TDM (daily vehicle miles)	VMT With TDM (daily vehicle miles)	VMT Reduction (%)
275,837	238,519	13.5

APPENDIX F

TRAFFIC ADAPTIVE SIGNAL LOS DETAILS

**LOS Comparison
Based on MP / PA Criteria**

2025 Compo

	2025 No Build				2025 + SUMC				2025 + SUMC + Signal Adaptive				Compare				2025 No Build				2025 + SUMC				2025 + SUMC + Signal Adaptive				Compare			
	AM				AM				+ Signal Adaptive				Compare				PM				PM				+ Signal Adaptive				Compare			
	LOS	Avg Del (sec)	Crit Del (sec)	Avg Crit Delay (sec)	LOS	Avg Del (sec)	Crit Del (sec)	Avg Crit Delay (sec)	LOS	Avg Del (sec)	Crit Del (sec)	Avg Crit Delay (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (sec)	Crit Del (sec)	Avg Crit Delay (sec)	LOS	Avg Del (sec)	Crit Del (sec)	Avg Crit Delay (sec)	LOS	Avg Del (sec)	Crit Del (sec)	Avg Crit Delay (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?		
1	ECR/Vaiparaiso	D	39	0.806	42.7	D	39.4	0.529	43.6	B	15.5	0.579	14.8	B	13.6	0.8	38.4	-4.3	0.023	N	D-	51.6	0.912	60.8	65	47.3	0.9	57.2	-3.6	0.02	N	
2	ECR/Santa Cruz	B	15.8	0.552	15	B	15.5	0.579	14.8	B	13.6	0.8	13.0	-2.0	0.027	N	C+	21.5	0.614	21.6	C+	21.2	0.938	21.4	65	18.7	0.6	18.8	-2.8	0.024	N	
3	ECR/Ravenswood	D	46.5	0.902	51.6	D	49	0.936	55.9	D	43.1	0.9	49.2	-2.4	0.034	N	E+	58.9	0.962	78.8	E	62.2	0.969	69.6	65	54.7	1.0	61.2	-15.6	0.007	N	
4	ECR/Roble	A	9.5	0.535	9	A	9.3	0.557	8.9	A	8.2	0.6	7.8	-1.2	0.022	N	B	12.6	0.528	11.3	B	12.3	0.949	11.1	65	10.8	0.5	9.8	-1.5	0.021	N	
5	ECR/Middle	C	26.1	0.81	33.1	C	26.5	0.834	33.7	C	23.3	0.8	29.7	-3.4	0.024	N	D	41.6	0.925	46.7	D	43.5	0.954	50.4	65	38.3	1.0	44.4	-2.3	0.029	N	
6	ECR/Cambridge	B	15.3	0.687	16.6	B	15.5	0.71	18.8	B	13.6	0.7	16.5	-2.1	0.023	N	B	13.9	0.573	20.4	B	12.9	0.966	7.4	65	11.4	0.6	6.5	-13.9	-0.007	N	
7	ECR/Sand Hill/Alma	C	25.5	0.607	35.6	C	28.3	0.617	36.2	C	24.9	0.6	31.9	-3.7	0.01	N	D+	36.7	0.726	45.1	D+	38.3	0.754	46.2	65	33.7	0.8	40.7	-4.4	0.028	N	
8	ECR/Quarry Rd	B	14.1	0.497	17.9	B	16.1	0.546	21	B	14.2	0.5	18.5	0.6	0.049	N	C+	22.8	0.579	16	C	25.7	0.827	15.6	65	22.6	0.6	13.7	-2.3	0.048	N	
9	Alma/Lyton	B-	18.1	0.628	18.9	B-	18.1	0.668	20.6	B	16.8	0.7	18.1	-0.8	0.04	N	D+	38.4	0.975	51.5	D	43	1.005	59.5	65	37.8	1.0	52.4	0.9	0.03	N	
10	ECR/University/Palm (Single Int)	E-	79.5	1.107	98.3	F	95.8	1.165	120.9	F	84.3	1.2	106.4	8.1	0.058	Y	D-	51.6	0.943	61.3	E	71	1.017	79.8	65	62.5	1.0	70.2	8.9	0.074	Y	
11	ECR/Embarcadero-Galvez	D	49.9	0.853	55	D-	51.2	0.875	56.9	D	45.1	0.9	50.1	-4.9	0.022	N	E+	55.5	0.936	63.3	E+	57	0.948	65.3	65	50.2	0.9	57.5	-5.8	0.012	N	
12	ECR/Churchill	C	24.5	0.667	30.8	C	24.7	0.69	31.2	C+	21.7	0.7	27.5	-3.3	0.023	N	C	23.1	0.757	34.8	C	23.3	0.769	35.3	65	20.5	0.8	31.1	-3.7	0.012	N	
13	ECR/Serra-Park	B-	18.7	0.536	24.5	B-	18.5	0.542	24.4	B	16.3	0.5	21.5	-3.0	0.006	N	C	26.5	0.727	31.6	C	26.4	0.743	31.6	65	23.2	0.7	27.8	-3.8	0.016	N	
14	ECR/Stanford Ave	C	23.8	0.54	17.9	C	23.5	0.557	17.7	C+	20.7	0.6	15.6	-2.3	0.017	N	C	27.7	0.733	33	C	27.6	0.749	33	65	24.3	0.7	29.0	-4.0	0.016	N	
15	ECR/California	C	25.8	0.688	28	C	25.8	0.716	28.1	C+	22.7	0.7	24.7	-3.3	0.018	N	C	28.1	0.756	29.7	C	28.1	0.773	29.8	65	24.7	0.8	28.2	-3.5	0.017	N	
16	ECR/Page Mill-Oregon	E	66.6	1.032	82.9	E	63.1	1.1	80.1	E	63.1	1.1	80.1	-2.8	0.026	N	E	67.2	1.038	84.4	E	70.7	1.054	89.7	65	62.2	1.1	78.9	-5.5	0.016	N	
17	Woodland/University	D	40.6	0.843	41.4	D	40.9	0.858	42.3	D	40.9	0.9	42.3	0.9	0.015	N	D-	51.6	0.962	66.7	D-	53.4	0.977	69.9	65	53.4	1.0	69.9	3.2	0.015	N	
18	Middlefield/Willow	D+	36.4	0.657	40.3	D+	37	0.69	41.2	D+	37.0	0.7	41.2	0.9	0.033	N	E	60.1	0.922	67.6	E	66.8	0.966	76	65	66.8	1.0	76.0	8.4	0.044	Y	
19	Middlefield/Lyton	D	41.7	0.874	44.8	D	47.8	0.94	51.8	D	42.1	0.9	45.6	0.8	0.03	N	D-	54.5	0.955	60.1	E+	59	0.976	65.7	65	51.9	1.0	57.8	-2.3	0.021	N	
20	Middlefield/University	C	28.7	0.608	31	C	28.9	0.618	31.2	C	25.4	0.6	27.5	-3.5	0.01	N	C-	33.3	0.815	38.5	C-	33.8	0.83	39.5	65	29.7	0.8	34.8	-3.7	0.015	N	
21	Middlefield/Embarcadero	D	41.3	0.666	43.4	D	41.2	0.679	43.5	D+	36.3	0.7	38.3	-5.1	0.013	N	D+	38.8	0.672	41.2	D+	38.7	0.684	41.3	65	34.1	0.7	36.3	-4.9	0.012	N	
22	Alma/Churchill	C	23.5	0.773	30.1	C	23.9	0.787	20.5	C	23.9	0.8	20.5	-3.6	0.014	N	D+	36	0.93	45.3	D+	37.2	0.94	47.3	65	37.2	0.9	47.3	2.0	0.01	N	
23	Junipero-Foothill/Page Mill Road	F	126	1.23	177	F	127.5	1.236	180	F	127.5	1.2	180.0	3.0	0.006	N	F	108.2	1.136	151.4	F	112.9	1.152	157.7	65	112.9	1.2	157.7	6.3	0.016	Y	
24	Junipero/Stanford	B	14.2	0.721	20.6	B	14.8	0.752	21.7	B	14.8	0.8	21.7	1.1	0.031	N	C+	20.6	0.794	25.6	C+	21.5	0.805	26.3	65	21.5	0.8	26.3	0.7	0.011	N	
25	Junipero/Campus East	B	14	0.606	19.8	B	14.7	0.636	21.1	B	14.7	0.6	21.1	1.3	0.03	N	B	13.6	0.618	16.9	B	13.8	0.628	17	65	13.8	0.6	17.0	0.1	0.01	N	
26	Junipero/Campus West	D	50.8	0.687	62.3	D-	54.5	0.697	62.9	D-	54.5	0.7	62.9	0.6	0.01	N	E-	79.8	0.995	103.8	F	83.9	1.005	108.2	65	83.9	1.0	108.2	4.4	0.01	Y	
27	Junipero/Alpine-Santa Cruz	D+	36.6	0.902	41.5	D+	38	0.915	43.2	D+	38.0	0.9	43.2	1.7	0.013	N	D	48.8	0.963	50.7	D-	51.6	0.978	53.8	65	51.6	1.0	53.8	3.1	0.015	N	
28	Sand Hill Cir I-205/Sand Hill	D+	36.9	0.723	31.5	D+	36.6	0.744	33	D+	36.6	0.7	33.0	1.5	0.021	N	C+	22.4	0.722	25.1	C+	22.7	0.743	25.6	65	22.7	0.7	25.6	0.5	0.021	N	
29	Sharon Park/Sand Hill	C	30.7	0.842	29.6	C	31.3	0.853	30.7	C	31.3	0.9	30.7	1.1	0.021	N	C	27.8	0.892	32.8	C	28.9	0.912	34.4	65	28.9	0.9	34.4	1.6	0.02	N	
30	Santa Cruz/Sand Hill	D-	52.5	1.067	82.1	E	61.8	1.12	101.1	E	61.8	1.1	101.1	19.0	0.053	Y	D	44.7	0.832	44.8	D	46	0.853	46.1	65	46.0	0.9	46.1	1.3	0.021	N	
31	Oak/Sand Hill	A	9	0.702	10.3	A	9.2	0.735	10.6	A	9.2	0.7	10.6	0.3	0.033	N	A	9	0.847	11.1	A	10	0.876	12.6	65	10.0	0.9	12.6	1.5	0.031	N	
32	Stock Farm/Sand Hill	B	17	0.627	19.6	B	17.4	0.652	20.3	B	17.4	0.7	20.3	0.7	0.025	N	C-	34.4	0.833	42.7	D	41.7	0.868	53.8	65	41.7	0.9	53.8	11.1	0.035	N	
33	Pasteur/Sand Hill	B-	18.5	0.585	20	C+	20.7	0.631	23.3	B-	18.2	0.6	20.5	0.5	0.046	N	C	26.8	0.678	31	C	29.3	0.698	34.4	65	25.8	0.7	30.3	-0.7	0.02	N	

LOS Comparison Based on MP / PA Criteria

LOS Comparison Based on MP / PA Criteria

2025 No Build										2025 + SUEC										2025 + SUEC										2025 No Build										2025 + SUEC										2025 + SUEC									
AM					AM					+ Signal Adaptive					Compare					PM					PM					+ Signal Adaptive					Compare																								
#	Intersection	Avg Del (sec)	Crit Del (sec)	LOS	Avg Del (sec)	Crit Del (sec)	LOS	Avg Del (sec)	Crit Del (sec)	LOS	Avg Del (sec)	Crit Del (sec)	LOS	Δ Avg Del	Δ Crit V/C	Impact?	Avg Del (sec)	Crit Del (sec)	LOS	Avg Del (sec)	Crit Del (sec)	LOS	Δ Avg Del	Δ Crit V/C	Impact?	Avg Del (sec)	Crit Del (sec)	LOS	Avg Del (sec)	Crit Del (sec)	LOS	Δ Avg Del	Δ Crit V/C	Impact?																									
34	Alcedium/Sand Hill	C+	20.5	0.52	23.4	C+	22.2	0.591	26.1	B-	19.5	0.6	23.0	-0.4	0.071	N	C	30.6	0.689	39.4	C-	34	0.716	45.1	C	29.9	0.7	39.7	0.3	0.027	N																												
35	Alcedium/Quarry	C	31.6	0.517	32.3	C-	33	0.589	33.8	C	29.0	0.6	29.7	-2.8	0.072	N	C	28.8	0.61	31.7	C	29.2	0.657	33.3	C	25.7	0.7	29.3	-2.4	0.047	N																												
36	Alcedium/Palm	C	24.6	0.886	30.5	C	28.7	0.807	37.4	C	25.3	0.9	32.9	2.4	0.051	N	C+	21.2	0.744	23.1	C+	22.2	0.766	24.3	B-	19.5	0.8	21.4	-1.7	0.022	N																												
37	Alcedium/Galvez *	E	38.8	0.772	38.8	E	45.4	0.819	45.4	E	45.4	0.8	45.4	6.6	0.047	Y	F	230.5	1.463	230.5	F	263.1	1.543	263.1	F	283.1	1.5	263.1	32.6	0.08	Y																												
38	ECR/Christian	D-	53.1	0.877	55.3	D-	53.7	0.889	56.3	D	47.3	0.9	49.5	-5.8	0.012	N	E	65.4	0.992	75	E	66.7	0.999	76.7	E+	56.7	1.0	67.5	-7.5	0.007	N																												
39	Alameda/Christian	E+	55.8	0.965	62	E+	57.7	0.976	64.6	D	50.8	1.0	56.8	-5.2	0.011	N	E-	76.2	1.055	87.8	E-	78.6	1.065	91.3	E	69.3	1.1	80.3	-7.5	0.01	N																												
40	Middlefield/Christian	D	46.6	0.828	49.4	D	46.7	0.83	49.5	D	41.1	0.8	43.6	-5.8	0.002	N	D	47.5	0.848	51.5	D	47.7	0.85	51.7	D	42.0	0.9	45.5	-6.0	0.002	N																												
41	Middlefield/Hamilton	B	17	0.508	17.9	B	17.9	0.532	19	B	15.8	0.5	16.7	-1.2	0.024	N	B-	18.7	0.431	19.3	B-	19.2	0.453	19.8	B	16.9	0.5	17.4	-1.9	0.022	N																												
42	Alameda/Hamilton	B	14.3	0.59	16.1	B	15.6	0.618	17.5	B	13.7	0.6	15.4	-0.7	0.028	N	C+	20.6	0.694	22.4	C+	21.1	0.703	22.8	B-	18.6	0.7	20.1	-2.3	0.009	N																												
43	University/Santa Cruz	C+	22.8	0.612	30	C	23	0.617	30.2	C	23.0	0.6	30.2	0.2	0.005	N	C	29.5	0.718	37.3	C	29.6	0.723	37.5	C	29.6	0.7	37.5	0.2	0.005	N																												
44	ECR/Oak Grove	C	30.4	0.655	29.2	C	30.3	0.683	29.1	C	26.7	0.7	25.6	-3.6	0.028	N	D+	35	0.745	34	D+	35.1	0.771	34.4	C	30.9	0.8	30.3	-3.7	0.026	N																												
45	Middlefield/Ringwood	C	30.4	0.704	34	C	30.4	0.707	34.1	C	30.4	0.7	34.1	0.1	0.003	N	C-	33.8	0.868	43.6	C-	33.9	0.87	43.9	C-	33.9	0.9	43.9	0.3	0.002	N																												
46	Middlefield/Ramwood	C	30.6	0.885	41.6	C-	32.1	0.88	43.5	C-	32.1	0.9	43.5	1.9	0.015	N	D-	54.1	1.008	73.4	E+	57.1	1.022	77.2	E+	57.1	1.0	77.2	3.8	0.014	Y																												
47	ECR/Fencl	C+	20.2	0.658	18	C+	20.1	0.68	18.1	B	17.7	0.7	15.9	-2.1	0.022	N	C+	21.3	0.686	23.7	C+	21.1	0.706	23.7	B-	18.6	0.7	20.9	-2.8	0.02	N																												
48	Bay/Marsh	B	19.3	0.606	14.9	B	19.3	0.614	14.9	B	13.3	0.8	14.9	0.0	0.008	N	B	12.6	0.537	13.9	B	12.6	0.545	13.9	B	12.6	0.5	13.9	0.0	0.008	N																												
49	US 101SB/Marsh	B-	19.2	0.812	21.2	B-	19.3	0.814	21.2	B-	19.3	0.8	21.2	0.0	0.002	N	C	28.1	0.954	31.3	C	28.8	0.982	32.7	C	28.8	1.0	32.7	1.4	0.008	N																												
50	US 101NB/Marsh	B	15.1	0.612	16	B	15.1	0.612	16	B	15.1	0.6	16.0	0.0	0	N	C+	21.3	0.932	25	C+	21.3	0.932	25	C+	21.3	0.9	25.0	0.0	0	N																												
51	Bay/Willow	B-	18.8	0.648	23	B-	18.6	0.666	23	B-	18.6	0.7	23.0	0.0	0.018	N	B	17.5	0.619	21.2	B	17.6	0.67	16.8	B	17.8	0.7	16.8	-4.4	0.051	N																												
52	Bayfont Exp/Willow	D	42.5	0.969	66.3	D	43.6	0.981	67.9	D	43.6	1.0	67.9	2.6	0.012	N	F	115.6	1.221	144.7	F	119.2	1.282	162.3	F	119.2	1.2	152.3	4.6	0.011	Y																												
53	Bayfont Exp/University	D	43.5	1.057	86.8	D	44.6	1.064	89.3	D	44.6	1.1	89.3	2.5	0.007	N	F	104.6	1.167	120.8	F	107.7	1.176	124.5	F	107.7	1.2	124.5	3.7	0.009	Y																												
54	Bay/University	D+	38.8	0.836	43.7	D+	38.9	0.84	43.9	D+	38.9	0.8	43.9	0.2	0.004	N	F	96.1	1.166	129.2	F	97.1	1.17	130.6	F	97.1	1.2	130.6	1.4	0.004	N																												
55	Dorleneo/University	E	73.9	1.018	81.6	E	74.9	1.022	82.9	E	74.9	1.0	82.9	1.3	0.004	N	D	43	0.889	51.4	D	43	0.899	51.4	D	43.0	0.9	51.4	0.0	0	N																												
56	Wich/Quarry	C+	20.9	0.558	24.1	C	24.1	0.645	29.4	C	24.1	0.6	29.4	5.3	0.087	N	C+	21.4	0.541	23.1	C	25.1	0.614	30	C	25.1	0.6	30.0	6.9	0.073	N																												
57	Durand/Sand Hill	B	12.1	0.662	10.4	B	13.4	0.698	12.5	B+	11.8	11.0	0.6	0.036	N	B-	19.5	0.617	19.4	C+	20.1	0.648	20.2	B	17.7	0.6	17.8	-1.6	0.031	N																													
58	Pasteur NB/Wich	A	8.8	0.354	10.3	A	8.9	0.355	10.4	A	8.9	0.4	10.4	0.1	0.031	N	B+	10.5	0.433	10.9	B+	10.7	0.464	10.9	B+	10.7	0.5	10.9	0.0	0.031	N																												
59	Pasteur SB/Wich	B+	10.1	0.31	10.1	B+	10.3	0.363	10.4	B+	10.3	0.4	10.4	0.3	0.053	N	A	8.5	0.272	9	A	8.7	0.303	9.2	A	8.7	0.3	9.2	0.2	0.031	N																												
60	Durand/Wich	C-	32.5	0.732	37.9	D+	37.6	0.772	45.9	D+	37.6	0.8	45.9	8.0	0.04	N	C	28.8	0.631	28.4	C	28.7	0.66	27.9	C	28.7	0.7	27.9	1.5	0.029	N																												
61	Bowden St/Sand Ave *	C	23.5	0.887	23.5	C	23.7	0.889	23.7	C	23.7	0.9	23.7	0.2	0.002	N	D	31.4	0.921	31.4	D	31.8	0.923	31.8	D	31.8	0.9	31.8	0.4	0.002	N																												
62	1230 NB OR Ramp / Alameda Road *	F	323.6	2474	323.6	F	335.5	2924	335.5	F	335.5	2.5	335.5	11.9	0.05	Y	F	206.7	1.789	205.7	F	215.8	1.83	215.8	F	215.8	1.8	215.8	10.1	0.041	Y																												
63	1230 SB OR Ramp / Alameda Road *	F	273.7	1705	273.7	F	277.3	1719	277.3	F	277.3	1.7	277.3	3.6	0.014	N	C	24.7	0.558	24.7	D	25.1	0.583	25.1	D	25.1	0.6	25.1	0.4	0.005	N																												
64	1230 NB OR Ramp / Page Mill Road *	E	44.6	0.632	44.6	E	45.5	0.639	45.5	E	45.5	0.6	45.5	0.9	0.007	N	C	16.1	0.276	16.1	C	16.1	0.276	16.1	C	16.1	0.3	16.1	0.0	0	N																												
65	1230 SB OR Ramp / Page Mill Road *	F	122.6	1.366	122.6	F	123.5	1.387	123.5	F	123.5	1.4	123.5	0.9	0.001	N	F	100.9	1.487	100.9	F	101.9	1.503	101.9	F	101.9	1.5	101.9	1.0	0.006	N																												
66	Foot Hill Expy / Alameda Road	F	105.8	0.743	195	F	105.1	0.745	184.2	F	105.1	0.7	184.2	-0.8	0.002	N	F	97	0.811	140	F	96.7	0.814	138.5	F	96.7	0.8	139.5	-0.5	0.003	N																												

APPENDIX G

NEW PEDESTRIAN / BICYCLE UNDERCROSSING CALCULATIONS

AECOM

2025 Gateway Place, #190, San Jose, CA 95110
T 408.490.2001 F 408.490.2002

Memorandum

To: Steven Turner, City of Palo Alto
Gayle Likens, City of Palo Alto

CC:

From: Dennis A. Struecker, PE
Nichole Seow

Date: October 12, 2009

Subject: Traffic Reduction for Pedestrian/Bicycle Undercrossings

Project No. 60027814

This memo presents the potential reduction in vehicular traffic due to additional pedestrian and bicycle crossings of the Caltrain tracks in the vicinity of the SUMC project. To accurately include these as mitigation measures, with the potential of Stanford contributing to the construction cost, requires that a benefit in terms of traffic reduction be established. In addition to the existing undercrossings at University and Homer, two new undercrossings will be constructed in the study area in the future. One is near Everett Avenue in Palo Alto and the other near Middle Avenue in Menlo Park. These additional undercrossings north of University Avenue will facilitate walking and bicycling from residential and commercial areas in North Palo Alto and South Menlo Park.

Mode split to pedestrian/bicycle modes for SUMC has been previously provided by Stanford. Based on the information in the memo, *Analysis of GO Pass Program for Hospital Employees* (September 2008), by Fehr and Peers, the existing portion of SUMC employees who walk or bike to work is 3.1 percent. However, the percentage of people in Palo Alto and Menlo Park who bicycle or walk to SUMC would be higher because of the close proximity and short travel distance. Conservatively, the percentage of local trips bicycling or walking could be at least 6 percent for areas such as southern Menlo Park and Downtown North. Also, additional connections could double the existing local mode split to walking and cycling up to 12 percent.

Using the traffic distribution percentages from the TIA report which were based on SUMC employee zip codes, the number of existing employees living in the vicinity of the four pedestrian/bicycle undercrossings for SUMC was calculated at 623. Using a mode split of 6 percent would result in 37 existing SUMC employees cycling or walking to SUMC. In the future if the percentage doubles to 12 percent, the number of existing employees walking or cycling to SUMC will be 75.

The new SUMC employees in 2015 is 1,387 and in 2025 is 2,311. The number of employees coming from the vicinity of the four undercrossings is 104 and 173 for 2015 and 2025 respectively. Based on the future mode split (12%), the number of new SUMC employees who would use these facilities is 12 in 2015 and 21 in 2025.

Table 1 below summarizes the calculations. Up to 87 employees from SUMC would use the four pedestrian and bicycle undercrossings in the study area in 2015. For 2025, the number would increase to 96 employees with SUMC at its full build-out.

The overall reduction of vehicular traffic for SUMC is 50 in 2015 and 59 in 2025.

Table 1 SUMC Employees Who Walk or Bike to Work

	Existing	New (2015)	New (2025)	Total (2015)	Total (2025)
Existing (6%)	37	-	-		
Future (12%)	75	12	21	87	96
Change	38	12	21		

In order to determine the number peak hour project trips that will be reduced, the numbers calculated above have to be multiplied by the weekday factor, peak period factor and the peak hour factor. Table 2 calculates the peak hour traffic reduction for existing and future SUMC trips

Table 2 Peak Hour Traffic Reduction

Year	Calculation	Peak Hour Trips
2015	$50 \times 0.8 \times 0.89 \times 0.55$	20
2025	$59 \times 0.8 \times 0.89 \times 0.55$	23

In addition to the existing hospital and future hospital traffic that can be reduced by the added undercrossings, existing and future traffic to and from the University and shopping center will also benefit from the added undercrossings. The peak hour reduction in 2025 for hospital traffic calculated above represents about 3 percent of the total project traffic. A similar adjustment should be applied to non-project traffic using the adjacent street network to gauge the true benefit of the new undercrossings. Traffic reduction should occur on University Avenue and Ravenswood Avenue.

APPENDIX H

GO-PASS FOR SUMC



MEMORANDUM

Date: September 22, 2008

To: Bill Phillips, Stanford Real Estate
Brodie Hamilton, Parking & Transportation

From: Robert H. Eckols

Subject: Analysis of GO Pass Program for Hospital Employees

WC06-2327

This memorandum summarizes Fehr & Peers' assessment of the potential costs of and benefits derived by providing Caltrain GO Passes to Hospital employees. The Caltrain GO Pass is an annual train pass purchased by companies for all employees. Stanford University currently purchases GO Passes for a large portion of their employees. The subgroup of GO Pass eligible employees is defined as:

- Work more than 20 hours a week
- Do not live on campus

The University currently has a total employment of approximately 11,000 and purchases approximately 9,400 GO Passes annually.

A primary benefit in providing GO Passes to Hospital employees would be to reduce the number of auto trips (specifically drive alone auto trips) to and from the medical center. A reduction in auto trips will help to offset potential transportation system impacts due to the expansion of the hospital facility and services. A second benefit from shifting employees out of their cars would be to reduce parking use.

This memorandum provides background information on the current travel patterns of both the University and Hospital employees and provides an estimate of potential use of the GO Pass to reduce trips to and from the medical center.

Existing University and Hospital Commute Patterns

Stanford Parking & Transportation provided Fehr & Peers with data from the annual employee surveys which documents how Stanford University and Hospital employees travel to work. Fehr & Peers was also provided information on the total employees, employees that are eligible for the transportation program benefits, employees within the counties served by Caltrain, and the number of University employees with GO Passes. As previously noted, University and Hospital employees are eligible for transportation program benefits if they work more than 20-hours a week and do not live on campus. The current principal difference between the University and Hospital employee transportation benefit packages is that only University employees receive GO Passes.

Existing Mode Choice

Figure 1 summarizes the 2004, 2005, and 2006 commuter survey data for Stanford University employees. Figure 1 shows that there has been a substantial decrease in the number of drive alone commuters from 2004 (64%) to 2006 (54%). This 10% drop was achieved through shifts to Caltrain (4%), express bus (2%), bicycle (2%) and walk (1%). The Caltrain GO Pass was initially offered in the fall of 2002 to Stanford University employees. Between 2002 and 2004, University Caltrain ridership tripled from 4% to 12% of the total commuters. In 2005, Caltrain opened their "Baby Bullet" service and expanded their express train service. By 2006, University commuters use of Caltrain to campus had quadrupled to over 16%.

Figure 2 summarizes the 2004, 2005, and 2006 commuter mode choice survey data for Hospital employees. This data shows that the level of drive alone commuters has dropped by approximately 4% (from 81% to 77%). The shift from drive alone by Hospital employees has come due to increases in carpooling and express bus use. There has been a little change in Caltrain use by Hospital employees.

Figure 3 compares the use of Caltrain, express bus, and carpools by University and Hospital employees over the three year period. This figure shows that the level of use of express bus and carpools is very similar for both University and Hospital employees; however, there is a substantial difference in the use of Caltrain. In the 2006 survey, 16% of University employees used Caltrain compared to just less than 4% of Hospital employees.

Since the Hospitals operate on three shifts, additional detail regarding mode choice was provided by Parking & Transportation for Hospital employees based on their arrival time at work. This data shows that Caltrain use by day shift employees is about twice as high as the other two shifts. Therefore, GO Pass use will primarily occur during the normal commute periods, which will help to reduce the number of peak period trips. The variation in Caltrain use by employee shift in 2006 was:

	<u>% Using Caltrain</u>
• Day Shift – Arrival between 7:00 AM and 9:00 AM	5%
• Evening Shift – Arrival between 9:00 AM and 4:00 PM	2%
• Night Shift – Arrival between 4:00 PM and 7:00 AM	2%

In July 2007, the breakdown of all Hospital employees by "shift" or arrival time as reported by Stanford Parking & Transportation was as follows:

	<u>% Total Employees</u>
• Day Shift – Arrival between 7:00 AM and 9:00 AM	77%
• Evening Shift – Arrival between 9:00 AM and 4:00 PM	11%
• Night Shift – Arrival between 4:00 PM and 7:00 AM	12%

Using the data on the number of employees that arrive in the morning peak period and the usage of Caltrain by these employees, 89% of Hospital Caltrain users travel in the morning peak period between 7:00 AM and 9:00 AM. Table 1 shows how the peak period Caltrain use was calculated. Day shift employees primarily leave the campus between 4:00 PM and 6:00 PM, which is the traditional commuter peak period.

Figure 1
University Employee Commuter Mode Choice

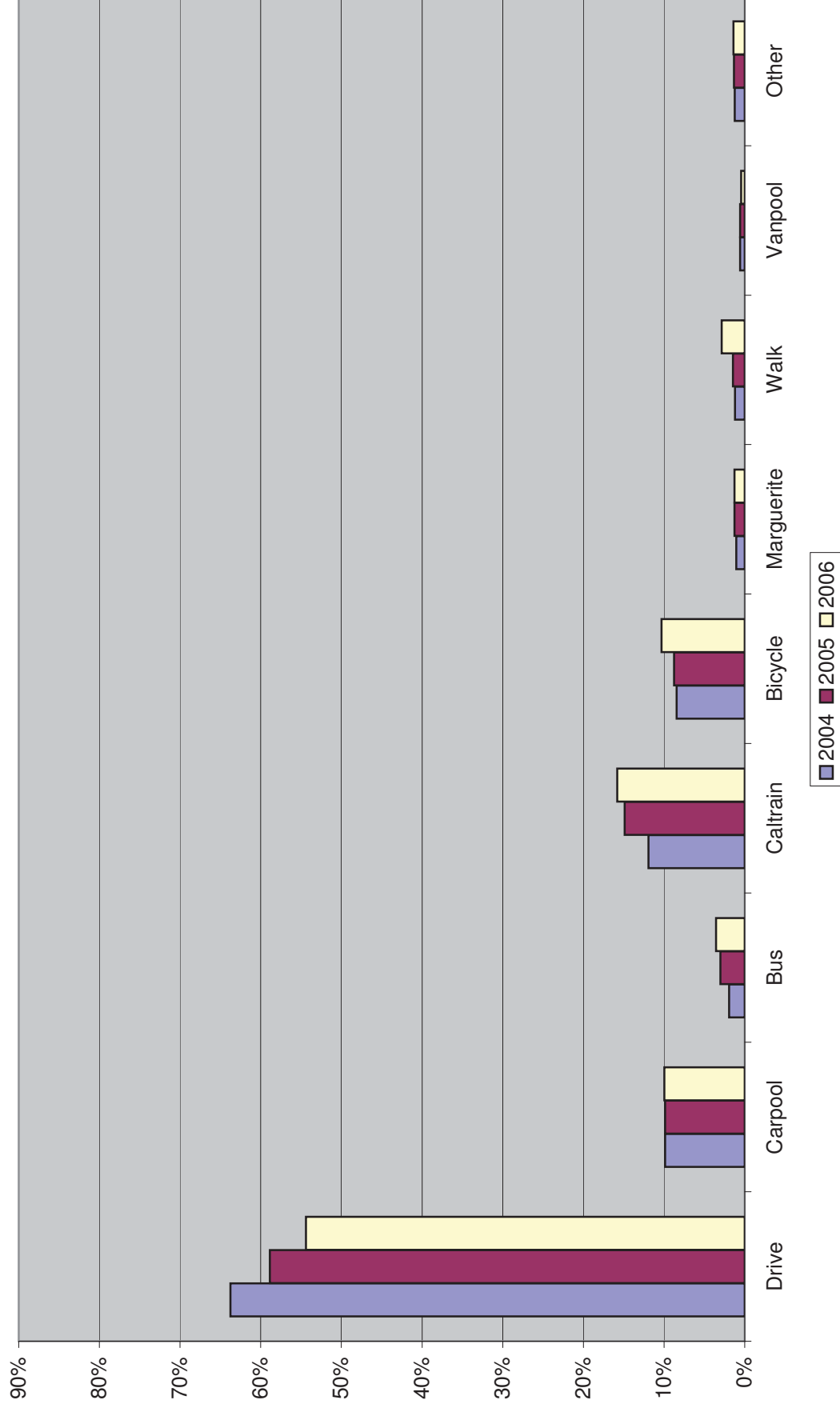


Figure 2
Hospital Employee Commuter Mode Choice

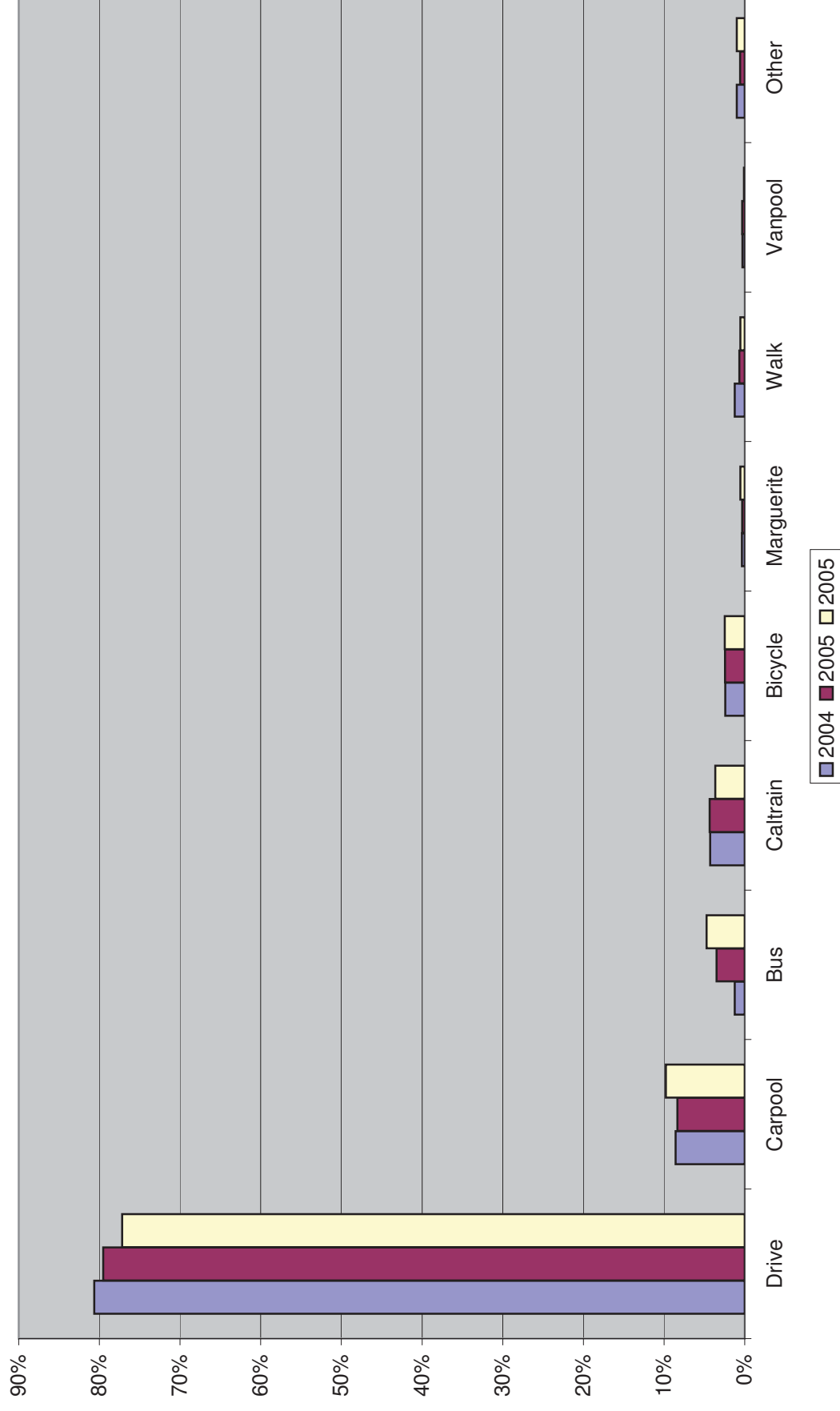


Figure 3
University versus Hospital Alternative Mode Comparison

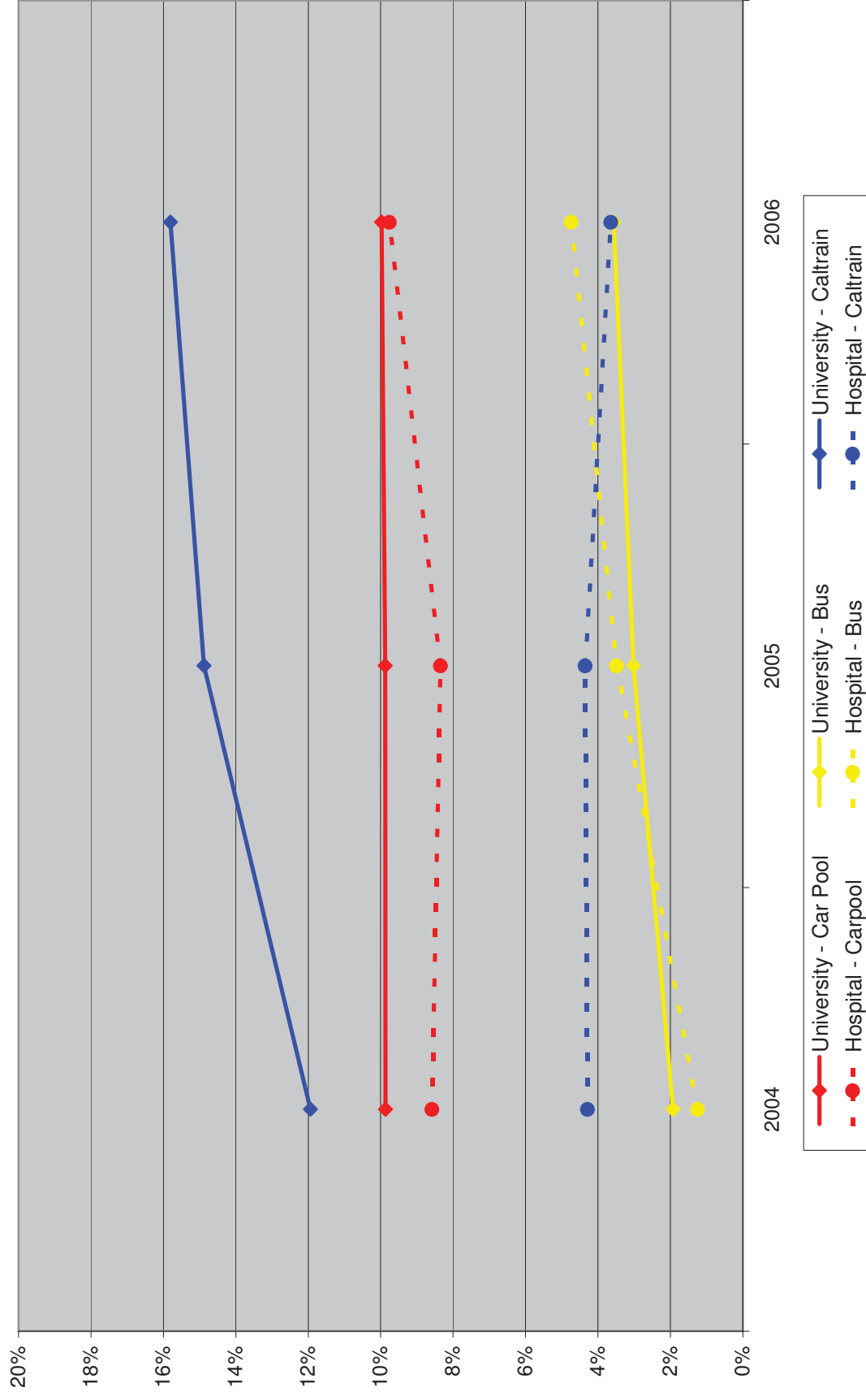


Table 1				
Existing Caltrain Use by Shift				
	Employees	Surveyed Caltrain Use by Shift	Caltrain Users	Use by Shift
Day Shift (7:00AM – 9:00AM)	6,960	5%	348	89%
Evening Shift (9:00AM – 4:00PM)	963	2%	19	5%
Night Shift (4:00PM – 7:00AM)	1,143	2%	23	6%
Total	9,066		390	100%
Source: Stanford Parking & Transportation, 2006 annual survey data				

Geographic Distribution

Another important factor that influences Caltrain use is the location of employee residences, which, in turn, affects the ability of the employee to access a Caltrain station. Zip code and city of residence data was provided by Parking & Transportation indicating the number of University and Hospital employees residing in Caltrain counties of Santa Clara, San Mateo and San Francisco. Figure 4 shows the number of University and Hospital employees by city of residence within the Caltrain corridor extending between San Francisco and San Jose. Table 2 summarizes the employee counts by city of residence for the University and Hospital employees. Table 2 also shows the number of University GO Pass holders in each city. The cities are subdivided into three groups that reflect the proximity and access to Caltrain Stations – Group 1 cities are located directly on the Caltrain tracks but exclude for example Palo Alto and Menlo Park which are too destination-proximate. Worth noting is that a higher percentage (65%) of Hospital employees reside in Group 1 cities than University employees (52%).

Employees that reside in the Group 1 cities have the greatest propensity to use Caltrain for their work day commutes. Employees in the Group 2 cities might chose to use Caltrain, but they would have to travel a longer distance before accessing a Caltrain station. Employees in the Group 3 cities either live very close to the campus or do not live near the Caltrain corridor, so their use of the system for commute purposes would be unlikely. However, it should be noted that GO Passes may be used at anytime to travel on Caltrain, so the benefit to the employee extends beyond the basic commute periods.

Table 2 also shows that in 2006 approximately 51% of the eligible University employees actually held GO Passes. All eligible employees have the option to get a Caltrain pass when they receive their parking permits. Although the number of GO Pass holders is larger than the number of GO Pass users, this wide distribution has importance in terms of bringing new users to Caltrain. Based on anecdotal data, many employees become regular Caltrain users after using their free GO Pass for a few days when they are unable to drive to work. This would explain some portion of the annual increase in Caltrain use since the GO Pass was introduced in 2002.

There are other factors that will influence Caltrain use such as work schedule, train schedules, shuttle connections, and the need for transportation flexibility. The existing transportation program addresses at least two of these factors – shuttle service and emergency ride home. In terms of access between the Palo Alto Caltrain station and the Hospital, there is existing shuttle service (Marguerite) that provides a link for Hospital employees. Shuttle service is provided throughout the day with increased service during the commuter peak periods. The Hospital's existing transportation program also provides emergency rides home for all alternative mode users (transit, carpool, vanpool, etc.) including Caltrain.

Location on Peninsula of Hospital and University Employees by City

Source: Stanford Parking & Transportation, 2006 University & SUMC employee residence zip code data

Based on the above information, including the existing mode choice and place of residence, there appears to be an opportunity to increase significantly the amount of Caltrain use by Hospital employees by offering the GO Pass.

Potential Ridership and Trip Reduction Benefits with the GO Pass Program

Table 3 summarizes the mode choice for both University and Hospital employees in 2006. Note that Caltrain use by University employees is approximately four times higher than Hospital employees. The primary difference between the University and Hospital transportation benefit packages is that University employees are provided the GO Pass. Therefore, if GO Passes were provided to Hospital employees, there is a high potential to increase Caltrain use and reduce the number of drive-alone trips to/from the Hospitals, even when taking account of the hospital shift characteristics and geographic distribution.

Table 3		
Comparison of Commute Modes – 2006		
Commute Mode	University Employees	Hospital Employees
Drive Alone	54.4%	77.1%
Carpool	10.0%	9.8%
Vanpool	0.4%	0.1%
Marguerite	1.3%	0.6%
Bus	3.6%	4.7%
Caltrain	15.8%	3.6%
Bicycle	10.3%	2.5%
Walk	2.8%	0.6%
Other	1.4%	1.0%
Total	100.0%	100.0%
Source: Stanford Parking & Transportation, 2006 Employee Survey		

Table 4 demonstrates the effect of increasing Caltrain use by existing Hospital employees and the resulting reduction in the number of drive-alone commuters. If Caltrain use were to only double to 7.2% of the employees by offering GO Passes, assuming the existing base of 8,304¹ employees located within the City of Palo Alto and Stanford, there would be a shift in use of approximately 300 employees to Caltrain. If Caltrain use were to triple to 10.8% of the employees

¹

2006 Hospitals Employment		
Location		Employees
On-Campus	within Palo Alto	6,906
	within Stanford	90
On Welch Road		341
At Shopping Center		25
Stanford Research Park		942
Palo Alto Total		8,304

during the commute, there would be a shift of approximately 600 employees to Caltrain. If Caltrain use by Hospital employees reaches the same level of usage as the University employees, there would be a shift of approximately 1,000 employees to Caltrain.

Table 4											
Change in Caltrain Ridership with GO Pass Existing SUMC Employee Base											
Mode	Existing Use		Double Caltrain Use			Triple Caltrains Use			Caltrains Use @ University Level		
	%	No.	%	No.	△	%	No.	△	%	No.	△
Drive Alone	77.1%	6,402	73.5%	6,103	-299	69.9%	5,804	-598	64.9%	5,389	-1,013
Carpool	9.8%	814	9.8%	814	0	9.8%	814	0	9.8%	814	0
Vanpool	0.1%	8	0.1%	8	0	0.1%	8	0	0.1%	8	0
Marguerite	0.6%	50	0.6%	50	0	0.6%	50	0	0.6%	50	0
Bus	4.7%	390	4.7%	390	0	4.7%	390	0	4.7%	390	0
Caltrain	3.6%	299	7.2%	598	299	10.8%	897	598	15.8%	1,312	1,013
Bicycle	2.5%	208	2.5%	208	0	2.5%	208	0	2.5%	208	0
Walk	0.6%	50	0.6%	50	0	0.6%	50	0	0.6%	50	0
Other	1.0%	83	1.0%	83	0	1.0%	83	0	1.0%	83	0
△ - Change in usage by employees from existing travel patterns.											

Table 5 demonstrates the affect of increasing Caltrain use by both existing and future Hospital employees and the resulting reduction in the number of drive alone commuters.² Since the GO Pass program will be offered to all employees, there will be a combined benefit that would reduce the number of net new trips to the SUMC. Assuming the existing mode split of 3.6% Caltrain use, approximately 380 employees would use Caltrain to travel to and from work. However, if all existing and future employees that are eligible for TDM benefits are provided the GO Pass, the potential shift would be an additional 760 employees, if use doubles, or 1,680 employees, if use reaches the University level of ridership.

Based on the University's experience with GO Pass, one could conservatively assume that transit use would at least double with the introduction of GO Passes and could achieve higher levels of use over time. The steady rise in Caltrain use by University employees since 2002 is a good indicator of the effectiveness of the GO Pass program, and there are likely to be changes in travel behavior due to increasing congestion on area freeways and rising fuel costs. It is feasible and likely that Caltrain use could be in the range of 7% to 16% with the GO Pass and supporting shuttle service.

²

Existing & Future SUMC Employment			
Location		Existing Employees	Buildout Employees
On-Campus	within Palo Alto	6,906	9,217
	within Stanford	90	90
On Welch Road		341	341
At Shopping Center		25	25
Stanford Research Park		942	942
Palo Alto Total		8,304	10,615

Table 5											
Change in Caltrain Ridership with GO Pass Future SUMC Employee Base											
Mode	Existing Use		Double Caltrain Use			Triple Caltrains Use			Caltrains Use @ University Level		
	%	No.	%	No.	△	%	No.	△	%	No.	△
Drive Alone	77.1%	8,184	73.5%	7,802	-382	69.9%	7,420	-764	64.9%	6,889	-1,295
Carpool	9.8%	1,040	9.8%	1,040	0	9.8%	1,040	0	9.8%	1,040	0
Vanpool	0.1%	11	0.1%	11	0	0.1%	11	0	0.1%	11	0
Marguerite	0.6%	64	0.6%	64	0	0.6%	64	0	0.6%	64	0
Bus	4.7%	499	4.7%	499	0	4.7%	499	0	4.7%	499	0
Caltrain	3.6%	382	7.2%	764	382	10.8%	1,146	764	15.8%	1,677	1,295
Bicycle	2.5%	265	2.5%	265	0	2.5%	265	0	2.5%	265	0
Walk	0.6%	64	0.6%	64	0	0.6%	64	0	0.6%	64	0
Other	1.0%	106	1.0%	106	0	1.0%	106	0	1.0%	106	0
△ - Change in usage by employees from existing travel patterns.											

Peak-hour Trip Reductions

For the purposes of the traffic analysis, the daily one-way trip reductions can be calculated from the increase in total number of employees that would use Caltrain due to the GO Pass. The total number of employees using Caltrain can be converted to peak hour trip reductions by applying factors to account for the number of employees working on a typical weekday, the number traveling in the peak period, and the number traveling in the peak hour.

The number of employees traveling to the site on a typical weekday was estimated based on a breakdown of the employee by category. Each category of worker was assumed to work either a 5-day work week or on a 24-hour/7-day work schedule. The employees assigned to the 5-day work weeks were assumed to be on-site on a weekday. The employees assigned to the 24-hour/7-day were assumed to be uniformly distributed over all seven days. Using this approach approximately 80 percent of the total hospital employees would be on-site on a typical weekday. Therefore, a factor of 80 percent was used to convert the number of total employees to weekday employees.

As described previously, 89% of the Caltrain users would travel in the peak period of 7:00 AM to 9:00 AM based on the Parking & Transportation Services survey data. In terms of the peak hour of travel, the most conservative approach would be to assume a 50/50 split over the two hours. However, another approach would be to consider driveway counts performed at Parking Structure 4 which is used by SUMC employees. The Parking Structure 4 driveway counts show that during the 7:00 AM to 9:00 AM period, the peak hour demand is approximately 55% of the two hour demand.

Table 6 shows the calculated peak hour reductions for the SUMC project assuming build out of the site.

Table 6			
Peak Hour Trip Reductions with GO Pass at SUMC Build Out			
	Caltrain Use by SUMC Employees		
	Double Existing Use (7.2%)	Triple Existing Use (10.8%)	Existing University Level (15.8%)
Total Caltrain Users	382	764	1,295
Weekday Factor	80%	80%	80%
Weekday Trips	305	610	1,035
Peak Period Factor	89%	89%	89%
Peak Period Trips	270	545	920
Peak Hour Factor	55%	55%	55%
Peak Hour Trips	150	300	505
Source: Fehr & Peers, 2008			

Table 7 summarizes the existing and projected AM and PM peak hour trip generation of the SUMC facilities. The existing trip generation is based on traffic counts and survey conducted by Fehr & Peers at the existing SUMC hospitals and medical office buildings. Based on these surveys the existing SUMC facilities generate approximately 1,670 AM peak hour trips and 1,585 PM peak hour trips to and from the site. The net new peak hour trips generated by the Hospital expansion are estimated to be approximately 766 AM and 746 PM peak hour trips. (Data presented in a memorandum from DMJM/Harris on the project trip generation.) Therefore, the total trips generated by the medical center would be approximately 2,440 AM peak hour trips and 2,330 PM peak hour trips.

Implementation of the GO Pass for both existing and future SUMC Hospital employees in Palo Alto and Stanford could effectively reduce the total project trips by six (6) percent during the peak hours if Caltrain ridership doubles, and reduce the project trips by 12 to 13 percent if Caltrain ridership triples over the existing level. Assuming Caltrain ridership reaches the same level as for University employees, it would reduce total peak hour trips by 20 to 22 percent.

In terms of the reduction of net new trips generated by the proposed project, the GO Pass could produce a reduction of approximately 20 percent if Caltrain ridership doubles, and 40 percent if Caltrain ridership triples. If Hospital employee use reaches the same level as for University employees, the reduction in net new trips by the project would be approximately 65 percent in the peak hours. Since the GO Pass will be offered to both existing and future employees, there is a greater reduction in the net new trips due to the proposed project.

To put these trip reduction calculations into context of other local traffic impact analysis guidelines, the Santa Clara Valley Transportation Agency (VTA) allows trip reductions for new projects if they provide an effective TDM program with financial incentives, provide privately funded shuttle bus service, or provide a combination of both a TDM program with incentives and privately funded shuttle service. The current VTA Traffic Impact Analysis Guidelines trip reductions for these types of TDM programs are as follows:

- Effective TDM program with Financial Incentives up to 5%
- Privately Funded Shuttle Service 3%

Table 7						
Existing and Future SUMC Trip Generation						
	AM Peak Hour			PM Peak Hour		
	Existing^(a)	Net New^(b)	Total	Existing^(a)	Net New^(b)	Total
Hospitals	1,381	701	2,082	1,344	693	2,037
MOBs	290	65	355	241	53	294
Total	1,671	766	2,437	1,585	746	2,331
a - Source: Fehr & Peers Surveys of Existing Hospitals and MOBs						
b - Source: DMJM memorandum on project trip generation						

Using a five percent reduction in both existing and future employee trips for the implementation of the GO Pass to all SUMC employee and a three percent reduction in the net new trips generated by new employees due to the provision of a privately funded shuttle service; if these trip reductions are applied to the project, there would be a total trip reduction of approximately 190 trips in the AM peak hour and 175 trips in the PM peak hour. This level of trip reduction is similar to the trip reduction previously calculated if Caltrain ridership by all SUMC Hospital employees doubles. Considering the level of success the University has had with the GO Pass, it is feasible that the overall trip reductions with the introduction of the GO Pass at the SUMC could be substantially higher than the standard VTA trip reduction rates.

Costs of GO Pass Program

Stanford University is currently the largest organization using the GO Pass. Besides the University, the other employers in the GO Pass program are: Adobe Systems, Genencor, IDEO, Danger, and General Dynamics. The cost to provide GO Passes to Hospital employees will be determined based on negotiations with Caltrain regarding the employee base at the Hospital.

Assuming that the University's model for calculating employee base is used for the Hospital, the cost of the GO Pass program will be based on the number of employees that are eligible for transportation benefits. Based on information from 2006 provided by Parking & Transportation Services, approximately 90% of Hospital employees would be considered eligible employees for the GO Pass program. In 2006, there were approximately 8,100 transportation benefit eligible Hospital employees in the Parking & Transportation database.

Information available to Parking & Transportation indicates that the annual cost of the GO Pass will be \$106 per employee in 2008. Using the 2006 Hospitals employment as a baseline and assuming the anticipated 2008 cost structure, the annual cost to provide GO Passes for all existing Hospital employees would be \$858,600. Based on the increase in employment anticipated with the Hospital expansion the annual cost in current dollars would be approximately \$1.1 million at build-out of the site.

In addition to this direct cost of the GO Pass, and if double or triple usage of Caltrain occurs, the number of Marguerite Shuttles between the Palo Alto Transit Center and the SUMC will need to increase by three, with a total added capital requirement of about \$1.5 million and an additional annual operating cost of approximately \$330,000. In total, this amounts to a GO Pass program cost of \$1.5 million in capital investment and an annual cost (in current dollars) of about \$1.4 million. If Hospital employee use reaches the same level as for the University, an additional

Marguerite Shuttle would be required. This would increase the capital cost by \$500,000 and the annual operating cost by about \$119,000.

Conclusions

- The GO Pass has been a successful program for the University in reducing the drive alone commuters to the campus. The use of Caltrain has risen from 4% to 16% of the commuter trips between 2002 and 2006.
- The distribution and number of Hospital employees that reside within the Caltrain corridor is similar to University employee housing patterns.
- Current Caltrain use by Hospital employees was surveyed at 3.6% in 2006; therefore, there is the potential for capturing significantly more Caltrain riders by offering an incentive such as the Caltrain GO Pass program.
- The peak hour trip reductions would be on the order of 150 to 300 peak hour trips assuming that Caltrain use doubles or triples by SUMC Hospital employees with the implementation of the GO Pass. If Caltrain usage reaches the same levels as for University employees, the reduction in peak hour trips would be 505 trips.
- If peak hour Caltrain usage by Hospital employees double or triples, this would represent a reduction of 20 to 40 percent of the net new peak hour trips, respectively. If Hospital employees reach the current level of usage by University employees, the net new peak hour trips would be reduced by approximately 65 percent.
- The annual direct cost for providing the GO Pass to all existing Hospital employees is estimated to be approximately \$860,000. This cost is based on the estimated number of eligible SUMC Hospital employees and the annual cost of \$106/employee (2008). The direct cost in future years will increase as the number of SUMC employees increase and due to annual increases in the cost of GO Pass.
- There will also be associated capital and operating costs related to providing the GO Pass due to the need to increase peak period shuttle service between the Palo Alto Transit Center and SUMC to carry the increase in Caltrain ridership. The greatest increase in shuttle service will occur during the traditional commuter peak periods in the morning and evening, but there may also be a need for additional off-peak shuttle service to meet the increase in demand with the implementation of the GO Pass. Depending on the level of Caltrain usage, the shuttle service capital costs would range from \$1.5 to \$2.0 million and the shuttle operating cost would be in the range of \$330,000 to \$449,000 annually.

APPENDIX I

GO-PASS PARKING SAVING CALCULATIONS

Project Parking Saving Due to Go Pass Implementation

2025

Total increase in employees = 2311 people
Drive alone mode-split = 64.90%
= 64.9% x 2311 people
= 1500

Existing Caltrain users = 3.60%
Future Caltrain users = 15.80%
= 15.8% x 1500 people
= 237 people

Weekday factor = 80.00%
= 80% x 237 people (drive alone employees)
= 190 people

Parking saving is 190 spaces

all % and employee numbers from F/P GO Pass Memo September 2008

Existing Employees = 8,304
2025 Employees = 10,615

Overall Parking Saving Due to Go Pass Implementation

2025

Existing Employees = 8304 people
Drive alone mode-split = 64.90%
= 64.9% x 8304 people
= 5389

Existing Caltrain users = 3.60%
Future Caltrain users = 15.80%
Difference = 12.20%
= 12.2% x 5389 people
= 657 people

Weekday factor = 80.00%
= 80% x 657 people (drive alone employees)
= 526 people

Parking saving is 526 spaces for existing employees

Overall Parking savings is 716 for all 10615 employees in 2025

all % and employee numbers from F/P GO Pass Memo September 2008

Existing Employees = 8,304
2025 Employees = 10,615

APPENDIX J

SIGNAL WARRANT CALCULATIONS

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 3 - Peak Hour

PART A or PART B SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

Yes ☐ No ☒Yes ☒ No ☐Yes ☒ No ☐

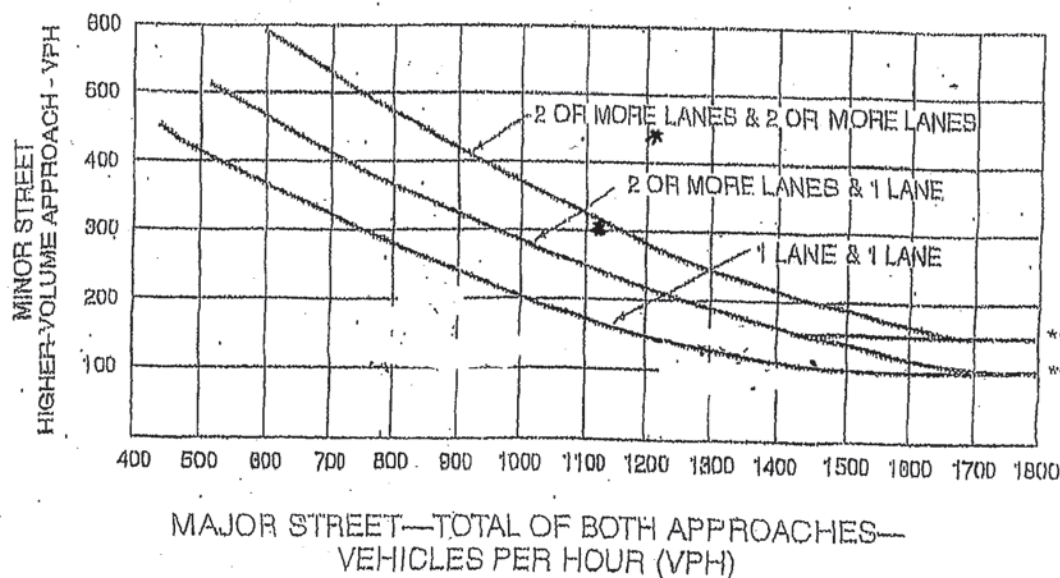
PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	AM	PM	Hour
Both Approaches - Major Street			1134	1209	
Highest Approaches - Minor Street			307	462	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 3 - Peak Hour

PART A or PART B SATISFIED

YES ☒ NO ☐

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED

YES ☒ NO ☒

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

AM PM
Yes ☒ No ☒

Yes ☒ No ☐

Yes ☒ No ☐

PART B

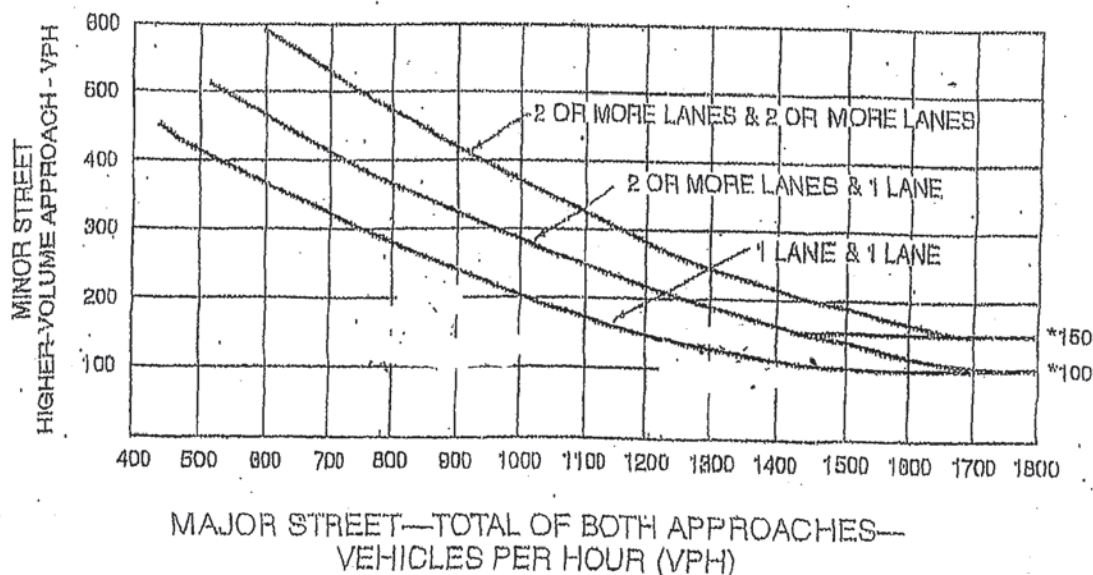
SATISFIED

YES ☒ NO ☐

APPROACH LANES	One	2 or More	AM	PM	Hour
Both Approaches - Major Street			1622	1978	
Highest Approaches - Minor Street			1149	552	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 3 - Peak Hour

PART A or PART B SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

PM AM
Yes ☒ No ☒Yes ☒ No ☐Yes ☒ No ☐

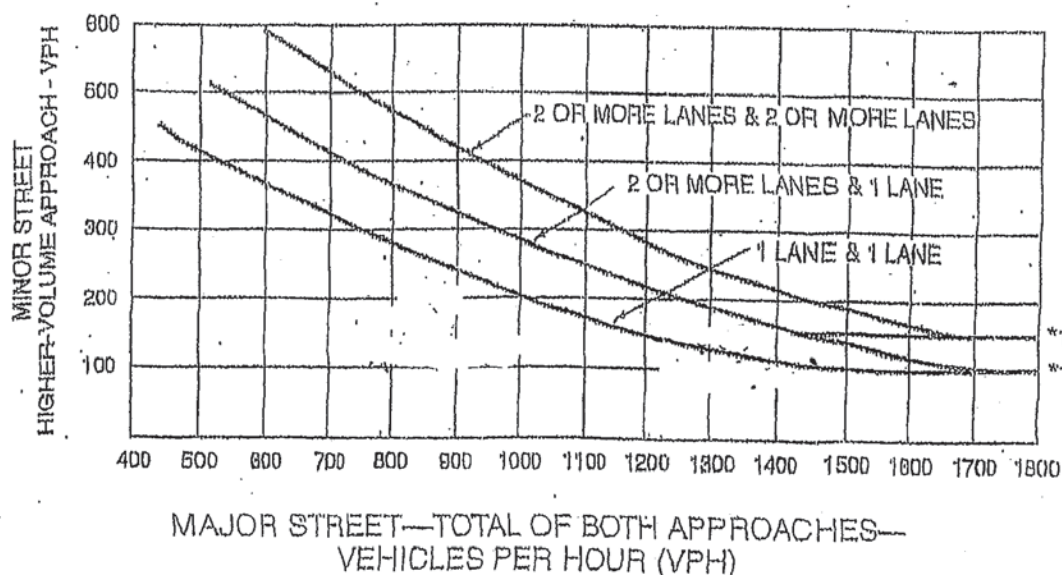
PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	AM	PM	Hour
Both Approaches - Major Street			1378	1510	
Highest Approaches - Minor Street			309	581	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 3 - Peak Hour

PART A or PART B SATISFIED

YES ☒ NO ☐

PART A

SATISFIED

YES ☒ NO ☐

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.

Yes ☒ No ☐Yes ☒ No ☐Yes ☒ No ☐

PART B

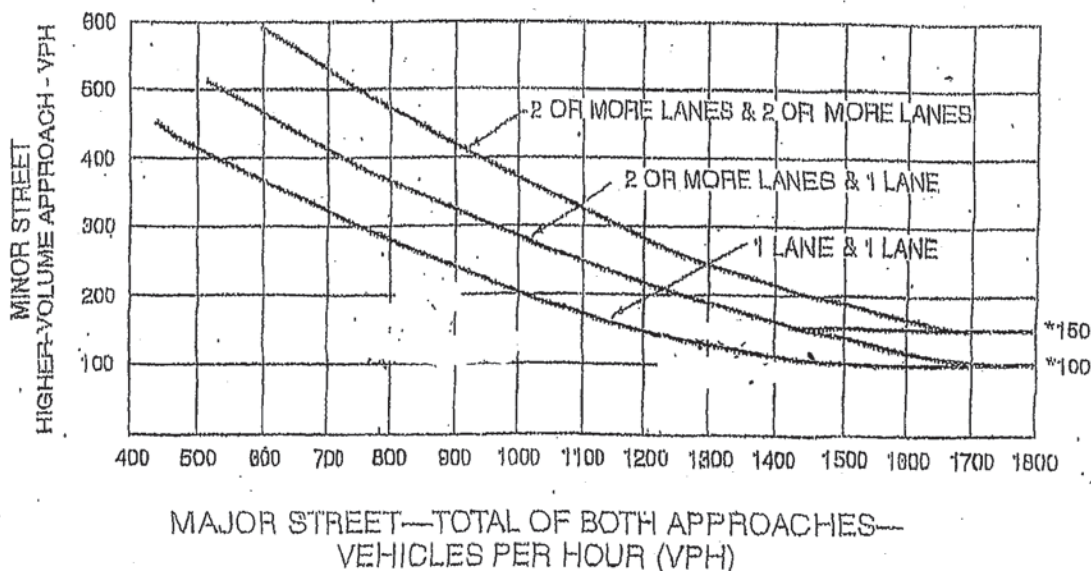
SATISFIED

YES ☒ NO ☐

APPROACH LANES	One	2 or More	AM	PM	Hour
Both Approaches - Major Street			2038	2289	
Highest Approaches - Minor Street			1502	905	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

APPENDIX K

REMOTE PARKING LOT LOCATION ANALYSIS

REVISED DRAFT

REMOTE PARKING LOTS

INTRODUCTION

As a way to alleviate traffic impacts, a potential mitigation measure for SUMC is the construction of remote parking lots. Remote parking lots would be implemented as an alternative to providing a GO Pass to all hospital employees. Remote parking lots would serve regional employees outside of the immediate vicinity of the hospital, and not those residing locally such as Menlo Park, Palo Alto, East Palo Alto, or North Mountain View. Lots should be provided near I-280/Sand Hill Road, I-280/Page Mill Road, US 101/Woodside Road/Marsh Road, US 101/Embarcadero/Oregon Expressway, and on the eastern side of the Dumbarton Bridge to capture all regional employee trips. These locations would intercept SUMC employee trips prior to reaching the local street network. Since both remote parking lots and the GO Pass serve regional employees, both measures would not be implemented. The one exception would be a combination of GO Passes and the use of a remote parking lot on the eastern side of the Dumbarton Bridge, since Caltrain does not serve the East Bay.

SUMC employees would be required to park in the remote lots and ride a shuttle bus to the hospital. The shuttles could be new routes and service or expansion of existing Marguerite service (greater frequency). New shuttle routes could have stops in addition to the remote parking lot and SUMC thereby providing additional benefit to the overall transportation system. Employees working a typical daytime shift on Monday through Friday would be candidates for remote parking. In addition to providing convenient shuttle service, Stanford would also provide a means for the employee to travel to the parking lot during mid-day in case of a personal emergency. The remote parking lots would be located as near as possible to surrounding freeways for ease of access and to minimize traffic impacts to at-grade intersections. Several potential parking lot locations have been identified. This analysis describes the parking locations and discusses the pros and cons of each facility.

The following is a discussion of potential remote parking lot locations. These sites are examples of possible locations, with the number of parking spaces needed and currently available shuttle services at each location. For various reasons, parking areas other than those identified below may ultimately be constructed. Access from remote parking lots to SUMC would concentrate new and existing shuttle routes into an area near the hospital. A transit center near the hospital would need to be constructed to receive shuttle buses in the morning and to provide a staging area for departing shuttle buses in the afternoon.

I-280 NORTH

To capture SUMC employee using I-280 to and from the north, the parking lot should be located near the I-280 / Sand Hill Road interchange. One option is to use the parking facility at the Stanford Linear Acceleration Center (SLAC). A second option is a parcel bounded by the southbound Sand Hill Road off-ramp, Sand Hill Road, and Lawler Ranch Road, as shown in Figure 1. The following summarizes the characteristics of this parcel.

- Size: 2.7 acres, only 1.0 acre would be needed to meet calculated demand

- Existing Use: Undeveloped
- Required Parking: 116 spaces minimum
- Access: Access would be from I-280 to Sand Hill Road to Lawler Ranch Road
- Pros: Traffic would only travel through the interchange intersections minimizing traffic impacts, parcel is large enough to satisfy calculated demand, parcel is currently unused, and shuttle access to SUMC would be efficient, possibly using a modified SLAC route with increased frequency.
- Cons: An existing undisturbed parcel of land would be paved and jurisdictional issues may arise to use this parcel for parking since it is located in San Mateo County and Menlo Park

I-280 SOUTH

To capture SUMC employees using I-280 to and from the south, the parking lot should be located near the I-280/Page Mill Road interchange. The best locations would be somewhere in the research park. An existing parking lot at 3000 Hanover is shown in Figure 2 as an example. There are similar areas throughout the research park. The following summarizes the characteristics of this example parcel:

- Size: 3.4 acres, only 0.8 acre would be required to meet calculated demand
- Existing Use: Parking lot at 3000 Hanover Street. A second deck would be constructed to serve SUMC parking demand
- Required Parking: 100 spaces minimum
- Access: Access would be from I-280 to Page Mill Road to Hanover Street
- Pros: Traffic would travel through a minimal number of signalized intersections, parcel is large enough to satisfy calculated demand, parcel is currently used as parking, and shuttle access to SUMC would be efficient, possibly using a modified VA or 1050 Arastradero route with increased frequency.
- Cons: A parking deck has higher construction costs than surface parking and Stanford would need to obtain approval from the existing user.

US 101 NORTH

To capture SUMC employees using US 101 to and from the north, the parking lot at the Stanford Outpatient Center at 450 Broadway Street could be used. A second deck could be added to a portion of the existing parking to serve SUMC employees. The attached aerial, Figure 3, shows this parcel.

- Size: 9.6 acres of existing parking, only 1.4 acres would be required to meet calculated demand
- Existing Use: Parking lot at 450 Broadway Street. A second deck would be constructed to serve SUMC parking demand
- Required Parking: 178 spaces minimum
- Access: Access would be US 101 to Woodside Road to Broadway
- Pros: Efficient access off US-101 at Woodside Road, parcel is large enough to satisfy calculated demand, parcel is currently used as parking and Stanford currently controls the parcel
- Cons: A parking deck has higher construction costs than surface parking, Stanford would need to implement a new shuttle route to transport employees to the hospital, access is

through the Woodside Road / Broadway intersection with a high level of congestion, and the City of Redwood City may object to the addition of traffic on their street network.

US 101 SOUTH

To capture SUMC employees using US 101 to and from the south, the parking facility should be in the vicinity of the Embarcadero / East Bayshore business area. One representative location has been identified. The parcel is an unoccupied office building at 1880 Embarcadero Road opposite the entrance to the Palo Alto Airport. The attached aerial, Figure 4, shows this area.

- Size: 1.0 acre, 1.2 acres would be required to meet calculated demand
- Existing Use: Vacant office building
- Required Parking: 146 spaces minimum
- Access: Access is from US 101 to Embarcadero Road to Embarcadero Way
- Pros: Efficient access off US 101 at Embarcadero Road, parcel is large enough to satisfy calculated demand with a portion of the space decked and parcel has been previously developed
- Cons: Added cost to acquire and demolish existing office building and a parking structure may be needed, as the parcel size is slightly smaller than the required area, which would cost more than surface parking. Access from freeway to parcel is through Embarcadero Road / East Bayshore Road, one of Palo Alto's most congested intersections and Stanford would need to implement a new shuttle route to transport employees to the hospital

SR - 84 EAST

To capture SUMC employees using the Dumbarton Bridge one potential solution is to contract with AC Transit to lease a portion of the expanded Ardenwood Park and ride lot. The park and ride lot is currently being expanded from 120 parking spaces to 350 parking spaces and AC Transit has expressed an interest in leasing designated parking spaces on a permanent basis. The location is presented in Figure 5.

- Size: 3.8 acres, only 0.6 acre would be required to meet calculated demand
- Existing Use: Park and ride lot
- Require Parking: 75 spaces minimum
- Access: Ardenwood Boulevard interchange with SR-84 to driveway off Ardenwood Terrace
- Pros: Efficient access off SR-84 with no impact to congested intersections, parcel is large enough to satisfy calculated demand, parcel is served by the U Line, expansion of the U Line is included in mitigation for SUMC and expanded size is currently under construction
- Cons: AC Transit may not want to lease to Stanford the total number of spaces necessary

Additional Mitigation

Resistance to using remote parking lots and waiting for a shuttle bus may cause some individuals to park in neighborhood areas adjacent to Stanford and either walk to the hospital or catch a Marguerite shuttle. If neighborhood parking issues occur mitigation measures, such as a permit parking program, will need to be implemented.



FIGURE 1 - I-280 NORTH PARKING



FIGURE 2 - I-280 SOUTH PARKING
(STANFORD RESEARCH PARK)



FIGURE 3 - US-101 NORTH PARKING



FIGURE 4 - US-101 SOUTH PARKING

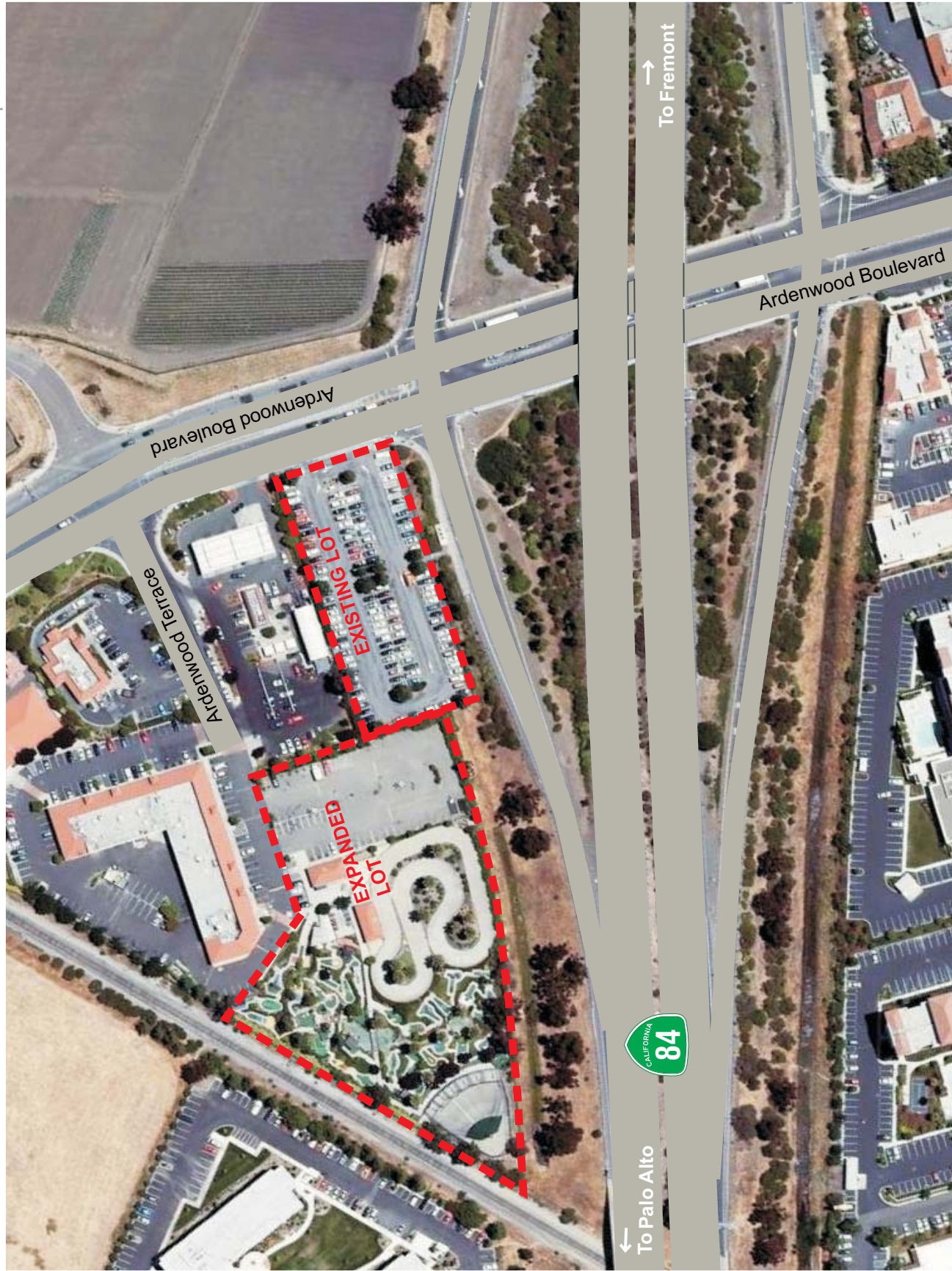


FIGURE 5 - SR-84 EAST PARKING

APPENDIX L

REMOTE PARKING LOT CALCULATIONS

Remote Parking Calculations - Parking Area Requirements

Remote Parking to be provided for traffic coming from I-280, US 101 and SR 84

Increase in employment¹ = 2311

Mode split to drive-alone² = 64.90%

Weekday factor³ = 80%

Percentage of regional trips = 75%

Weekday drive-alone employees due to expansion = $2311 \times 0.649 \times 0.8$
1200

Regional drive-alone employees due to expansion = 1200×0.75
900

Expansion drive-alone employees on freeways (I-280, US 101 & SR 84) = 900×0.71^4
= 639 @ 2025

Percentage of trips from I-280⁵ = 24%

Percentage of trips from US 101⁵ = 36%

Percentage of trips from SR 84⁵ = 11%

1. Currently, there are 8,304 hospital employees. The project would add an additional of 2,311 hospital employees, giving total of 10,615 hospital employees in the future.
2. Drive-alone split when Caltrain usage @ University level, F/P GO Pass Memo, Sept 2008
3. F/P GO Pass Memo, Sept 2008
4. Total proportion of traffic from I-280, US 101 and SR 84 (Figure 3-3) = $(24 + 36 + 11)\%$
5. Regional trip percentages as presented in Figure 3-3
6. Assume 125 parking spaces per acre

For Traffic From	No of Parking Spaces and Area Required in 2025	
I-280	Spaces	Area (acres) ⁶
	216	1.7
US 101	324	2.6
SR 84	99	0.8
Total	639	

APPENDIX M

UPDATES TO PALO ALTO TRAVEL DEMAND MODEL

Updates to the Palo Alto Model

Introduction

The travel demand model for the City of Palo Alto was updated in late 2009 to provide background traffic projections for use in the SUMC traffic analysis. Two major changes were included in this model update. First, the shopping center expansion which had previously been removed from the model was added back into the land use projections. Previously, the shopping center expansion was considered part of the project and was not included in the model land use which was used to develop the background traffic projections. Second, the model was constrained at 11 entry points (roadways) into the City. The previous model was constrained at four entry points. Constraining the model at gateways to the City helps to generate future traffic volume projections that are closer to the actual capacity of the available street network.

The traffic projections produced in November 2009 exceeded the capacity of the roadway network at several locations. While the model was constrained at 11 entry points into the City, future projected volumes exceeding the roadway capacity still occurs at several locations. At the same time however, excess capacity is available on at least one of the two adjacent freeways, I-280. Although I-280 has some excess capacity, US 101 is at or above capacity.

City staff and consultants met with VTA to discuss the model update approach and results. The City model is based upon the VTA model and adjustments to the model should be coordinated with VTA staff. VTA staff agreed that several of the City streets had traffic volumes which exceeded the capacity of the intersections, which is theoretically impossible. City staff and consultants suggested and VTA staff agreed that the base model output needed to be adjusted to shift traffic away from over-capacity corridors onto under-utilized corridors and also expand the peak hour to more than a one-hour period. Therefore a procedure was developed to shift some north/south traffic along the Palo Alto corridors onto the adjacent freeways and onto the fringes of the peak hours (peak hour spreading). Traffic volumes shifted onto adjacent freeways will be included in the freeway analysis. Traffic adjusted because of peak hour spreading should be assumed to occur outside of the peak hour and would not be included in the analysis.

Freeway Capacity

Table 1 shows the freeway segment levels of service and traffic volumes for representative segments of US 101 and I-280. Data is presented for existing traffic levels from the CMP annual monitoring program and for future projections from the Palo Alto travel demand model. The capacity of US 101 is estimated at 7,900 vehicles per hour per direction, and the capacity of I-280 is estimated at 9,200 vehicles per hour per direction.

As shown on Table 1, US 101 currently operates at level of service F in the southbound direction and just above level of service F in the northbound direction. However, traffic volumes are considerably less than 7,900 vph. Once a freeway facility reaches capacity, operations breakdown and the traffic volumes actually decrease, even though the density and speed indicate level of service F. Therefore, US 101 generally operates at level of service F today and is not expected to have sufficient reserve capacity to absorb traffic diverted from city streets in 2025.

I-280 can accommodate additional traffic diverted from city streets. Table 1 shows that 2025 projected traffic volumes are less than the estimated capacity of 9,200 vph, and additional traffic volumes ranging from 800 to 2,600 vph can be accommodated by I-280, depending on the direction and peak hour.

Table 1
Freeway Segment Levels of Service and Traffic Volumes

Freeway Segment	Direction	Peak Hour	Existing		2025	
			LOS	Volume	LOS	Volume
US 101 South of University Avenue	NB	AM PM	D E	5,310 6,560	E F	5,610 6,630
	SB	AM PM	F F	6,160 4,100	F F	6,380 4,350
I-280 South of Alpine Road	NB	AM PM	C C	5,550 6,600	C D	6,610 7,530
	SB	AM PM	C C	7,080 5,550	D C	8,430 6,600

North/South Traffic Adjustments

Tables 2 and 3 show the levels of service for the north/south gateways into the City for the AM and PM peak hours. The first columns of data illustrate the Level of Service and V/C for the Raw Model Output. The raw output is the traffic projections taken directly from the model, adjusted against the calibration projections, and added to the existing counts (the difference method). Four of the gateways in the AM peak hour and all of the gateways in the PM peak hour have a V/C greater than 1.0. A V/C greater than 1.0 is theoretically impossible. The north/south traffic was then adjusted at the gateways to bring the V/C to as close as 1.0 as possible, as noted in the second columns of data below.

Table 2
North/South Gateways AM Peak Hour

Location	Raw Model Output		Adjusted Output	
	LOS	V/C	LOS	V/C
Junipero Serra/Page Mill	F	1.567	F	1.230
Sand Hill/Santa Cruz	F	1.285	D	1.067
El Camino Real/Page Mill	F	1.249	E	1.032
El Camino Real/Embarcadero	E	1.045	D	0.853
Middlefield/Willow	D	0.736	D	0.657
El Camino Real/Charleston	E	0.993	D	0.877
Alma/Charleston	E	0.965	E	0.965

The adjusted traffic at the gateways was then balanced through the remainder of the network. For example, a reduction of northbound traffic at Junipero Serra/Page Mill also requires an adjustment of traffic at Junipero Serra/Stanford and then at Junipero Serra/Campus Drive East, etc.

Table 3
North/South Gateways PM Peak Hour

Location	Raw Model Output		Adjusted Output	
	LOS	V/C	LOS	V/C
Junipero Serra/Page Mill	F	1.425	F	1.231
Sand Hill/Santa Cruz	E	1.056	D	0.832
El Camino Real/Page Mill	F	1.222	E	1.070
El Camino Real/Embarcadero	F	1.083	E	0.936
Middlefield/Willow	F	1.113	E	0.922
El Camino Real/Charleston	F	1.096	E	0.992
Alma/Charleston	F	1.120	F	1.114

Adjustments to traffic volumes did not achieve a less than 1.0 V/C at all intersections. As shown on Tables 2 and 3, three locations during the AM peak hour and three locations during the PM peak hour continue to have a V/C greater than 1.0, although they are significantly lower than originally calculated.

Some of the reduced traffic can be added back to the freeway volumes projected by the model and some of the traffic must be attributed to peak spreading. The table below indicates the traffic volume increases for I-280 freeway segments assuming 50 percent of the Junipero Serra Boulevard and 25 percent of the El Camino Real diverted traffic shifts to I-280 and 50 percent of the Junipero Serra Boulevard, 75 percent of El Camino Real, and all of Alma Street and all of Middlefield Road traffic shifts to the fringes of the peak hour. Traffic added to I-280 varies between 425 and 740 vehicles per hour depending on the peak hour and on the direction. This additional traffic will be included in the freeway analysis for the SUMC project. The volume increases noted for I-280 are within the reserve capacity of the freeway. Only traffic that has an origin and a destination external to Palo Alto can be shifted to I-280 instead of using City streets. The external to external traffic on El Camino Real and on Junipero Serra Boulevard is estimated at approximately 1,700 vehicles per hour per street during each peak hour. Therefore, the adjustments to traffic volumes noted on Table 4 are conservative and can be achieved.

The remainder of the traffic must be shifted to the fringes of the peak hour. The approximate 2,500 vehicles per hour shifted from the AM and PM peaks into the peak fringes would not be included in the SUMC traffic analysis. The SUMC traffic analysis addresses peak hours only. The peak hour fringes would experience traffic volumes somewhat less than those projected for the peak hour.

Table 4
Additional Freeway Traffic and Peak Hour Spreading

	Direction	AM	PM
I-280	NB	740	690
	SB	485	425
Peak Spreading		2,565	2,425

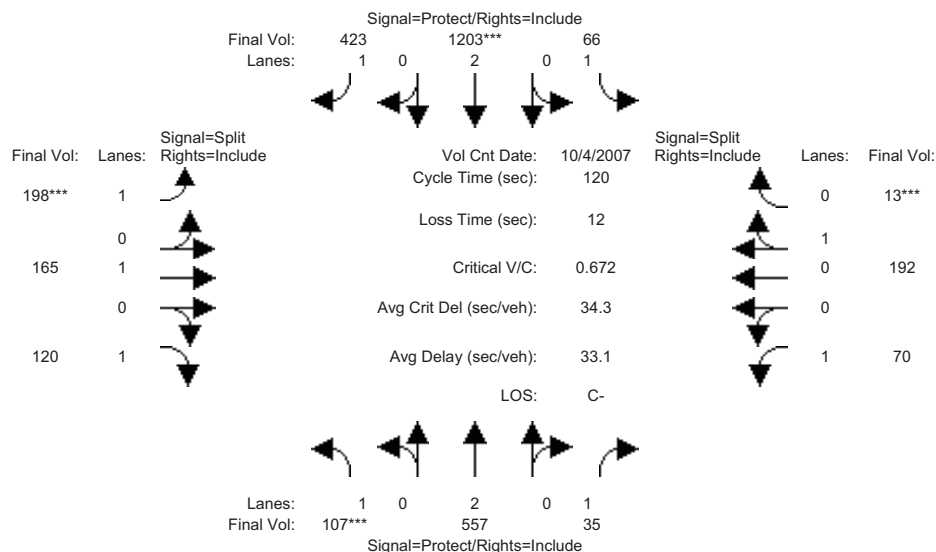
APPENDIX T-1

TRAFFIX RESULTS FOR EXISTING CONDITIONS

Stanford EIR

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

Intersection #1: El Camino Real / Valparaiso Ave



Street Name:	El Camino Real						Valparaiso Avenue - Glenwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 4 Oct 2007 << 7:45-8:45am											
Base Vol:	107	557	35	66	1203	423	198	165	120	70	192	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	557	35	66	1203	423	198	165	120	70	192	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	557	35	66	1203	423	198	165	120	70	192	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:	107	557	35	66	1203	423	198	165	120	70	192	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	557	35	66	1203	423	198	165	120	70	192	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	557	35	66	1203	423	198	165	120	70	192	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1686	114

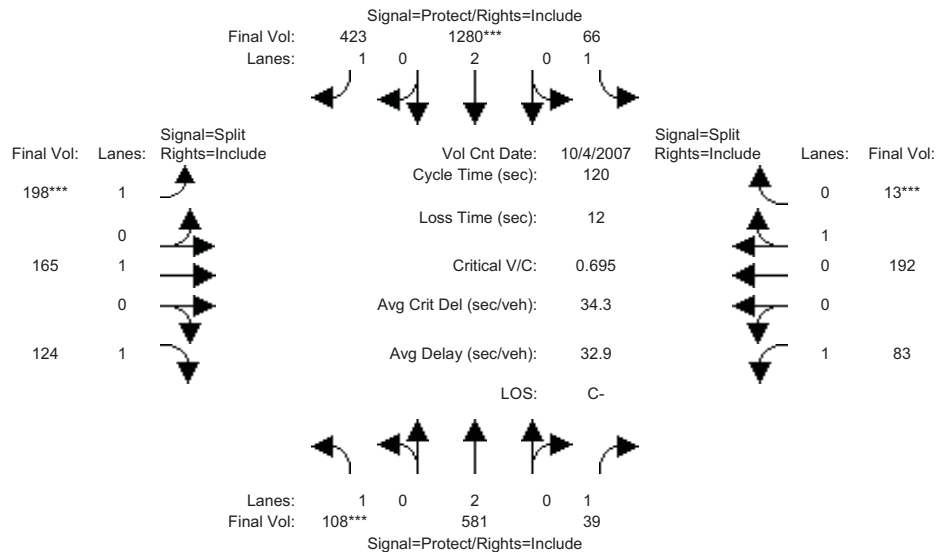
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.02	0.04	0.32	0.24	0.11	0.09	0.07	0.04	0.11	0.11
Crit Moves:	****				****		****					****
Green Time:	10.9	43.0	43.0	24.4	56.5	56.5	20.2	20.2	20.2	20.3	20.3	20.3
Volume/Cap:	0.67	0.41	0.06	0.19	0.67	0.51	0.67	0.52	0.41	0.24	0.67	0.67
Delay/Veh:	63.5	29.1	25.2	39.8	25.6	22.7	52.7	46.9	45.5	43.5	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	29.1	25.2	39.8	25.6	22.7	52.7	46.9	45.5	43.5	52.5	52.5
LOS by Move:	E	C	C	D	C	C+	D-	D	D	D	D-	D-
HCM2kAvgQ:	4	7	1	2	17	11	9	6	5	2	9	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	7 10 10	10 10 10	7 10 10	10 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0

Volume Module: >> Count Date: 4 Oct 2007 << 7:45-8:45am

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol:	107 557 35	66 1203 423	198 165 120	70 192 13
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	107 557 35	66 1203 423	198 165 120	70 192 13
Added Vol:	1 24 4	0 77 0	0 0 4	13 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	108 581 39	66 1280 423	198 165 124	83 192 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:	108 581 39	66 1280 423	198 165 124	83 192 13
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	108 581 39	66 1280 423	198 165 124	83 192 13
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	108 581 39	66 1280 423	198 165 124	83 192 13

Saturation Flow Module:

Sat/Lane	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.92 1.00 0.92	0.92 1.00 0.92	0.92 1.00 0.92	0.92 0.95 0.95
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 1.00 1.00	1.00 0.94 0.06
Final Sat.:	1750 3800 1750	1750 3800 1750	1750 1900 1750	1750 1686 114

Capacity Analysis Module:

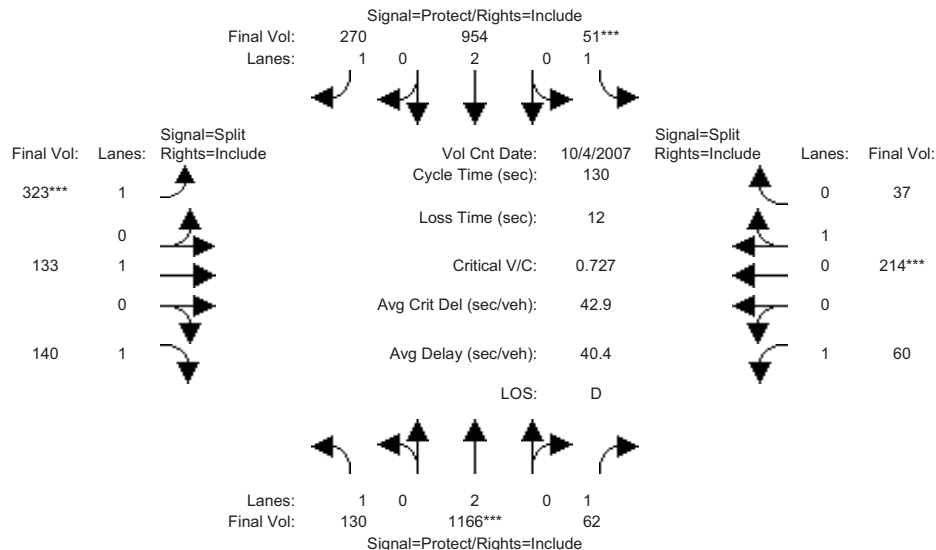
Capacity	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.06 0.15 0.02	0.04 0.34 0.24	0.11 0.09 0.07	0.05 0.11 0.11
Crit Moves:	***	***	***	***
Green Time:	10.7 44.5 44.5	24.3 58.2 58.2	19.5 19.5 19.5	19.7 19.7 19.7
Volume/Cap:	0.70 0.41 0.06	0.19 0.70 0.50	0.70 0.53 0.44	0.29 0.70 0.70
Delay/Veh:	65.9 28.2 24.3	39.9 25.2 21.5	54.7 47.9 46.3	44.6 54.4 54.4
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:	65.9 28.2 24.3	39.9 25.2 21.5	54.7 47.9 46.3	44.6 54.4 54.4
LOS by Move:	E C C	D C C+	D- D D	D D- D-
HCM2kAvgQ:	4 8 1	2 18 11	9 6 5	3 9 9

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

Stanford EIR

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

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 4 Oct 2007 << 5:00-6:00pm

Base Vol: 130 1166 62 51 954 270 323 133 140 60 214 37

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 130 1166 62 51 954 270 323 133 140 60 214 37

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 130 1166 62 51 954 270 323 133 140 60 214 37

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 130 1166 62 51 954 270 323 133 140 60 214 37

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 130 1166 62 51 954 270 323 133 140 60 214 37

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 130 1166 62 51 954 270 323 133 140 60 214 37

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1535 265

Capacity Analysis Module:

Vol/Sat: 0.07 0.31 0.04 0.03 0.25 0.15 0.18 0.07 0.08 0.03 0.14 0.14

Crit Moves: ****

Green Time: 14.3 52.5 52.5 10.0 48.3 48.3 31.6 31.6 31.6 23.9 23.9 23.9

Volume/Cap: 0.68 0.76 0.09 0.38 0.68 0.42 0.76 0.29 0.33 0.19 0.76 0.76

Delay/Veh: 64.9 35.6 24.0 58.8 35.6 30.8 53.4 40.4 40.9 45.1 60.2 60.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 64.9 35.6 24.0 58.8 35.6 30.8 53.4 40.4 40.9 45.1 60.2 60.2

LOS by Move: E D+ C E+ D+ C D- D D D E E

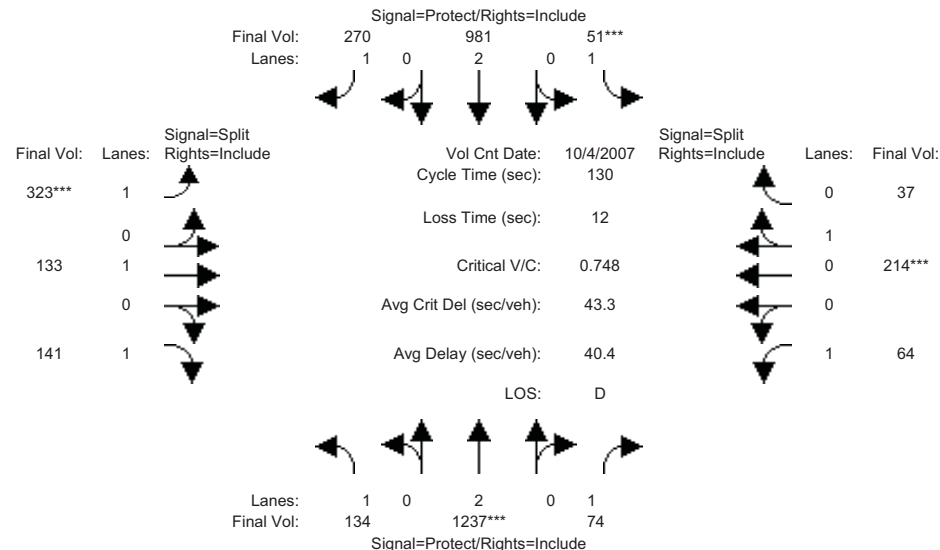
HCM2kAvgQ: 5 20 2 2 16 8 14 4 5 2 12 12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 4 Oct 2007 << 5:00-6:00pm

Base Vol: 130 1166 62 51 954 270 323 133 140 60 214 37

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 130 1166 62 51 954 270 323 133 140 60 214 37

Added Vol: 4 71 12 0 27 0 0 0 0 1 4 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 134 1237 74 51 981 270 323 133 141 64 214 37

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 134 1237 74 51 981 270 323 133 141 64 214 37

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 134 1237 74 51 981 270 323 133 141 64 214 37

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 134 1237 74 51 981 270 323 133 141 64 214 37

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1535 265

Capacity Analysis Module:

Vol/Sat: 0.08 0.33 0.04 0.03 0.26 0.15 0.18 0.07 0.08 0.04 0.14 0.14

Crit Moves: ****

Green Time: 14.7 54.1 54.1 10.0 49.5 49.5 30.7 30.7 30.7 23.2 23.2 23.2

Volume/Cap: 0.68 0.78 0.10 0.38 0.68 0.41 0.78 0.30 0.34 0.21 0.78 0.78

Delay/Veh: 64.6 35.4 23.2 58.8 35.0 29.9 55.9 41.2 41.8 45.9 62.7 62.7

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: 64.6 35.4 23.2 58.8 35.0 29.9 55.9 41.2 41.8 45.9 62.7 62.7

LOS by Move: E D+ C E+ C- C E+ D D D E E

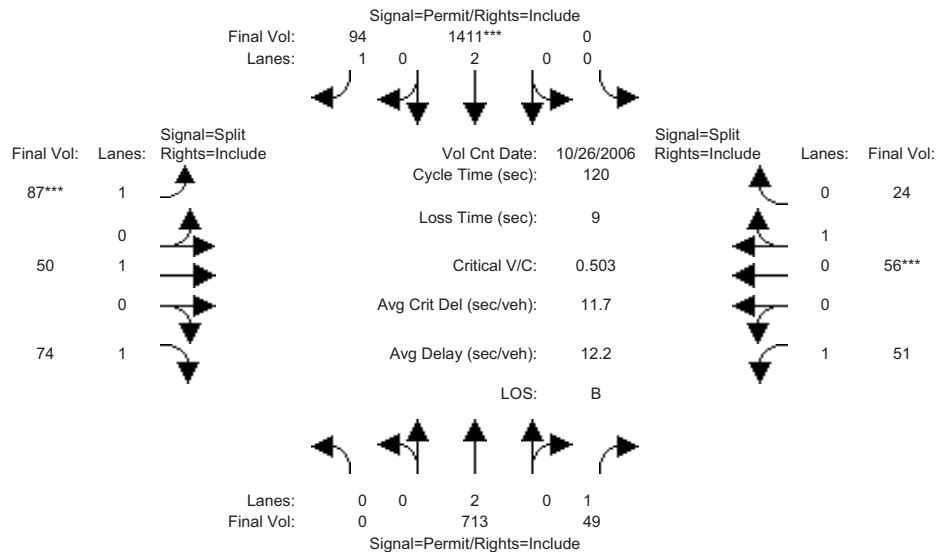
HCM2kAvgQ: 6 21 2 2 16 8 15 4 5 2 12 12

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

Stanford EIR

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

Intersection #2: El Camino Real / Santa Cruz Avenue



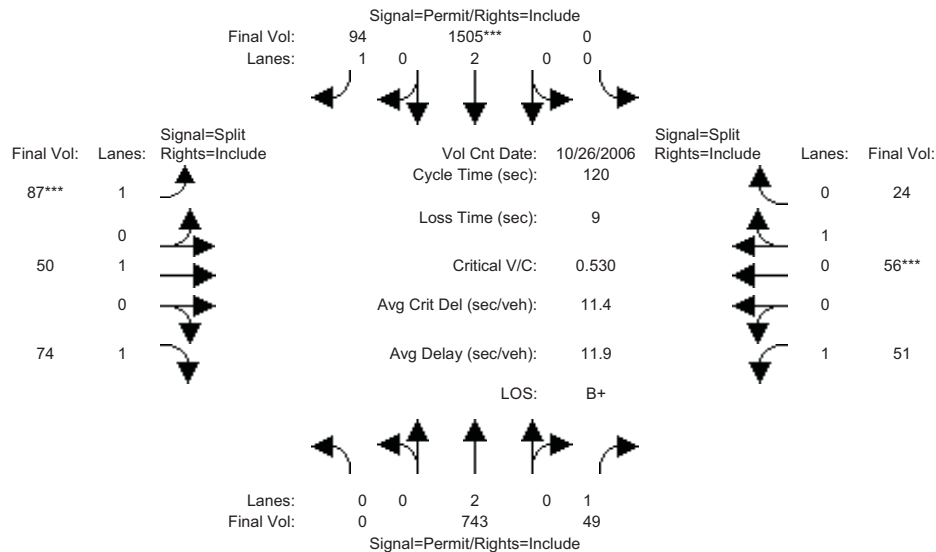
Street Name:	El Camino Real						Santa Cruz Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----						-----					-----				
Min. Green:	0	10	10		0	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
-----						-----					-----				
Volume Module: >>	Count	Date:	26 Oct 2006 << 8:00-9:00												
Base Vol:	0	713	49	0	1411	94	87	50	74	51	56	24			
Growth Adj:	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	713	49	0	1411	94	87	50	74	51	56	24			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	713	49	0	1411	94	87	50	74	51	56	24			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	
PHF Volume:	0	713	49	0	1411	94	87	50	74	51	56	24			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	713	49	0	1411	94	87	50	74	51	56	24			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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	713	49	0	1411	94	87	50	74	51	56	24			
-----						-----					-----				
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30	0.30	0.30	
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1260	540	540	540	
-----						-----					-----				
Capacity Analysis Module:															
Vol/Sat:	0.00	0.19	0.03	0.00	0.37	0.05	0.05	0.03	0.04	0.03	0.04	0.04	0.04	0.04	
Crit Moves:					****		****				****				
Green Time:	0.0	88.5	88.5	0.0	88.5	88.5	11.9	11.9	11.9	10.6	10.6	10.6	10.6	10.6	
Volume/Cap:	0.00	0.25	0.04	0.00	0.50	0.07	0.50	0.27	0.43	0.33	0.50	0.50	0.50	0.50	
Delay/Veh:	0.0	5.1	4.3	0.0	6.7	4.4	53.6	50.8	52.6	52.6	54.7	54.7	54.7	54.7	
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	1.00	
AdjDel/Veh:	0.0	5.1	4.3	0.0	6.7	4.4	53.6	50.8	52.6	52.6	54.7	54.7	54.7	54.7	
LOS by Move:	A	A	A	A	A	A	D-	D	D-	D-	D-	D-	D-	D-	
HCM2kAvgQ:	0	4	1	0	11	1	4	2	3	2	4	4	4	4	
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #2: El Camino Real / Santa Cruz Avenue

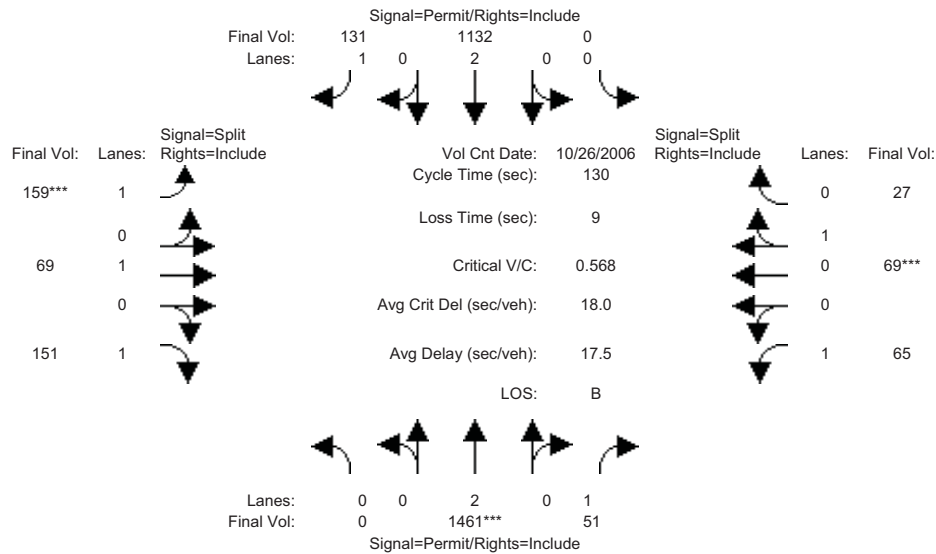


Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2006 << 8:00-9:00												
Base Vol:	0	713	49	0	1411	94	87	50	74	51	56	24
Growth Adj:	1.00	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	713	49	0	1411	94	87	50	74	51	56	24
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	743	49	0	1505	94	87	50	74	51	56	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	743	49	0	1505	94	87	50	74	51	56	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	743	49	0	1505	94	87	50	74	51	56	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	743	49	0	1505	94	87	50	74	51	56	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1260	540
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.00	0.40	0.05	0.05	0.03	0.04	0.03	0.04	0.04
Crit Moves:	****											
Green Time:	0.0	89.7	89.7	0.0	89.7	89.7	11.3	11.3	11.3	10.1	10.1	10.1
Volume/Cap:	0.00	0.26	0.04	0.00	0.53	0.07	0.53	0.28	0.45	0.35	0.53	0.53
Delay/Veh:	0.0	4.8	4.0	0.0	6.5	4.1	55.1	51.5	53.4	53.3	56.2	56.2
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	4.8	4.0	0.0	6.5	4.1	55.1	51.5	53.4	53.3	56.2	56.2
LOS by Move:	A	A	A	A	A	A	E+	D-	D-	D-	E+	E+
HCM2kAvgQ:	0	4	0	0	11	1	4	2	3	2	4	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #2: El Camino Real / Santa Cruz Avenue



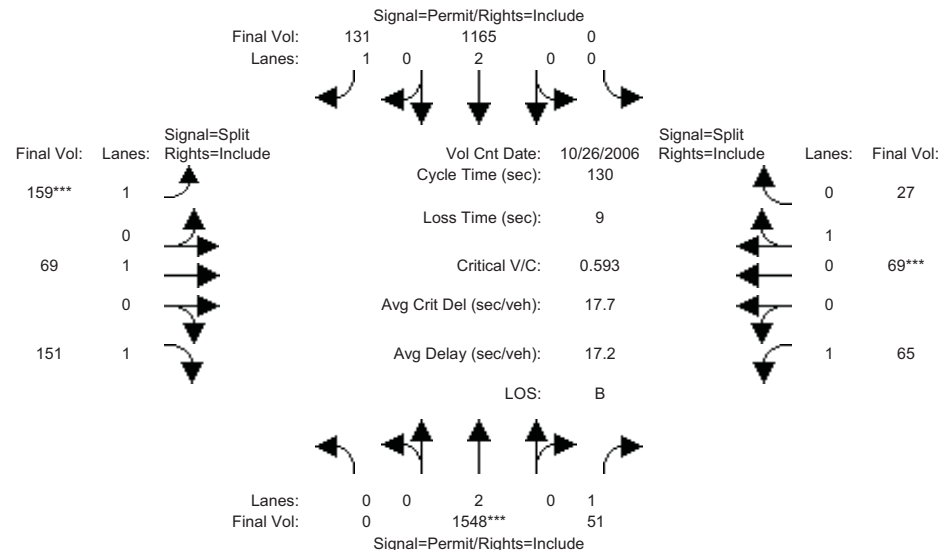
Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2006 << 17:00-18:00												
Base Vol:	0	1461	51	0	1132	131	159	69	151	65	69	27
Growth Adj:	1.00	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	1461	51	0	1132	131	159	69	151	65	69	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1461	51	0	1132	131	159	69	151	65	69	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1461	51	0	1132	131	159	69	151	65	69	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1461	51	0	1132	131	159	69	151	65	69	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1461	51	0	1132	131	159	69	151	65	69	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1294	506
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.03	0.00	0.30	0.07	0.09	0.04	0.09	0.04	0.05	0.05
Crit Moves:	****						****			****		
Green Time:	0.0	88.0	88.0	0.0	88.0	88.0	20.8	20.8	20.8	12.2	12.2	12.2
Volume/Cap:	0.00	0.57	0.04	0.00	0.44	0.11	0.57	0.23	0.54	0.40	0.57	0.57
Delay/Veh:	0.0	11.3	7.0	0.0	9.8	7.4	53.2	48.0	52.3	57.0	60.9	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	7.0	0.0	9.8	7.4	53.2	48.0	52.3	57.0	60.9	60.9
LOS by Move:	A	B+	A	A	A	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	14	1	0	10	2	7	2	7	3	5	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #2: El Camino Real / Santa Cruz Avenue

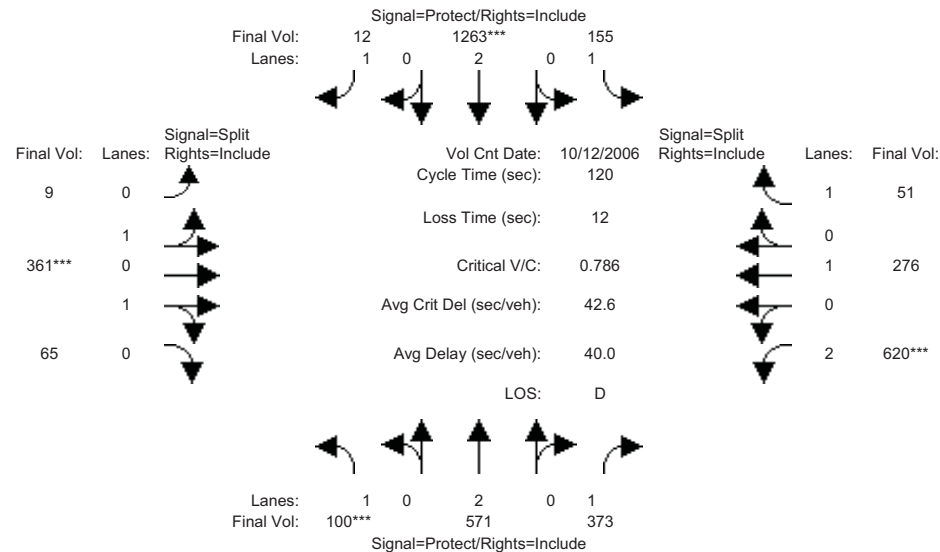


Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2006 << 17:00-18:00												
Base Vol:	0	1461	51	0	1132	131	159	69	151	65	69	27
Growth Adj:	1.00	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	1461	51	0	1132	131	159	69	151	65	69	27
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1548	51	0	1165	131	159	69	151	65	69	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1548	51	0	1165	131	159	69	151	65	69	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1548	51	0	1165	131	159	69	151	65	69	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1548	51	0	1165	131	159	69	151	65	69	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1294	506
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.03	0.00	0.31	0.07	0.09	0.04	0.09	0.04	0.05	0.05
Crit Moves:	****						****			****		
Green Time:	0.0	89.4	89.4	0.0	89.4	89.4	19.9	19.9	19.9	11.7	11.7	11.7
Volume/Cap:	0.00	0.59	0.04	0.00	0.45	0.11	0.59	0.24	0.56	0.41	0.59	0.59
Delay/Veh:	0.0	11.1	6.6	0.0	9.3	6.9	54.8	48.8	53.7	57.7	62.6	62.6
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	11.1	6.6	0.0	9.3	6.9	54.8	48.8	53.7	57.7	62.6	62.6
LOS by Move:	A	B+	A	A	A	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	15	1	0	10	2	7	2	7	3	5	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date:	12 Oct 2006 << 07:30 - 08:30											
Base Vol:	100	571	373	155	1263	12	9	361	65	620	276	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	571	373	155	1263	12	9	361	65	620	276	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	571	373	155	1263	12	9	361	65	620	276	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	571	373	155	1263	12	9	361	65	620	276	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	571	373	155	1263	12	9	361	65	620	276	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	571	373	155	1263	12	9	361	65	620	276	51

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	74	2988	538	3150	1900	1750

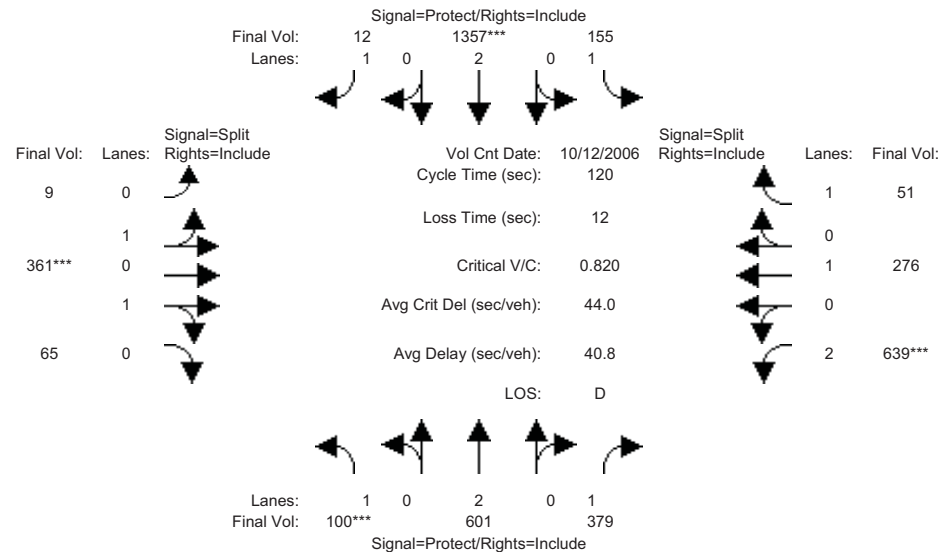
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.21	0.09	0.33	0.01	0.12	0.12	0.12	0.20	0.15	0.03
Crit Moves:	***			***			***			***		
Green Time:	8.7	42.0	42.0	17.5	50.8	50.8	18.5	18.5	18.5	30.1	30.1	30.1
Volume/Cap:	0.79	0.43	0.61	0.61	0.79	0.02	0.79	0.79	0.79	0.79	0.58	0.12
Delay/Veh:	81.5	30.0	34.0	52.3	32.6	20.1	56.2	56.2	56.2	47.2	41.2	34.8
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:	81.5	30.0	34.0	52.3	32.6	20.1	56.2	56.2	56.2	47.2	41.2	34.8
LOS by Move:	F	C	C-	D-	C-	C+	E+	E+	E+	D	D	C-
HCM2kAvgQ:	4	8	12	6	20	0	10	10	10	13	9	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date:	12 Oct 2006 << 07:30 - 08:30											
Base Vol:	100	571	373	155	1263	12	9	361	65	620	276	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	571	373	155	1263	12	9	361	65	620	276	51
Added Vol:	0	30	6	0	94	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	601	379	155	1357	12	9	361	65	639	276	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	601	379	155	1357	12	9	361	65	639	276	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	601	379	155	1357	12	9	361	65	639	276	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	601	379	155	1357	12	9	361	65	639	276	51

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	74	2988	538	3150	1900	1750

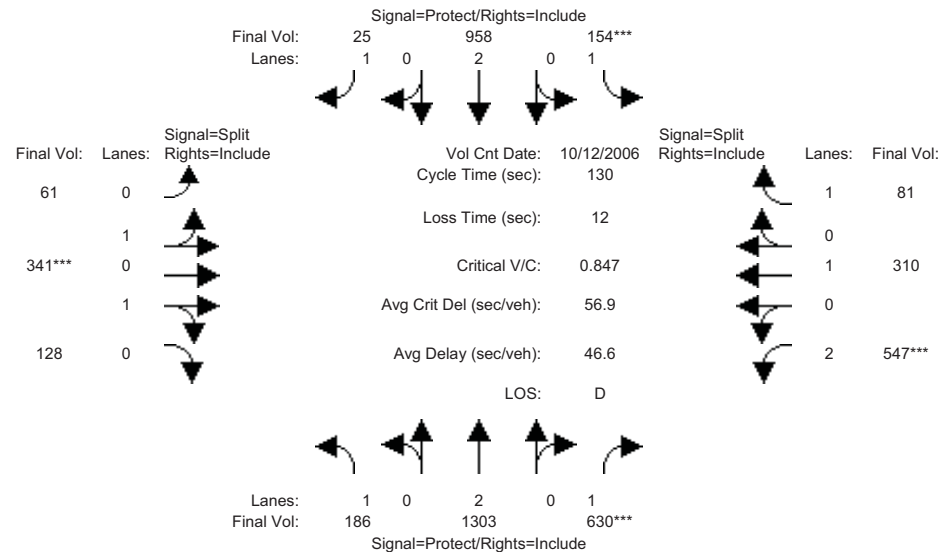
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.22	0.09	0.36	0.01	0.12	0.12	0.12	0.20	0.15	0.03
Crit Moves:	***			***			***			***		
Green Time:	8.4	43.0	43.0	17.6	52.3	52.3	17.7	17.7	17.7	29.7	29.7	29.7
Volume/Cap:	0.82	0.44	0.60	0.60	0.82	0.02	0.82	0.82	0.82	0.82	0.59	0.12
Delay/Veh:	88.8	29.6	33.2	52.0	33.1	19.3	59.4	59.4	59.4	49.5	41.7	35.1
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:	88.8	29.6	33.2	52.0	33.1	19.3	59.4	59.4	59.4	49.5	41.7	35.1
LOS by Move:	F	C	C-	D-	C-	B-	E+	E+	E+	D	D	D+
HCM2kAvgQ:	4	8	12	6	22	0	10	10	10	14	9	2

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

Stanford EIR

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

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Oct 2006 << 16:45 - 17:45												
Base Vol:	186	1303	630	154	958	25	61	341	128	547	310	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:	186	1303	630	154	958	25	61	341	128	547	310	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1303	630	154	958	25	61	341	128	547	310	81
User Adj:	1.00	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:	186	1303	630	154	958	25	61	341	128	547	310	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1303	630	154	958	25	61	341	128	547	310	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	1303	630	154	958	25	61	341	128	547	310	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	414	2316	869	3150	1900	1750

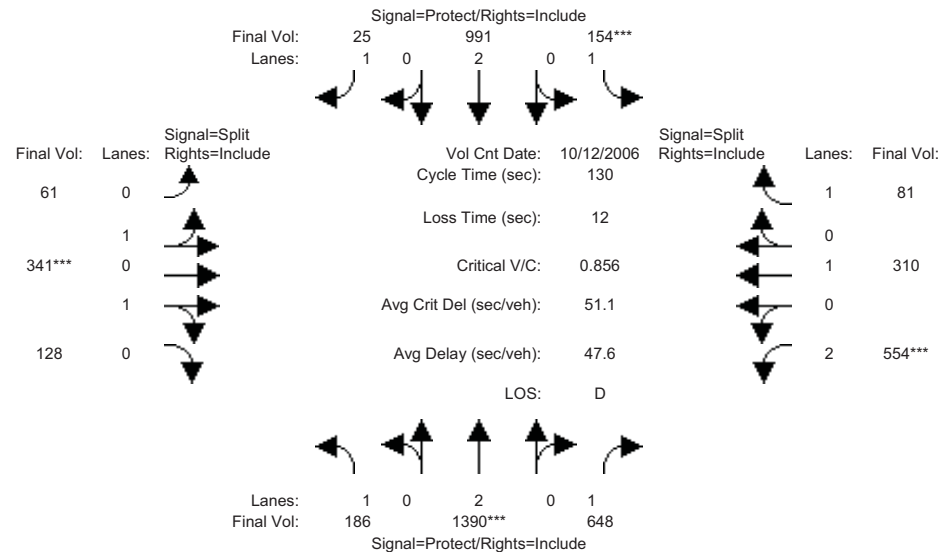
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.36	0.09	0.25	0.01	0.15	0.15	0.15	0.17	0.16	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.4	55.2	55.2	13.5	48.4	48.4	22.6	22.6	22.6	26.7	26.7	26.7
Volume/Cap:	0.68	0.81	0.85	0.85	0.68	0.04	0.85	0.85	0.85	0.85	0.80	0.23
Delay/Veh:	58.4	35.8	42.5	86.3	35.6	26.0	62.5	62.5	62.5	59.9	60.0	43.4
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:	58.4	35.8	42.5	86.3	35.6	26.0	62.5	62.5	62.5	59.9	60.0	43.4
LOS by Move:	E+	D+	D	F	D+	C	E	E	E	E+	E+	D
HCM2kAvgQ:	8	23	25	7	16	1	13	13	13	14	12	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Oct 2006 << 16:45 - 17:45												
Base Vol:	186	1303	630	154	958	25	61	341	128	547	310	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:	186	1303	630	154	958	25	61	341	128	547	310	81
Added Vol:	0	87	18	0	33	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	1390	648	154	991	25	61	341	128	554	310	81
User Adj:	1.00	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:	186	1390	648	154	991	25	61	341	128	554	310	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1390	648	154	991	25	61	341	128	554	310	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	1390	648	154	991	25	61	341	128	554	310	81

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	414	2316	869	3150	1900	1750

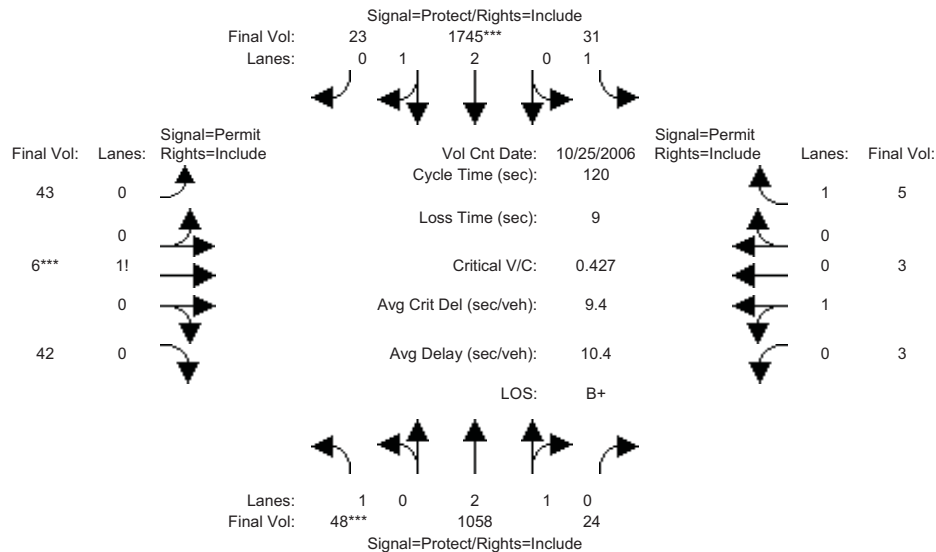
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.09	0.26	0.01	0.15	0.15	0.15	0.18	0.16	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	55.6	55.6	13.4	49.0	49.0	22.4	22.4	22.4	26.7	26.7	26.7
Volume/Cap:	0.69	0.86	0.87	0.86	0.69	0.04	0.86	0.86	0.86	0.86	0.79	0.23
Delay/Veh:	59.7	38.3	44.3	88.3	35.6	25.6	63.6	63.6	63.6	60.7	59.7	43.3
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:	59.7	38.3	44.3	88.3	35.6	25.6	63.6	63.6	63.6	60.7	59.7	43.3
LOS by Move:	E+	D+	D	F	D+	C	E	E	E	E	E+	D
HCM2kAvgQ:	8	26	27	7	16	1	13	13	13	14	12	3

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

Stanford EIR

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

Intersection #4: El Camino Real / Roble Avenue

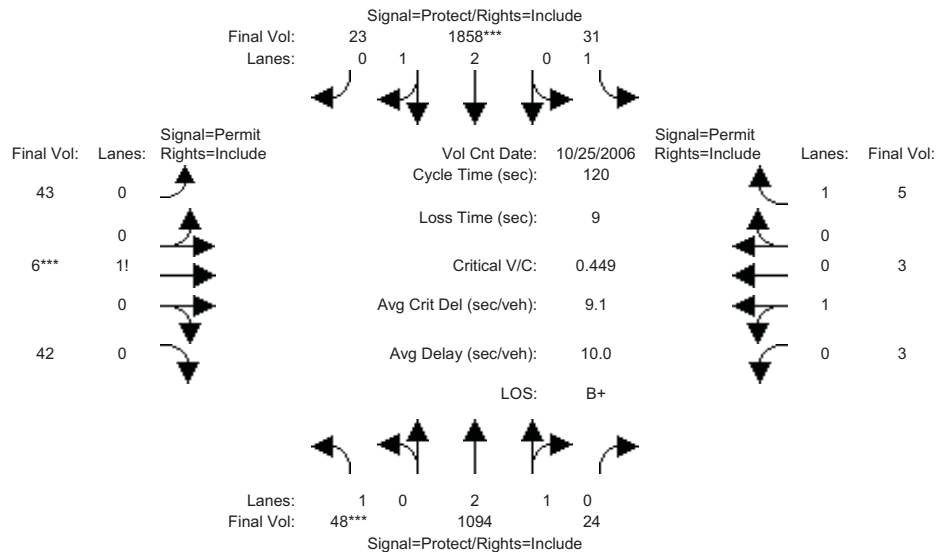


Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 8-9am												
Base Vol:	48	1058	24	31	1745	23	43	6	42	3	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1058	24	31	1745	23	43	6	42	3	3	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1058	24	31	1745	23	43	6	42	3	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1058	24	31	1745	23	43	6	42	3	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1058	24	31	1745	23	43	6	42	3	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	1058	24	31	1745	23	43	6	42	3	3	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.47	0.07	0.46	0.50	0.50	1.00
Final Sat.:	1750	5476	124	1750	5527	73	827	115	808	900	900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.02	0.32	0.32	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.7	74.0	74.0	22.4	88.7	88.7	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.43	0.31	0.31	0.10	0.43	0.43	0.43	0.43	0.43	0.03	0.03	0.02
Delay/Veh:	56.6	11.0	11.0	40.6	6.0	6.0	50.2	50.2	50.2	46.5	46.5	46.5
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:	56.6	11.0	11.0	40.6	6.0	6.0	50.2	50.2	50.2	46.5	46.5	46.5
LOS by Move:	E+	B+	B+	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	1	8	8	4	4	4	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #4: El Camino Real / Roble Avenue



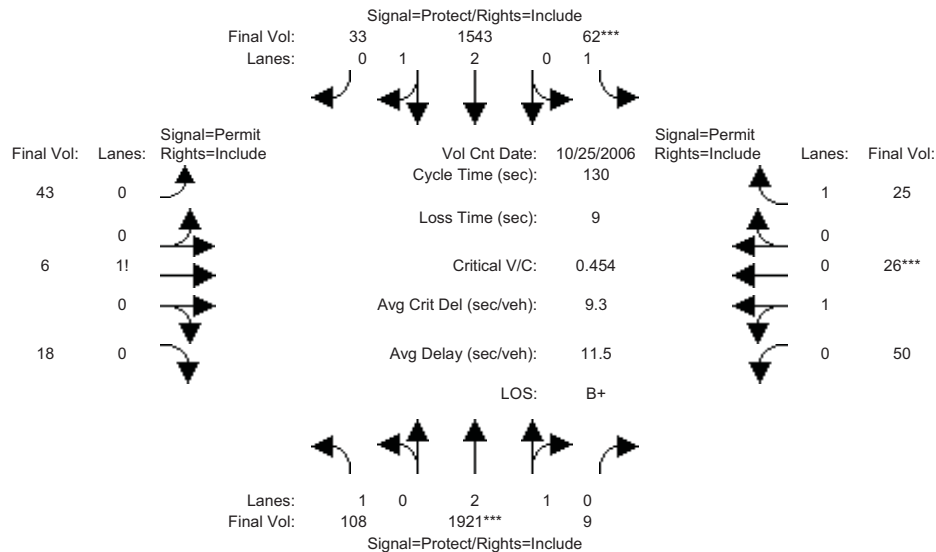
Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 8-9am												
Base Vol:	48	1058	24	31	1745	23	43	6	42	3	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1058	24	31	1745	23	43	6	42	3	3	5
Added Vol:	0	36	0	0	113	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1094	24	31	1858	23	43	6	42	3	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1094	24	31	1858	23	43	6	42	3	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1094	24	31	1858	23	43	6	42	3	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	1094	24	31	1858	23	43	6	42	3	3	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.47	0.07	0.46	0.50	0.50	1.00
Final Sat.:	1750	5480	120	1750	5531	68	827	115	808	900	900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.02	0.34	0.34	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.3	75.1	75.1	22.0	89.8	89.8	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.45	0.32	0.32	0.10	0.45	0.45	0.45	0.45	0.45	0.03	0.03	0.02
Delay/Veh:	57.4	10.5	10.5	40.9	5.8	5.8	51.1	51.1	51.1	47.1	47.1	47.1
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:	57.4	10.5	10.5	40.9	5.8	5.8	51.1	51.1	51.1	47.1	47.1	47.1
LOS by Move:	E+	B+	B+	D	A	A	D-	D-	D-	D	D	D
HCM2kAvgQ:	2	6	6	1	8	8	4	4	4	0	0	0

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

Stanford EIR

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

Intersection #4: El Camino Real / Roble Avenue



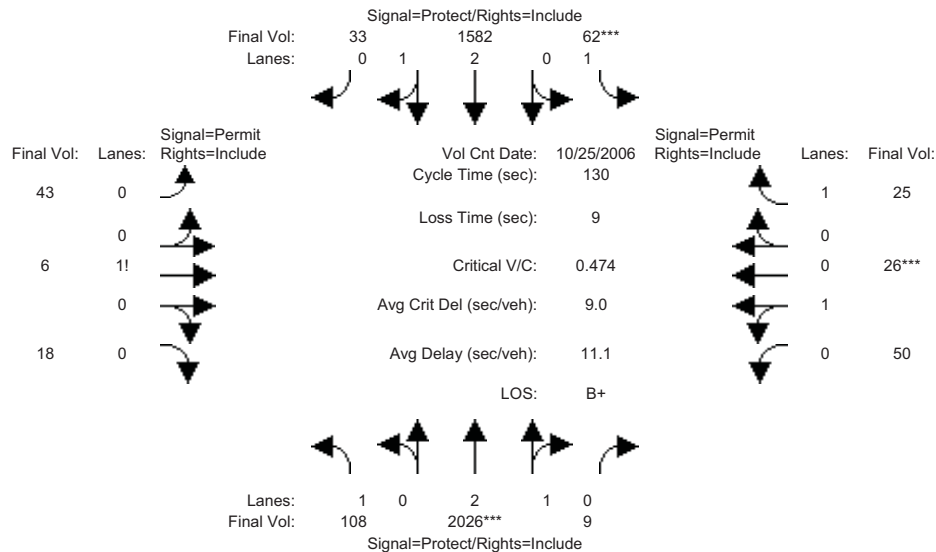
Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 5-6pm												
Base Vol:	108	1921	9	62	1543	33	43	6	18	50	26	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1921	9	62	1543	33	43	6	18	50	26	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1921	9	62	1543	33	43	6	18	50	26	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1921	9	62	1543	33	43	6	18	50	26	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1921	9	62	1543	33	43	6	18	50	26	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	1921	9	62	1543	33	43	6	18	50	26	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5574	26	1750	5483	117	1123	157	470	1184	616	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.04	0.28	0.28	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****			****			****			****		
Green Time:	19.6	98.8	98.8	10.2	89.3	89.3	12.1	12.1	12.1	12.1	12.1	12.1
Volume/Cap:	0.41	0.45	0.45	0.45	0.41	0.41	0.41	0.41	0.41	0.45	0.45	0.15
Delay/Veh:	51.0	5.8	5.8	59.7	8.9	8.9	57.3	57.3	57.3	57.8	57.8	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	5.8	5.8	59.7	8.9	8.9	57.3	57.3	57.3	57.8	57.8	54.7
LOS by Move:	D-	A	A	E+	A	A	E+	E+	E+	E+	E+	D-
HCM2kAvgQ:	4	9	9	2	9	9	3	3	3	4	4	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #4: El Camino Real / Roble Avenue



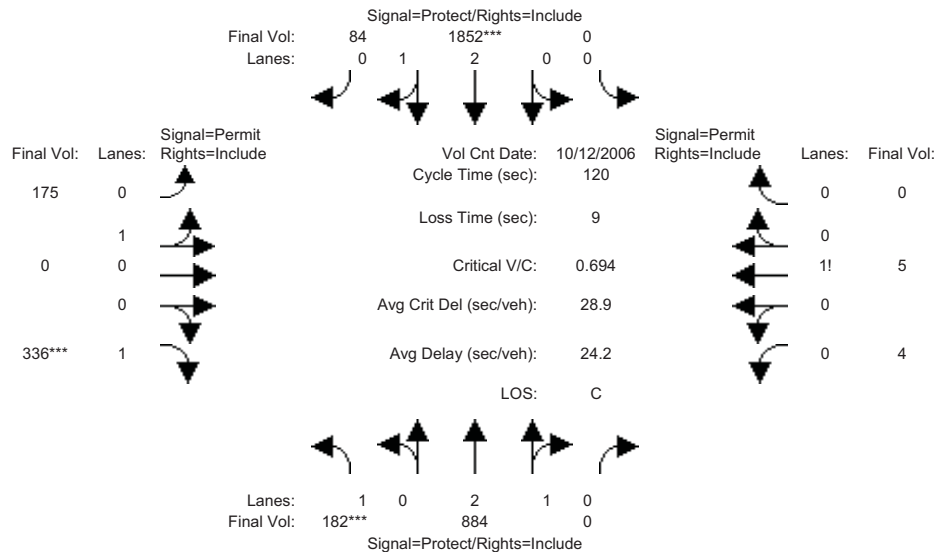
Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 5-6pm												
Base Vol:	108	1921	9	62	1543	33	43	6	18	50	26	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1921	9	62	1543	33	43	6	18	50	26	25
Added Vol:	0	105	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2026	9	62	1582	33	43	6	18	50	26	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	2026	9	62	1582	33	43	6	18	50	26	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	2026	9	62	1582	33	43	6	18	50	26	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	2026	9	62	1582	33	43	6	18	50	26	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.94	0.06	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5575	25	1750	5485	114	1123	157	470	1184	616	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.04	0.29	0.29	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:	****			****			****			****		
Green Time:	19.3	99.7	99.7	9.7	90.1	90.1	11.6	11.6	11.6	11.6	11.6	11.6
Volume/Cap:	0.42	0.47	0.47	0.47	0.42	0.42	0.43	0.43	0.43	0.47	0.47	0.16
Delay/Veh:	51.3	5.6	5.6	60.4	8.7	8.7	58.0	58.0	58.0	58.5	58.5	55.2
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:	51.3	5.6	5.6	60.4	8.7	8.7	58.0	58.0	58.0	58.5	58.5	55.2
LOS by Move:	D-	A	A	E	A	A	E+	E+	E+	E+	E+	E+
HCM2kAvgQ:	4	10	10	2	9	9	3	3	3	4	4	1

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

Stanford EIR

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

Intersection #5: El Camino Real / Middle Ave

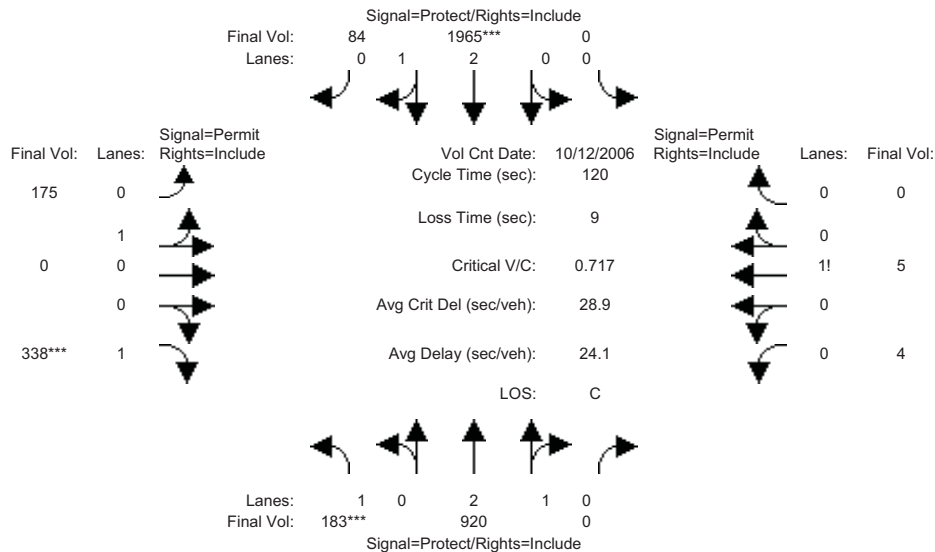


Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 08:00 - 09:00											
Base Vol:	182	884	0	0	1852	84	175	0	336	4	5	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:	182	884	0	0	1852	84	175	0	336	4	5	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	884	0	0	1852	84	175	0	336	4	5	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:	182	884	0	0	1852	84	175	0	336	4	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	884	0	0	1852	84	175	0	336	4	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	182	884	0	0	1852	84	175	0	336	4	5	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.44	0.56	0.00
Final Sat.:	1750	5600	0	0	5357	243	1800	0	1750	800	1000	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.00	0.00	0.35	0.35	0.10	0.00	0.19	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	18.0	77.8	0.0	0.0	59.8	59.8	33.2	0.0	33.2	33.2	33.2	0.0
Volume/Cap:	0.69	0.24	0.00	0.00	0.69	0.69	0.35	0.00	0.69	0.02	0.02	0.00
Delay/Veh:	56.2	8.9	0.0	0.0	23.8	23.8	35.2	0.0	43.2	31.6	31.6	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:	56.2	8.9	0.0	0.0	23.8	23.8	35.2	0.0	43.2	31.6	31.6	0.0
LOS by Move:	E+	A	A	A	C	C	D+	A	D	C	C	A
HCM2kAvgQ:	7	4	0	0	18	18	5	0	13	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #5: El Camino Real / Middle Ave

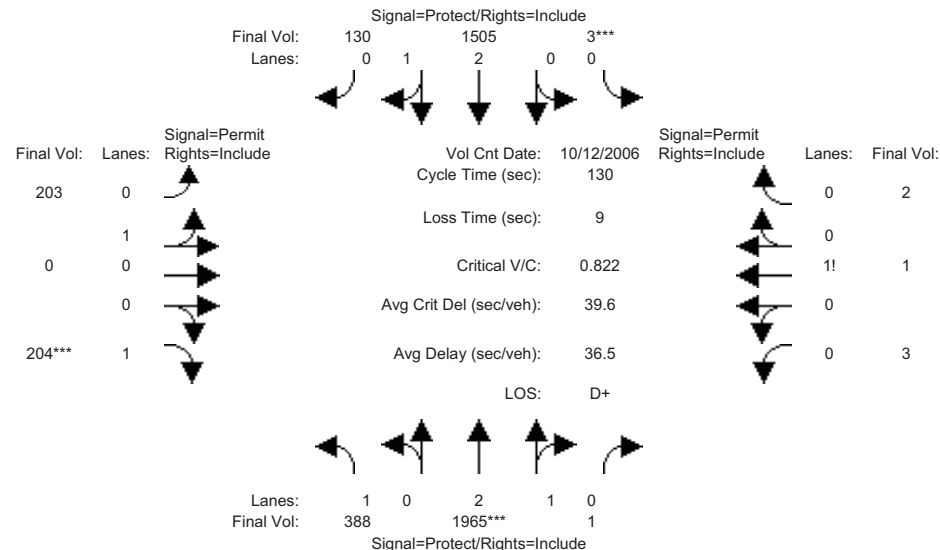


Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 08:00 - 09:00											
Base Vol:	182	884	0	0	1852	84	175	0	336	4	5	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:	182	884	0	0	1852	84	175	0	336	4	5	0
Added Vol:	1	36	0	0	113	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	920	0	0	1965	84	175	0	338	4	5	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:	183	920	0	0	1965	84	175	0	338	4	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	920	0	0	1965	84	175	0	338	4	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	920	0	0	1965	84	175	0	338	4	5	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.44	0.56	0.00
Final Sat.:	1750	5600	0	0	5370	230	1800	0	1750	800	1000	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.00	0.00	0.37	0.37	0.10	0.00	0.19	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	17.5	78.7	0.0	0.0	61.2	61.2	32.3	0.0	32.3	32.3	32.3	0.0
Volume/Cap:	0.72	0.25	0.00	0.00	0.72	0.72	0.36	0.00	0.72	0.02	0.02	0.00
Delay/Veh:	58.3	8.5	0.0	0.0	23.6	23.6	36.0	0.0	45.0	32.2	32.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	8.5	0.0	0.0	23.6	23.6	36.0	0.0	45.0	32.2	32.2	0.0
LOS by Move:	E+	A	A	A	C	C	D+	A	D	C-	C-	A
HCM2kAvgQ:	7	5	0	0	20	20	6	0	13	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #5: El Camino Real / Middle Ave



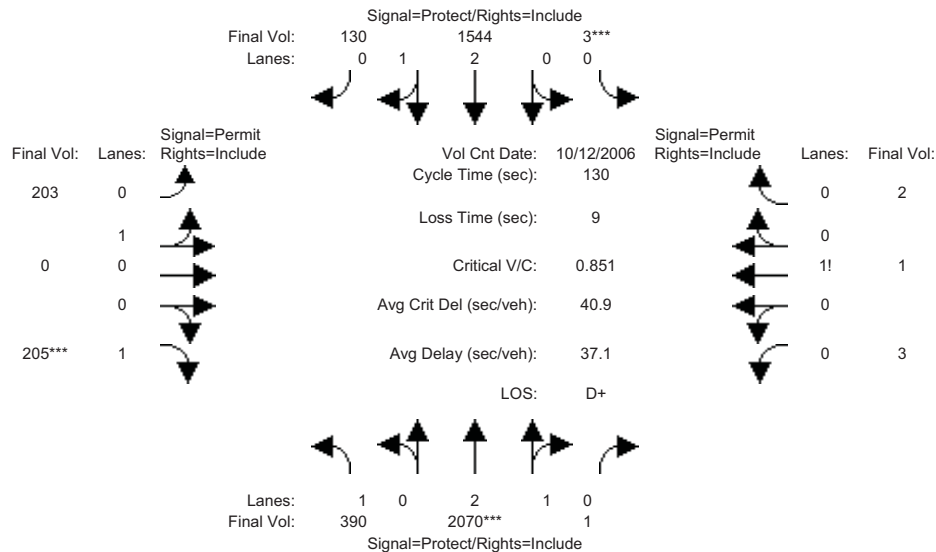
Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 17:00 - 18:00											
Base Vol:	388	1965	1	3	1505	130	203	0	204	3	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	1965	1	3	1505	130	203	0	204	3	1	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1965	1	3	1505	130	203	0	204	3	1	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:	388	1965	1	3	1505	130	203	0	204	3	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1965	1	3	1505	130	203	0	204	3	1	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
Final Volume:	388	1965	1	3	1505	130	203	0	204	3	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.75	0.24	1.00	0.00	1.00	0.50	0.17	0.33
Final Sat.:	1750	5597	3	10	5053	436	1800	0	1750	875	292	583
Capacity Analysis Module:												
Vol/Sat:	0.22	0.35	0.35	0.30	0.30	0.30	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	43.8	55.5	55.5	47.1	58.8	58.8	18.4	0.0	18.4	18.4	18.4	18.4
Volume/Cap:	0.66	0.82	0.82	0.82	0.66	0.66	0.80	0.00	0.82	0.02	0.02	0.02
Delay/Veh:	39.5	35.3	35.3	40.6	28.4	28.4	69.8	0.0	73.6	48.1	48.1	48.1
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:	39.5	35.3	35.3	40.6	28.4	28.4	69.8	0.0	73.6	48.1	48.1	48.1
LOS by Move:	D	D+	D+	D	C	C	E	A	E	D	D	D
HCM2kAvgQ:	14	24	24	21	17	17	10	0	11	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #5: El Camino Real / Middle Ave



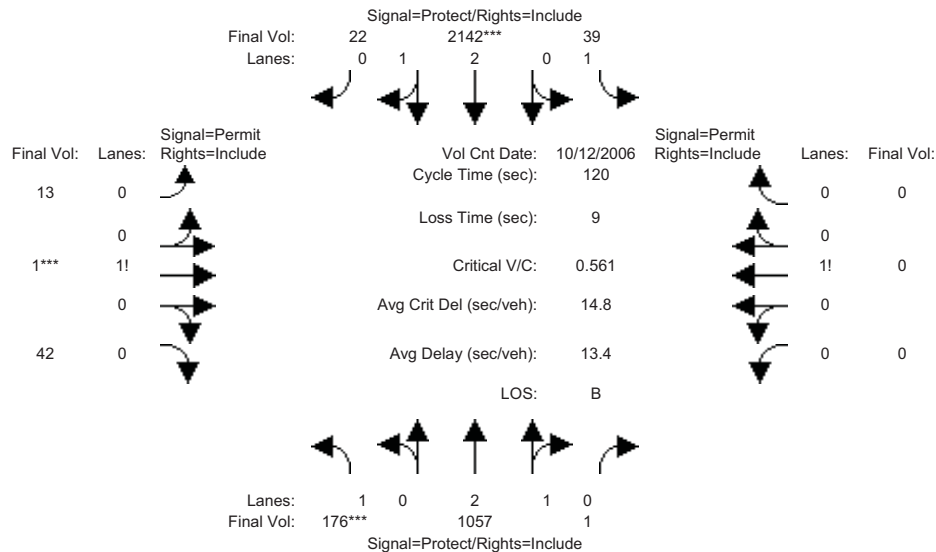
Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 17:00 - 18:00											
Base Vol:	388	1965	1	3	1505	130	203	0	204	3	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	1965	1	3	1505	130	203	0	204	3	1	2
Added Vol:	2	105	0	0	39	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	2070	1	3	1544	130	203	0	205	3	1	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:	390	2070	1	3	1544	130	203	0	205	3	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	2070	1	3	1544	130	203	0	205	3	1	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
Final Volume:	390	2070	1	3	1544	130	203	0	205	3	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.76	0.23	1.00	0.00	1.00	0.50	0.17	0.33
Final Sat.:	1750	5597	3	10	5064	426	1800	0	1750	875	292	583
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.37	0.30	0.30	0.30	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	43.5	56.5	56.5	46.6	59.6	59.6	17.9	0.0	17.9	17.9	17.9	17.9
Volume/Cap:	0.67	0.85	0.85	0.85	0.67	0.67	0.82	0.00	0.85	0.02	0.02	0.02
Delay/Veh:	39.9	36.0	36.0	42.2	28.1	28.1	73.4	0.0	78.7	48.5	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	36.0	36.0	42.2	28.1	28.1	73.4	0.0	78.7	48.5	48.5	48.5
LOS by Move:	D	D+	D+	D	C	C	E	A	E-	D	D	D
HCM2kAvgQ:	14	26	26	22	18	18	11	0	11	0	0	0

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

Stanford EIR

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

Intersection #6: El Camino Real / Cambridge Ave



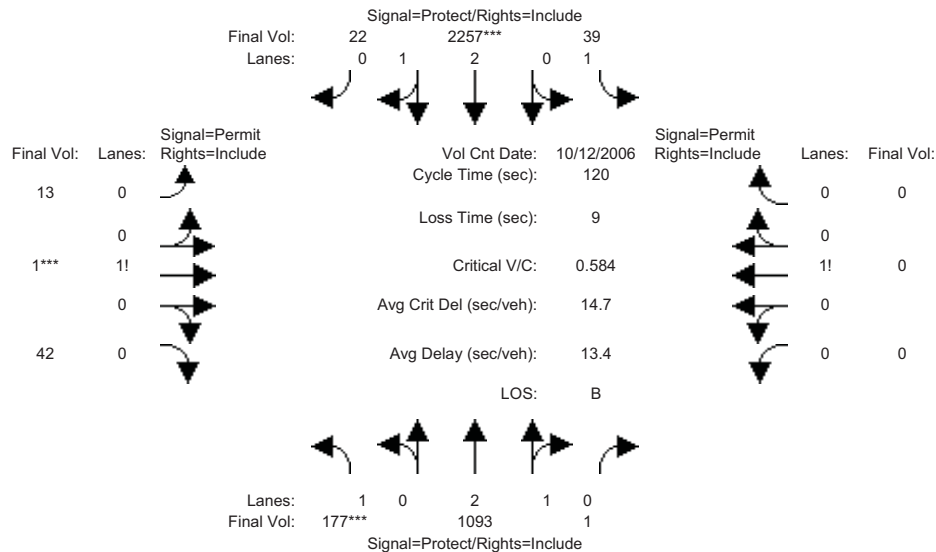
Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 08:00 - 09:00											
Base Vol:	176	1057	1	39	2142	22	13	1	42	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:	176	1057	1	39	2142	22	13	1	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1057	1	39	2142	22	13	1	42	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:	176	1057	1	39	2142	22	13	1	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1057	1	39	2142	22	13	1	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	1057	1	39	2142	22	13	1	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5595	5	1750	5543	57	406	31	1313	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.02	0.39	0.39	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	20.9	77.2	77.2	23.8	80.1	80.1	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.58	0.29	0.29	0.11	0.58	0.58	0.38	0.38	0.38	0.00	0.00	0.00
Delay/Veh:	48.3	9.5	9.5	39.6	11.0	11.0	53.8	53.8	53.8	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:	48.3	9.5	9.5	39.6	11.0	11.0	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B+	B+	D-	D-	D-	A	A	A
HCM2kAvgQ:	7	6	6	1	14	14	3	3	3	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #6: El Camino Real / Cambridge Ave



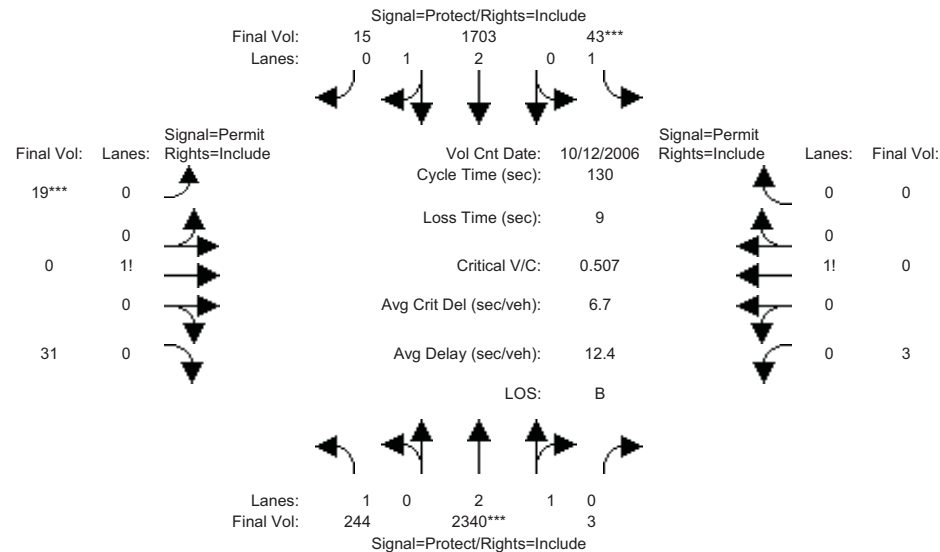
Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 08:00 - 09:00											
Base Vol:	176	1057	1	39	2142	22	13	1	42	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:	176	1057	1	39	2142	22	13	1	42	0	0	0
Added Vol:	1	36	0	0	115	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1093	1	39	2257	22	13	1	42	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:	177	1093	1	39	2257	22	13	1	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1093	1	39	2257	22	13	1	42	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	1093	1	39	2257	22	13	1	42	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5595	5	1750	5546	54	406	31	1313	0	1750	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.02	0.41	0.41	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	20.1	77.8	77.8	23.2	80.9	80.9	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.60	0.30	0.30	0.12	0.60	0.60	0.38	0.38	0.38	0.00	0.00	0.00
Delay/Veh:	49.8	9.3	9.3	40.1	11.0	11.0	53.8	53.8	53.8	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:	49.8	9.3	9.3	40.1	11.0	11.0	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B+	B+	D-	D-	D-	A	A	A
HCM2kAvgQ:	7	6	6	1	15	15	3	3	3	0	0	0

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

Stanford EIR

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

Intersection #6: El Camino Real / Cambridge Ave

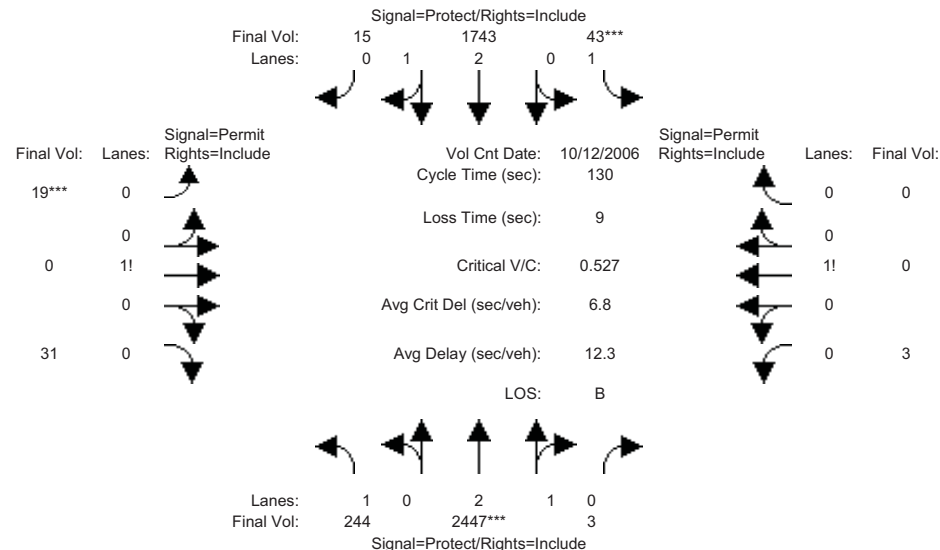


Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 17:00 - 18:00											
Base Vol:	244	2340	3	43	1703	15	19	0	31	3	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:	244	2340	3	43	1703	15	19	0	31	3	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	2340	3	43	1703	15	19	0	31	3	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:	244	2340	3	43	1703	15	19	0	31	3	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2340	3	43	1703	15	19	0	31	3	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	2340	3	43	1703	15	19	0	31	3	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5593	7	1750	5551	49	665	0	1085	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.02	0.31	0.31	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	34.7	104	104.0	7.0	76.3	76.3	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.52	0.52	0.52	0.46	0.52	0.52	0.37	0.00	0.37	0.02	0.00	0.00
Delay/Veh:	41.7	4.6	4.6	63.1	16.1	16.1	58.7	0.0	58.7	55.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	4.6	4.6	63.1	16.1	16.1	58.7	0.0	58.7	55.5	0.0	0.0
LOS by Move:	D	A	A	E	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	9	11	11	2	13	13	2	0	2	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #6: El Camino Real / Cambridge Ave

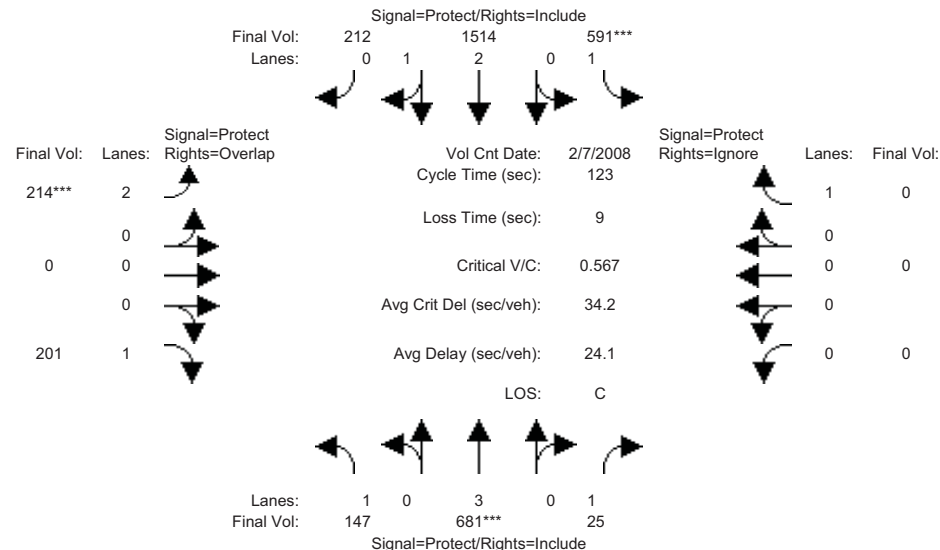


Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 17:00 - 18:00											
Base Vol:	244	2340	3	43	1703	15	19	0	31	3	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:	244	2340	3	43	1703	15	19	0	31	3	0	0
Added Vol:	0	107	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	2447	3	43	1743	15	19	0	31	3	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:	244	2447	3	43	1743	15	19	0	31	3	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2447	3	43	1743	15	19	0	31	3	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	2447	3	43	1743	15	19	0	31	3	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5593	7	1750	5552	48	665	0	1085	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.02	0.31	0.31	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	34.1	104	104.0	7.0	76.9	76.9	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.53	0.55	0.55	0.46	0.53	0.53	0.37	0.00	0.37	0.02	0.00	0.00
Delay/Veh:	42.3	4.8	4.8	63.1	16.0	16.0	58.7	0.0	58.7	55.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	4.8	4.8	63.1	16.0	16.0	58.7	0.0	58.7	55.5	0.0	0.0
LOS by Move:	D	A	A	E	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	9	12	12	2	14	14	2	0	2	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Feb 2008 << 7:45-8:45AM											
Base Vol:	147	681	25	591	1514	424	214	0	201	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
Initial Bse:	147	681	25	591	1514	424	214	0	201	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	681	25	591	1514	424	214	0	201	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	147	681	25	591	1514	212	214	0	201	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	681	25	591	1514	212	214	0	201	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	147	681	25	591	1514	212	214	0	201	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	2.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4911	688	3150	0	1750	0	1750

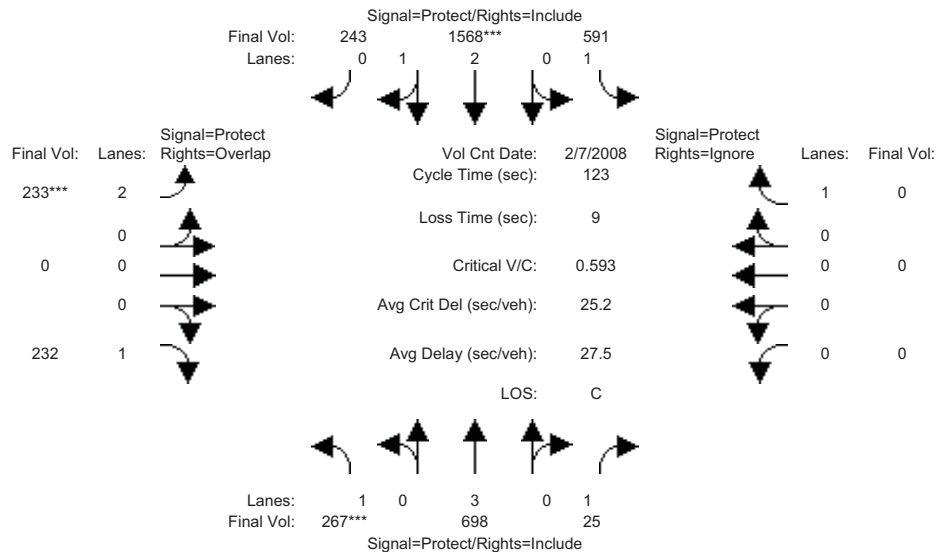
Capacity Analysis Module:											
Vol/Sat:	0.08	0.12	0.01	0.34	0.31	0.31	0.07	0.00	0.11	0.00	0.00
Crit Moves:	****			****			****				
Green Time:	21.3	25.9	25.9	73.3	78.0	78.0	14.7	0.0	36.0	0.0	0.0
Volume/Cap:	0.49	0.57	0.07	0.57	0.49	0.49	0.57	0.00	0.39	0.00	0.00
Delay/Veh:	47.2	44.1	38.9	15.9	12.0	12.0	53.1	0.0	35.3	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
AdjDel/Veh:	47.2	44.1	38.9	15.9	12.0	12.0	53.1	0.0	35.3	0.0	0.0
LOS by Move:	D	D	D+	B	B	B	D-	A	D+	A	A
HCM2kAvgQ:	6	8	1	15	12	12	5	0	7	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Feb 2008 << 7:45-8:45AM												
Base Vol:	147	681	25	591	1514	424	214	0	201	0	0	656
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	681	25	591	1514	424	214	0	201	0	0	656
Added Vol:	120	17	0	0	54	62	19	0	31	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	698	25	591	1568	486	233	0	232	0	0	657
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	267	698	25	591	1568	243	233	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	698	25	591	1568	243	233	0	232	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	267	698	25	591	1568	243	233	0	232	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.58	0.42	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4848	751	3150	0	1750	0	0	1750

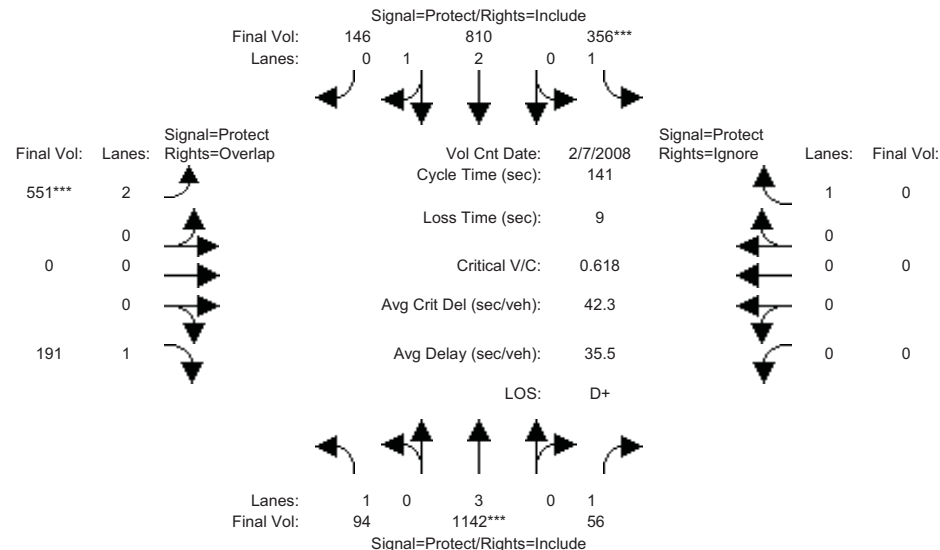
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.01	0.34	0.32	0.32	0.07	0.00	0.13	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	31.6	26.3	26.3	72.4	67.0	67.0	15.3	0.0	47.0	0.0	0.0	0.0
Volume/Cap:	0.59	0.57	0.07	0.57	0.59	0.59	0.59	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	42.2	44.0	38.7	16.5	19.1	19.1	53.3	0.0	27.4	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:	42.2	44.0	38.7	16.5	19.1	19.1	53.3	0.0	27.4	0.0	0.0	0.0
LOS by Move:	D	D	D+	B	B-	B-	D-	A	C	A	A	A
HCM2kAvgQ:	10	8	1	15	16	16	6	0	7	0	0	0

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

Stanford EIR

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

Intersection #7: El Camino Real / Sand Hil Rd - Alma St

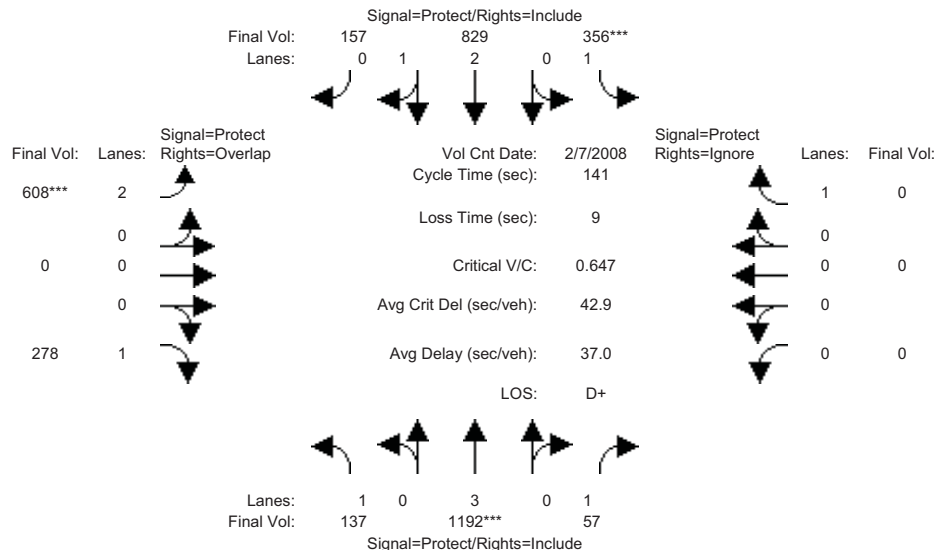


Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2008 << 4:00-5:00PM						
Base Vol:	94	1142	56	356	810	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1142	56	356	810	292
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	94	1142	56	356	810	292
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1142	56	356	810	146
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	94	1142	56	356	810	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	1142	56	356	810	146
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.52	0.48
Final Sat.:	1750	5700	1750	1750	4744	855
Capacity Analysis Module:						
Vol/Sat:	0.05	0.20	0.03	0.20	0.17	0.17
Crit Moves:	****	****	****	****	****	****
Green Time:	22.0	45.7	45.7	46.4	70.1	70.1
Volume/Cap:	0.34	0.62	0.10	0.62	0.34	0.34
Delay/Veh:	53.8	40.9	33.3	41.9	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	40.9	33.3	41.9	21.6	21.6
LOS by Move:	D-	D	C-	D	C+	C+
HCM2kAvgQ:	4	14	2	14	8	8
Note: Queue reported is the number of cars per lane.						

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #7: El Camino Real / Sand Hil Rd - Alma St

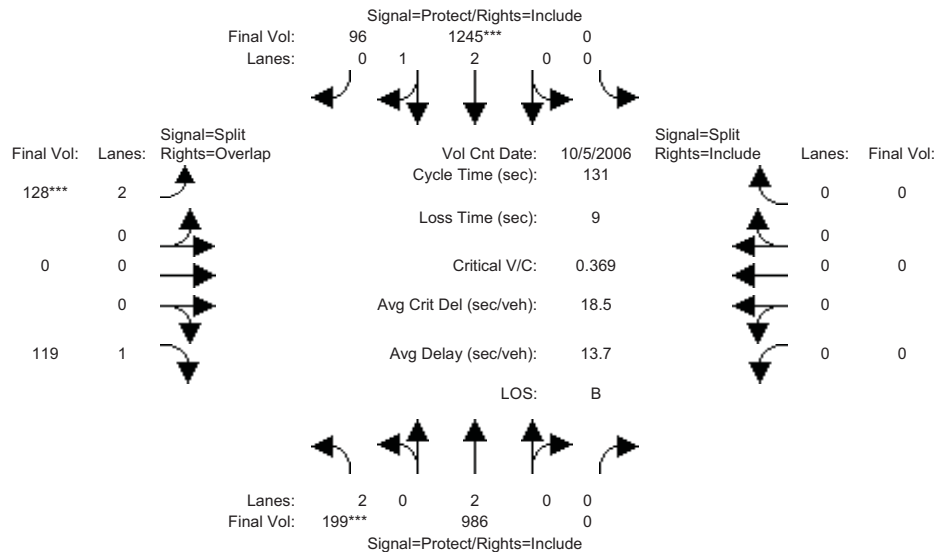


Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2008 << 4:00-5:00PM						
Base Vol:	94	1142	56	356	810	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1142	56	356	810	292
Added Vol:	43	50	1	0	19	22
PasserByVol:	0	0	0	0	0	0
Initial Fut:	137	1192	57	356	829	314
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1192	57	356	829	157
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	137	1192	57	356	829	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1192	57	356	829	157
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50
Final Sat.:	1750	5700	1750	1750	4707	891
Capacity Analysis Module:						
Vol/Sat:	0.08	0.21	0.03	0.20	0.18	0.18
Crit Moves:	****			****		
Green Time:	27.7	45.6	45.6	44.3	62.3	62.3
Volume/Cap:	0.40	0.65	0.10	0.65	0.40	0.40
Delay/Veh:	50.2	41.6	33.4	44.3	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	41.6	33.4	44.3	26.8	26.8
LOS by Move:	D	D	C-	D	C	C
HCM2kAvgQ:	6	15	2	15	10	10
Note: Queue reported is the number of cars per lane.						

Stanford EIR

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

Intersection #8: El Camino Real / Quarry Rd



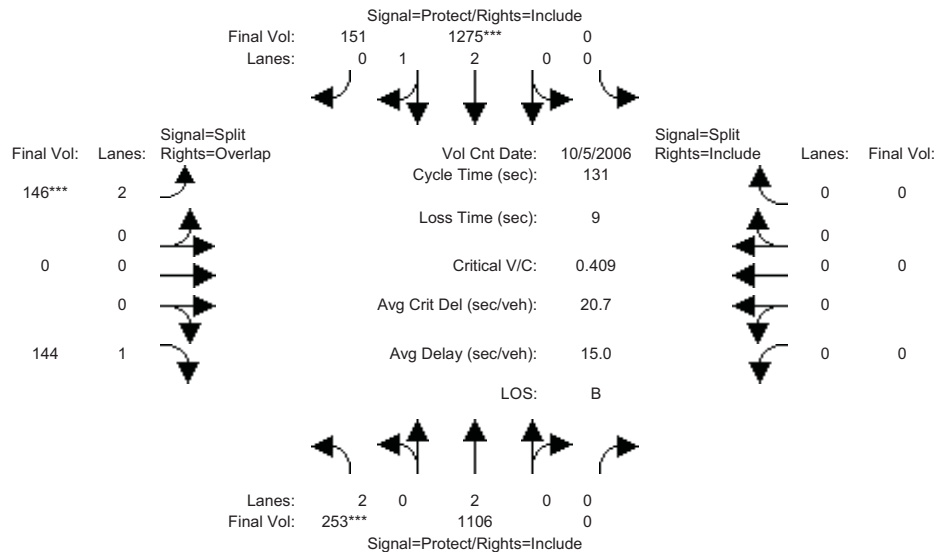
Street Name:	El Camino Real						Quarry Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		0	0		10		10	0		0		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 5 Oct 2006 << 8:00-9:00															
Base Vol:	199		986		0	0		1245		96	128		0		119
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	199		986		0	0		1245		96	128		0		119
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	199		986		0	0		1245		96	128		0		119
User Adj:	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
PHF Volume:	199		986		0	0		1245		96	128		0		119
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	199		986		0	0		1245		96	128		0		119
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	199		986		0	0		1245		96	128		0		119
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.83		1.00		0.92	0.92		0.99		0.95	0.83		1.00		0.92
Lanes:	2.00		2.00		0.00	0.00		2.78		0.22	2.00		0.00		1.00
Final Sat.:	3150		3800		0	0		5199		401	3150		0		1750
Capacity Analysis Module:															
Vol/Sat:	0.06		0.26		0.00	0.00		0.24		0.24	0.04		0.00		0.07
Crit Moves:	****							****			****				
Green Time:	22.5		108		0.0	0.0		85.1		85.1	14.4		0.0		36.9
Volume/Cap:	0.37		0.32		0.00	0.00		0.37		0.37	0.37		0.00		0.24
Delay/Veh:	48.4		2.9		0.0	0.0		10.6		10.6	54.7		0.0		36.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	48.4		2.9		0.0	0.0		10.6		10.6	54.7		0.0		36.5
LOS by Move:	D		A		A	A		B+		B+	D-		A		D+
HCM2kAvgQ:	4		5		0	0		8		8	3		0		4
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #8: El Camino Real / Quarry Rd



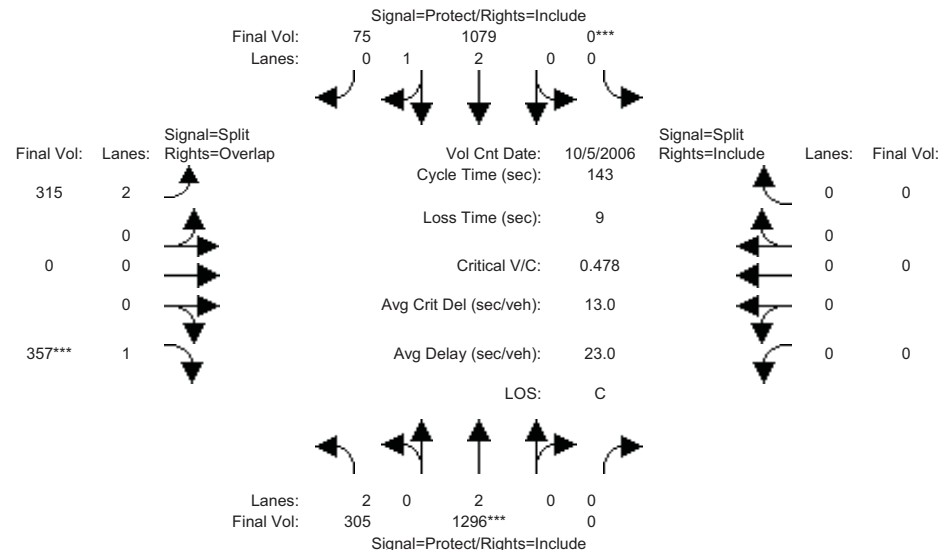
Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2006 << 8:00-9:00												
Base Vol:	199	986	0	0	1245	96	128	0	119	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:	199	986	0	0	1245	96	128	0	119	0	0	0
Added Vol:	54	120	0	0	30	55	18	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	1106	0	0	1275	151	146	0	144	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:	253	1106	0	0	1275	151	146	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1106	0	0	1275	151	146	0	144	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	1106	0	0	1275	151	146	0	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.67	0.33	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5006	593	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.00	0.00	0.25	0.25	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	25.7	107	0.0	0.0	81.5	81.5	14.8	0.0	40.5	0.0	0.0	0.0
Volume/Cap:	0.41	0.36	0.00	0.00	0.41	0.41	0.41	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	46.5	3.1	0.0	0.0	12.6	12.6	54.8	0.0	34.3	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:	46.5	3.1	0.0	0.0	12.6	12.6	54.8	0.0	34.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D-	A	C-	A	A	A
HCM2kAvgQ:	6	6	0	0	10	10	4	0	5	0	0	0

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

Stanford EIR

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

Intersection #8: El Camino Real / Quarry Rd

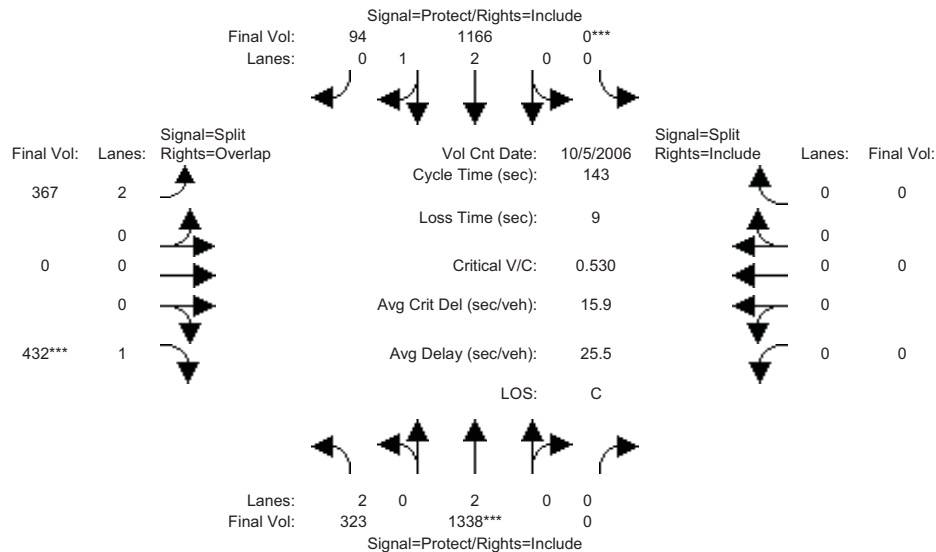


Street Name:				El Camino Real				Quarry Road								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
		-----			-----			-----			-----					
Min. Green:		7	10	0	0	10	10	10	0	10	0	0	0	0		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
		-----			-----			-----			-----					
Volume Module: >> Count Date: 5 Oct 2006 << 17:00 - 18:00																
Base Vol:		305	1296	0	0	1079	75	315	0	357	0	0	0	0		
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:		305	1296	0	0	1079	75	315	0	357	0	0	0	0		
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:		305	1296	0	0	1079	75	315	0	357	0	0	0	0		
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		
PHF Volume:		305	1296	0	0	1079	75	315	0	357	0	0	0	0		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		305	1296	0	0	1079	75	315	0	357	0	0	0	0		
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:		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:		305	1296	0	0	1079	75	315	0	357	0	0	0	0		
		-----			-----			-----			-----					
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:		0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92		
Lanes:		2.00	2.00	0.00	0.00	2.80	0.20	2.00	0.00	1.00	0.00	0.00	0.00	0.00		
Final Sat.:		3150	3800	0	0	5236	364	3150	0	1750	0	0	0	0		
		-----			-----			-----			-----					
Capacity Analysis Module:																
Vol/Sat:		0.10	0.34	0.00	0.00	0.21	0.21	0.10	0.00	0.20	0.00	0.00	0.00	0.00		
Crit Moves:		****			****			****			****					
Green Time:		32.6	102	0.0	0.0	69.4	69.4	32.0	0.0	64.6	0.0	0.0	0.0	0.0		
Volume/Cap:		0.42	0.48	0.00	0.00	0.42	0.42	0.45	0.00	0.45	0.00	0.00	0.00	0.00		
Delay/Veh:		47.6	9.1	0.0	0.0	24.0	24.0	48.3	0.0	27.4	0.0	0.0	0.0	0.0		
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:		47.6	9.1	0.0	0.0	24.0	24.0	48.3	0.0	27.4	0.0	0.0	0.0	0.0		
LOS by Move:		D	A	A	A	C	C	D	A	C	A	A	A	A		
HCM2kAvgQ:		7	12	0	0	11	11	7	0	11	0	0	0	0		
Note: Queue reported is the number of cars per lane.																

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #8: El Camino Real / Quarry Rd

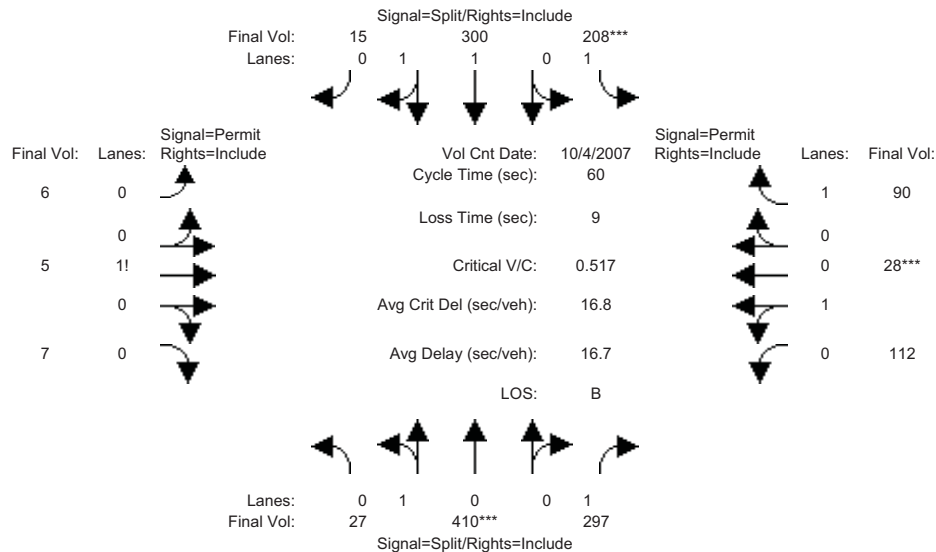


Street Name:	El Camino Real						Quarry Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
-----	-----			-----			-----			-----					
Volume Module:	>> Count Date: 5 Oct 2006 << 17:00 - 18:00														
Base Vol:	305	1296	0	0	1079	75	315	0	357	0	0	0	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	305	1296	0	0	1079	75	315	0	357	0	0	0	0		
Added Vol:	18	42	0	0	87	19	52	0	75	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	323	1338	0	0	1166	94	367	0	432	0	0	0	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		
PHF Volume:	323	1338	0	0	1166	94	367	0	432	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	323	1338	0	0	1166	94	367	0	432	0	0	0	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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:	323	1338	0	0	1166	94	367	0	432	0	0	0	0		
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92		
Lanes:	2.00	2.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00	0.00		
Final Sat.:	3150	3800	0	0	5182	418	3150	0	1750	0	0	0	0		
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.10	0.35	0.00	0.00	0.23	0.23	0.12	0.00	0.25	0.00	0.00	0.00	0.00		
Crit Moves:	****			****			****			****					
Green Time:	29.8	95.0	0.0	0.0	65.3	65.3	39.0	0.0	68.7	0.0	0.0	0.0	0.0		
Volume/Cap:	0.49	0.53	0.00	0.00	0.49	0.49	0.43	0.00	0.51	0.00	0.00	0.00	0.00		
Delay/Veh:	50.6	12.6	0.0	0.0	27.4	27.4	43.2	0.0	26.2	0.0	0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	50.6	12.6	0.0	0.0	27.4	27.4	43.2	0.0	26.2	0.0	0.0	0.0	0.0		
LOS by Move:	D	B	A	A	C	C	D	A	C	A	A	A	A		
HCM2kAvgQ:	8	15	0	0	13	13	8	0	14	0	0	0	0		
Note: Queue reported is the number of cars per lane.															

Stanford EIR

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

Intersection #9: Alma St / Lytton Ave



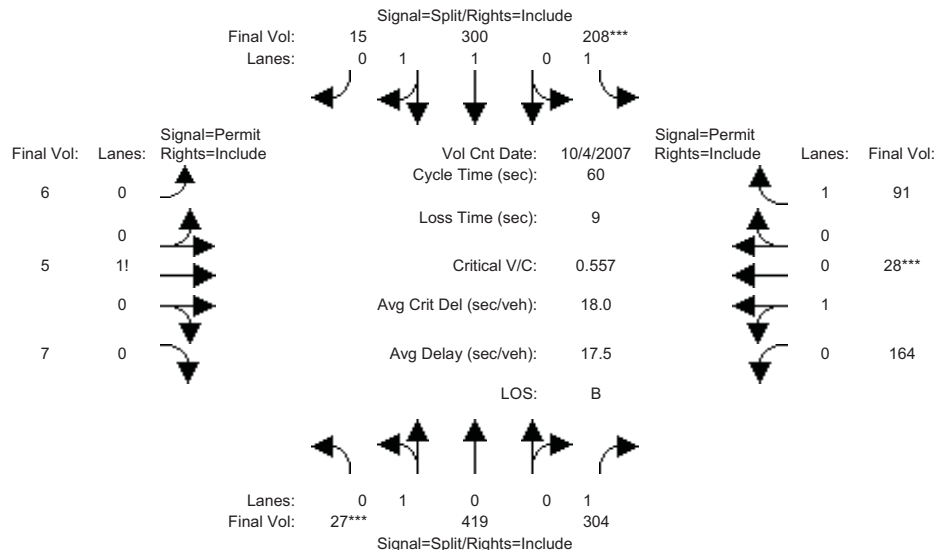
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	27	410	297	208	300	15	6	5	7	112	28	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	410	297	208	300	15	6	5	7	112	28	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	410	297	208	300	15	6	5	7	112	28	90
User Adj:	1.00	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:	27	410	297	208	300	15	6	5	7	112	28	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	410	297	208	300	15	6	5	7	112	28	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	410	297	208	300	15	6	5	7	112	28	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.80	0.20	1.00
Final Sat.:	111	1689	1750	1750	3524	176	583	486	681	1440	360	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.17	0.12	0.09	0.09	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****			****			****			****		
Green Time:	27.5	27.5	27.5	13.5	13.5	13.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.53	0.53	0.37	0.53	0.38	0.38	0.06	0.06	0.06	0.47	0.47	0.31
Delay/Veh:	12.3	12.3	10.9	21.8	20.0	20.0	21.1	21.1	21.1	23.7	23.7	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	10.9	21.8	20.0	20.0	21.1	21.1	21.1	23.7	23.7	22.6
LOS by Move:	B	B	B+	C+	C+	C+	C+	C+	C+	C	C	C+
HCM2kAvgQ:	7	7	4	4	3	3	0	0	0	3	3	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #9: Alma St / Lytton Ave

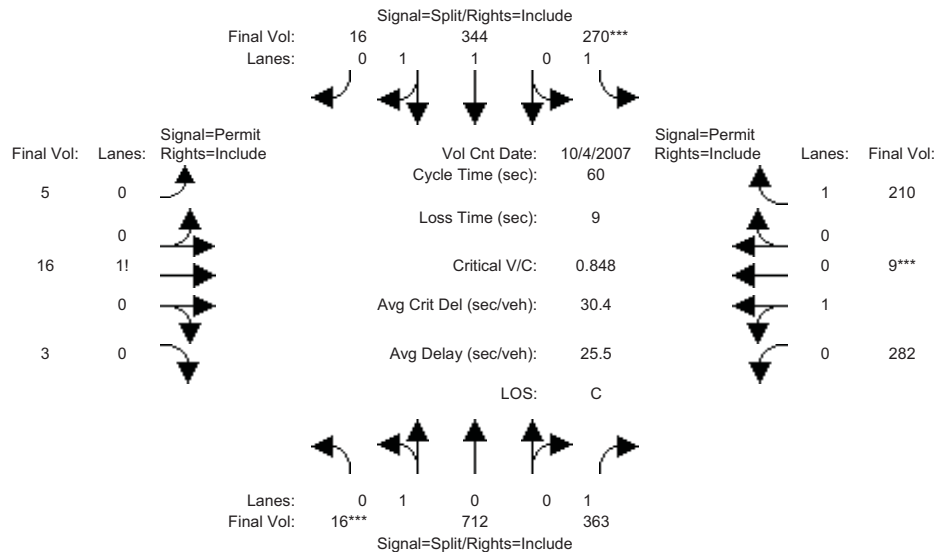


Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	27	410	297	208	300	15	6	5	7	112	28	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	410	297	208	300	15	6	5	7	112	28	90
Added Vol:	0	9	7	0	0	0	0	0	0	52	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	419	304	208	300	15	6	5	7	164	28	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:	27	419	304	208	300	15	6	5	7	164	28	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	419	304	208	300	15	6	5	7	164	28	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	419	304	208	300	15	6	5	7	164	28	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.85	0.15	1.00
Final Sat.:	109	1691	1750	1750	3524	176	583	486	681	1537	262	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.17	0.12	0.09	0.09	0.01	0.01	0.01	0.11	0.11	0.05
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	26.7	26.7	26.7	12.8	12.8	12.8	11.5	11.5	11.5	11.5	11.5	11.5
Volume/Cap:	0.56	0.56	0.39	0.56	0.40	0.40	0.05	0.05	0.05	0.56	0.56	0.27
Delay/Veh:	13.2	13.2	11.5	22.9	20.6	20.6	19.9	19.9	19.9	24.0	24.0	21.1
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:	13.2	13.2	11.5	22.9	20.6	20.6	19.9	19.9	19.9	24.0	24.0	21.1
LOS by Move:	B	B	B+	C+	C+	C+	B-	B-	B-	C	C	C+
HCM2kAvgQ:	7	7	4	5	3	3	0	0	0	4	4	2
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #9: Alma St / Lytton Ave



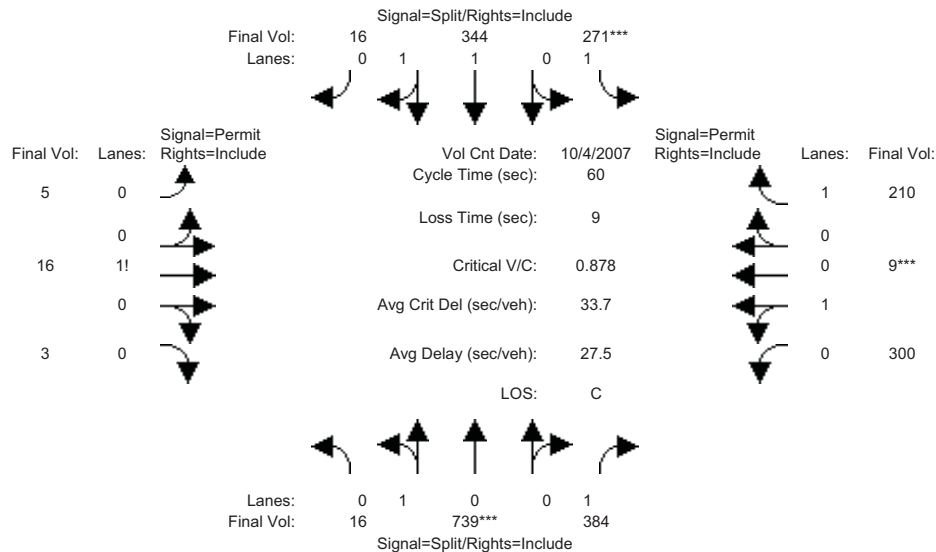
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4:45-5:45pm												
Base Vol:	16	712	363	270	344	16	5	16	3	282	9	210
Growth Adj:	1.00	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	712	363	270	344	16	5	16	3	282	9	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	712	363	270	344	16	5	16	3	282	9	210
User Adj:	1.00	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	712	363	270	344	16	5	16	3	282	9	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	712	363	270	344	16	5	16	3	282	9	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	712	363	270	344	16	5	16	3	282	9	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	40	1760	1750	1750	3535	164	365	1167	219	1744	56	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.21	0.15	0.10	0.10	0.01	0.01	0.01	0.16	0.16	0.12
Crit Moves:	****			****						****		
Green Time:	28.6	28.6	28.6	10.9	10.9	10.9	11.4	11.4	11.4	11.4	11.4	11.4
Volume/Cap:	0.85	0.85	0.43	0.85	0.53	0.53	0.07	0.07	0.07	0.85	0.85	0.63
Delay/Veh:	21.7	21.7	10.7	42.4	23.1	23.1	20.0	20.0	20.0	41.0	41.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	21.7	10.7	42.4	23.1	23.1	20.0	20.0	20.0	41.0	41.0	26.1
LOS by Move:	C+	C+	B+	D	C	C	C+	C+	C+	D	D	C
HCM2kAvgQ:	16	16	5	8	4	4	0	0	0	9	9	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #9: Alma St / Lytton Ave



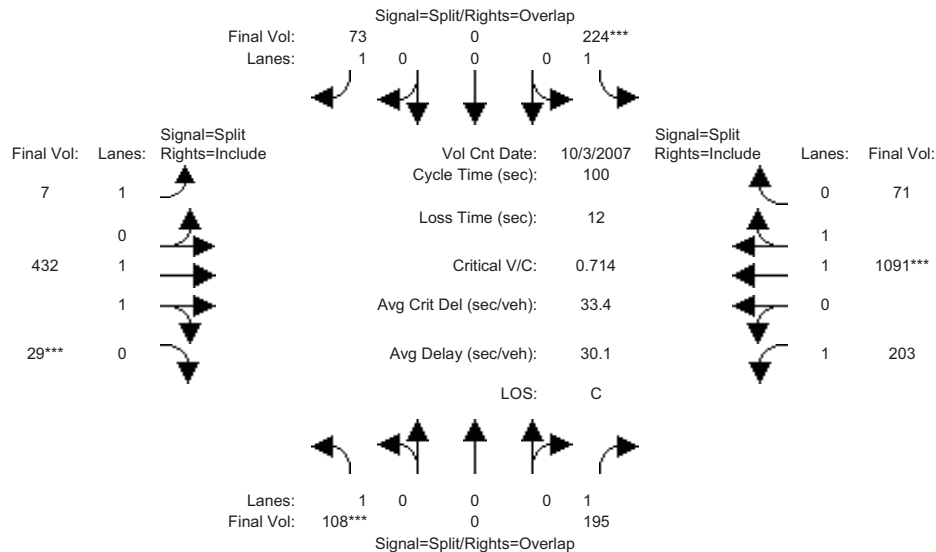
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4:45-5:45pm												
Base Vol:	16	712	363	270	344	16	5	16	3	282	9	210
Growth Adj:	1.00	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	712	363	270	344	16	5	16	3	282	9	210
Added Vol:	0	27	21	1	0	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	739	384	271	344	16	5	16	3	300	9	210
User Adj:	1.00	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	739	384	271	344	16	5	16	3	300	9	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	739	384	271	344	16	5	16	3	300	9	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	739	384	271	344	16	5	16	3	300	9	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	38	1762	1750	1750	3535	164	365	1167	219	1748	52	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.22	0.15	0.10	0.10	0.01	0.01	0.01	0.17	0.17	0.12
Crit Moves:	****			****			****			****		
Green Time:	28.7	28.7	28.7	10.6	10.6	10.6	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.88	0.88	0.46	0.88	0.55	0.55	0.07	0.07	0.07	0.88	0.88	0.61
Delay/Veh:	24.3	24.3	10.9	47.6	23.6	23.6	19.8	19.8	19.8	44.7	44.7	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	24.3	10.9	47.6	23.6	23.6	19.8	19.8	19.8	44.7	44.7	25.3
LOS by Move:	C	C	B+	D	C	C	B-	B-	B-	D	D	C
HCM2kAvgQ:	17	17	5	9	4	4	0	0	0	9	9	5

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

Stanford EIR

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

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Oct 2007 << 08:00 - 09:00												
Base Vol:	108	0	195	224	0	73	7	432	29	203	1091	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	0	195	224	0	73	7	432	29	203	1091	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	0	195	224	0	73	7	432	29	203	1091	71
User Adj:	1.00	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:	108	0	195	224	0	73	7	432	29	203	1091	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	195	224	0	73	7	432	29	203	1091	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	0	195	224	0	73	7	432	29	203	1091	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1750	0	1750	1750	0	1750	1750	3467	233	1750	3474	226

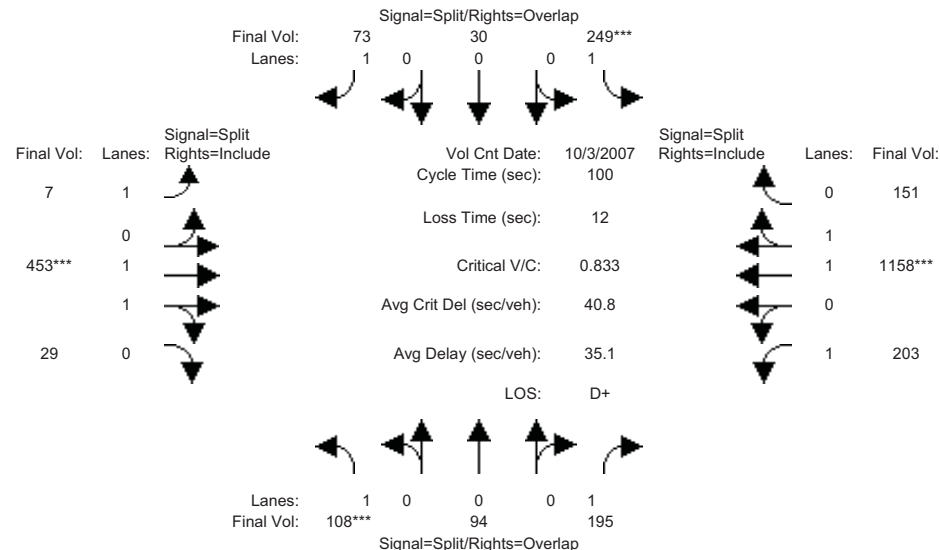
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.13	0.00	0.04	0.00	0.12	0.12	0.12	0.31	0.31
Crit Moves:	***			***					***		***	
Green Time:	10.0	0.0	53.2	17.6	0.0	34.8	17.2	17.2	17.2	43.2	43.2	43.2
Volume/Cap:	0.62	0.00	0.21	0.73	0.00	0.12	0.02	0.73	0.73	0.27	0.73	0.73
Delay/Veh:	49.7	0.0	12.4	47.3	0.0	22.3	34.5	43.4	43.4	18.4	25.2	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	12.4	47.3	0.0	22.3	34.5	43.4	43.4	18.4	25.2	25.2
LOS by Move:	D	A	B	D	A	C+	C-	D	D	B-	C	C
HCM2kAvgQ:	5	0	3	9	0	2	0	7	7	4	15	15

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Oct 2007 << 08:00 - 09:00												
Base Vol:	108	0	195	224	0	73	7	432	29	203	1091	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	0	195	224	0	73	7	432	29	203	1091	71
Added Vol:	0	94	0	25	30	0	0	21	0	0	67	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	94	195	249	30	73	7	453	29	203	1158	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:	108	94	195	249	30	73	7	453	29	203	1158	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	94	195	249	30	73	7	453	29	203	1158	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:	108	94	195	249	30	73	7	453	29	203	1158	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.54	0.47	0.99	1.00	0.29	0.71	1.00	1.88	0.12	1.00	1.76	0.24
Final Sat.:	979	852	1768	1800	524	1276	1750	3477	223	1750	3273	427

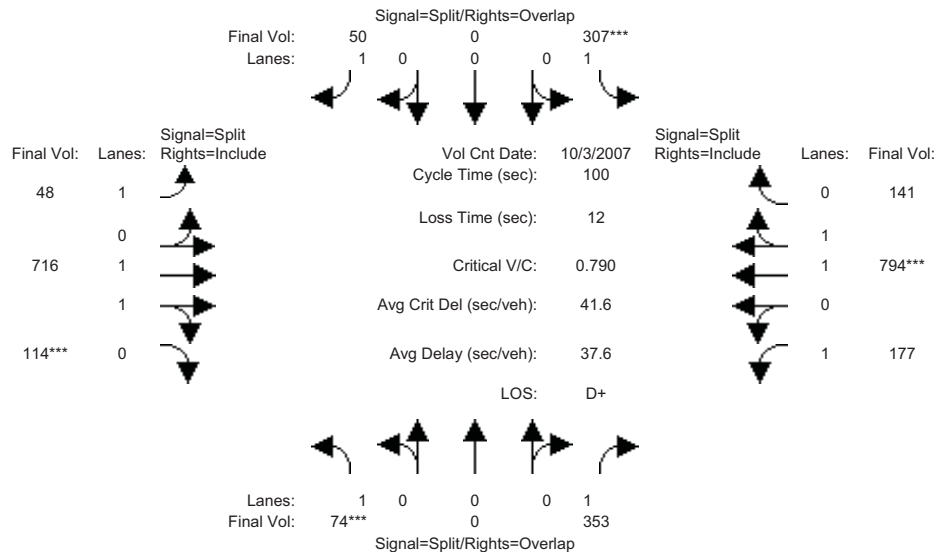
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.14	0.06	0.06	0.00	0.13	0.13	0.12	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	13.2	13.2	55.7	16.6	16.6	32.3	15.6	15.6	15.6	42.5	42.5	42.5
Volume/Cap:	0.83	0.83	0.20	0.83	0.34	0.18	0.03	0.83	0.83	0.27	0.83	0.83
Delay/Veh:	54.2	54.2	11.1	53.5	37.1	24.4	35.8	50.9	50.9	18.9	29.5	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:	54.2	54.2	11.1	53.5	37.1	24.4	35.8	50.9	50.9	18.9	29.5	29.5
LOS by Move:	D-	D-	B+	D-	D+	C	D+	D	D	B-	C	C
HCM2kAvgQ:	9	9	3	10	3	2	0	8	8	4	18	18

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

Stanford EIR

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

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Oct 2007 << 17:00 - 18:00												
Base Vol:	74	0	353	307	0	50	48	716	114	177	794	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	353	307	0	50	48	716	114	177	794	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	353	307	0	50	48	716	114	177	794	141
User Adj:	1.00	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:	74	0	353	307	0	50	48	716	114	177	794	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	353	307	0	50	48	716	114	177	794	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	0	353	307	0	50	48	716	114	177	794	141

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.72	0.28	1.00	1.69	0.31
Final Sat.:	1750	0	1750	1750	0	1750	1750	3191	508	1750	3142	558

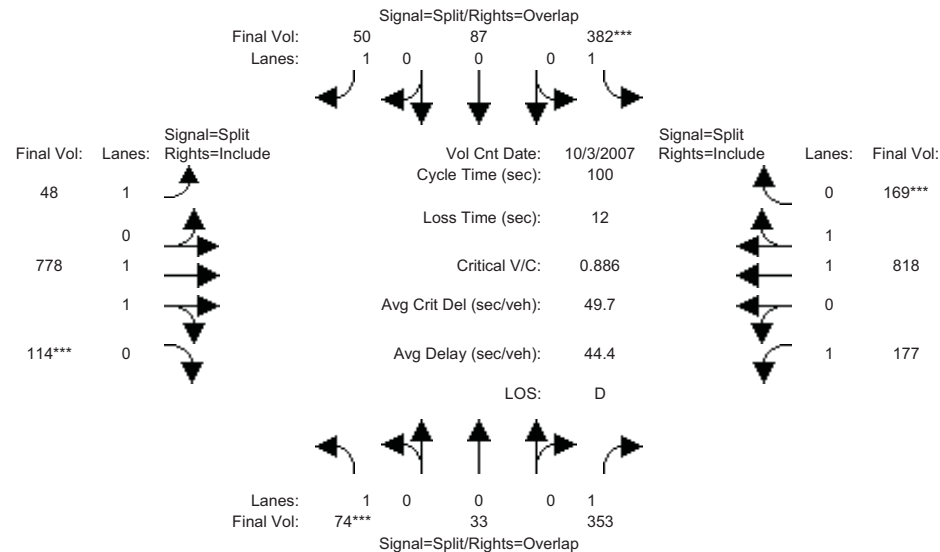
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.20	0.18	0.00	0.03	0.03	0.22	0.22	0.10	0.25	0.25
Crit Moves:	****			****					****		****	
Green Time:	10.0	0.0	40.2	21.0	0.0	47.8	26.8	26.8	26.8	30.2	30.2	30.2
Volume/Cap:	0.42	0.00	0.50	0.84	0.00	0.06	0.10	0.84	0.84	0.33	0.84	0.84
Delay/Veh:	43.9	0.0	23.0	53.2	0.0	14.1	27.6	40.8	40.8	27.5	38.2	38.2
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:	43.9	0.0	23.0	53.2	0.0	14.1	27.6	40.8	40.8	27.5	38.2	38.2
LOS by Move:	D	A	C+	D-	A	B	C	D	D	C	D+	D+
HCM2kAvgQ:	3	0	9	12	0	1	1	13	13	4	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 3 Oct 2007 << 17:00 - 18:00												
Base Vol:	74	0	353	307	0	50	48	716	114	177	794	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	353	307	0	50	48	716	114	177	794	141
Added Vol:	0	33	0	75	87	0	0	62	0	0	24	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	33	353	382	87	50	48	778	114	177	818	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	33	353	382	87	50	48	778	114	177	818	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	33	353	382	87	50	48	778	114	177	818	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	33	353	382	87	50	48	778	114	177	818	169

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.69	0.31	1.00	1.00	0.64	0.36	1.00	1.74	0.26	1.00	1.65	0.35
Final Sat.:	1245	555	1800	1800	1143	657	1750	3227	473	1750	3066	633

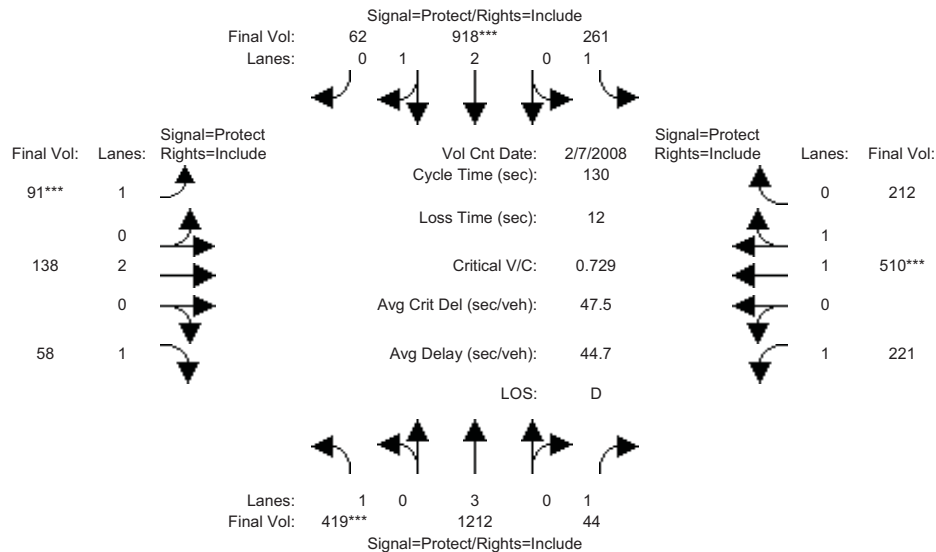
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.20	0.21	0.08	0.08	0.03	0.24	0.24	0.10	0.27	0.27
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	10.0	10.0	38.9	23.0	23.0	49.1	26.1	26.1	26.1	28.9	28.9	28.9
Volume/Cap:	0.59	0.59	0.50	0.92	0.33	0.16	0.11	0.92	0.92	0.35	0.92	0.92
Delay/Veh:	44.3	44.3	23.7	58.7	32.2	14.0	28.2	50.0	50.0	28.5	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:	44.3	44.3	23.7	58.7	32.2	14.0	28.2	50.0	50.0	28.5	47.4	47.4
LOS by Move:	D	D	C	E+	C-	B	C	D	D	C	D	D
HCM2kAvgQ:	4	4	9	16	4	2	1	15	15	4	17	17

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

Stanford EIR

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

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Feb 2008 << 08:00 - 09:00AM												
Base Vol:	419	1212	87	261	918	123	91	138	116	221	510	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	1212	87	261	918	123	91	138	116	221	510	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	1212	87	261	918	123	91	138	116	221	510	212
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	419	1212	44	261	918	62	91	138	58	221	510	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1212	44	261	918	62	91	138	58	221	510	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	419	1212	44	261	918	62	91	138	58	221	510	212

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.80	0.20	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	1750	5248	352	1750	3800	1750	1750	2613	1086

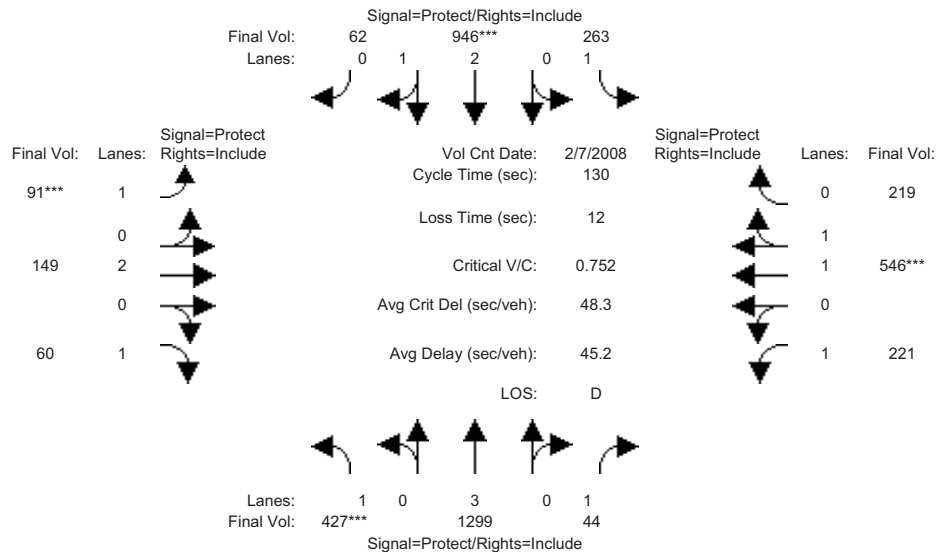
Capacity Analysis Module:												
Vol/Sat:	0.24	0.21	0.02	0.15	0.17	0.17	0.05	0.04	0.03	0.13	0.20	0.20
Crit Moves:	***			***			***			***		
Green Time:	42.7	43.4	43.4	30.5	31.2	31.2	9.3	16.7	16.7	27.4	34.8	34.8
Volume/Cap:	0.73	0.64	0.07	0.64	0.73	0.73	0.73	0.28	0.26	0.60	0.73	0.73
Delay/Veh:	43.2	37.3	29.6	48.1	47.6	47.6	78.5	51.6	51.7	49.1	46.1	46.1
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:	43.2	37.3	29.6	48.1	47.6	47.6	78.5	51.6	51.7	49.1	46.1	46.1
LOS by Move:	D	D+	C	D	D	D	E-	D-	D-	D	D	D
HCM2kAvgQ:	17	14	1	11	13	13	5	3	2	9	15	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Feb 2008 << 08:00 - 09:00AM												
Base Vol:	419	1212	87	261	918	123	91	138	116	221	510	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	1212	87	261	918	123	91	138	116	221	510	212
Added Vol:	8	87	0	2	28	0	0	11	3	0	36	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	1299	87	263	946	123	91	149	119	221	546	219
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	427	1299	44	263	946	62	91	149	60	221	546	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	1299	44	263	946	62	91	149	60	221	546	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
Final Volume:	427	1299	44	263	946	62	91	149	60	221	546	219

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.81	0.19	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1750	5700	1750	1750	5258	342	1750	3800	1750	1750	2640	1059

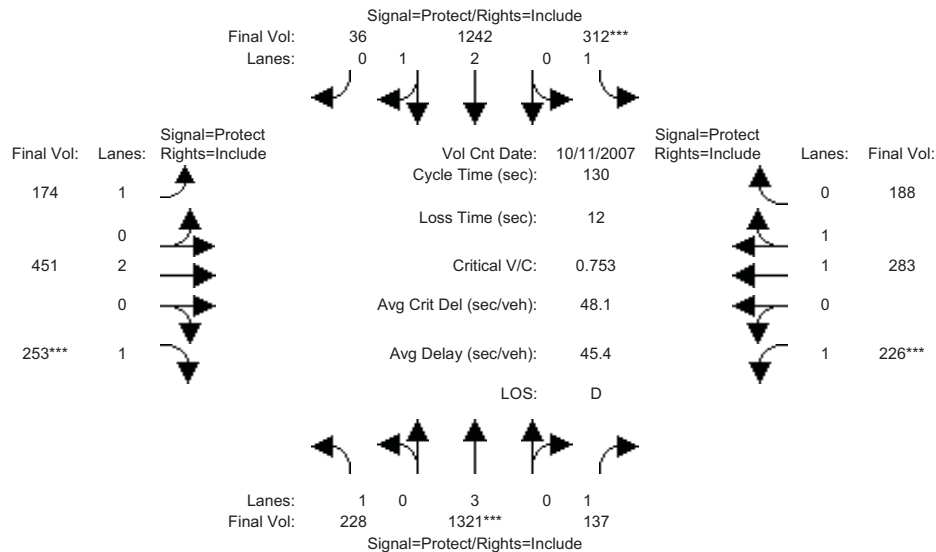
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.02	0.15	0.18	0.18	0.05	0.04	0.03	0.13	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	42.2	44.2	44.2	29.1	31.1	31.1	9.0	16.9	16.9	27.8	35.7	35.7
Volume/Cap:	0.75	0.67	0.07	0.67	0.75	0.75	0.75	0.30	0.26	0.59	0.75	0.75
Delay/Veh:	44.9	37.6	29.1	50.6	48.3	48.3	82.4	51.5	51.5	48.5	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	37.6	29.1	50.6	48.3	48.3	82.4	51.5	51.5	48.5	46.3	46.3
LOS by Move:	D	D+	C	D	D	D	F	D-	D-	D	D	D
HCM2kAvgQ:	18	15	1	11	14	14	6	3	2	9	16	16

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

Stanford EIR

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

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Oct 2007 << 17:15 - 18:15												
Base Vol:	228	1321	274	312	1242	71	174	451	506	226	283	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	1321	274	312	1242	71	174	451	506	226	283	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1321	274	312	1242	71	174	451	506	226	283	188
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	228	1321	137	312	1242	36	174	451	253	226	283	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1321	137	312	1242	36	174	451	253	226	283	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	1321	137	312	1242	36	174	451	253	226	283	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	1.00	1.18	0.82
Final Sat.:	1750	5700	1750	1750	5444	156	1750	3800	1750	1750	2222	1476

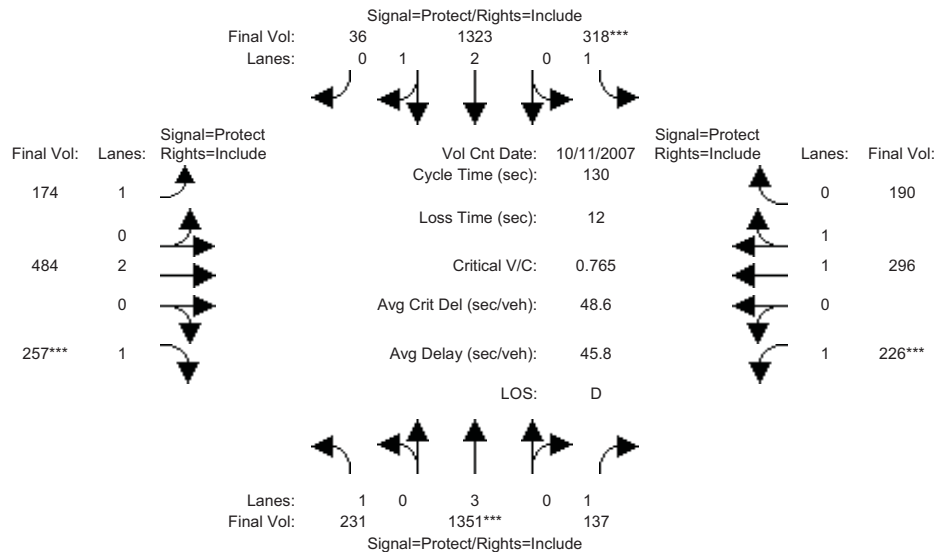
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.08	0.18	0.23	0.23	0.10	0.12	0.14	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	25.7	40.0	40.0	30.8	45.0	45.0	20.7	24.9	24.9	22.3	26.5	26.5
Volume/Cap:	0.66	0.75	0.25	0.75	0.66	0.66	0.62	0.62	0.75	0.75	0.62	0.62
Delay/Veh:	52.7	42.4	34.1	53.7	36.8	36.8	55.4	49.8	58.9	61.5	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	42.4	34.1	53.7	36.8	36.8	55.4	49.8	58.9	61.5	48.8	48.8
LOS by Move:	D-	D	C-	D-	D+	D+	E+	D	E+	E	D	D
HCM2kAvgQ:	10	17	4	14	15	15	8	9	12	11	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Oct 2007 << 17:15 - 18:15												
Base Vol:	228	1321	274	312	1242	71	174	451	506	226	283	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	1321	274	312	1242	71	174	451	506	226	283	188
Added Vol:	3	30	0	6	81	0	0	33	8	0	13	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1351	274	318	1323	71	174	484	514	226	296	190
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	231	1351	137	318	1323	36	174	484	257	226	296	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1351	137	318	1323	36	174	484	257	226	296	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
Final Volume:	231	1351	137	318	1323	36	174	484	257	226	296	190

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	1.00	2.00	1.00	1.00	1.20	0.80
Final Sat.:	1750	5700	1750	1750	5453	146	1750	3800	1750	1750	2252	1446

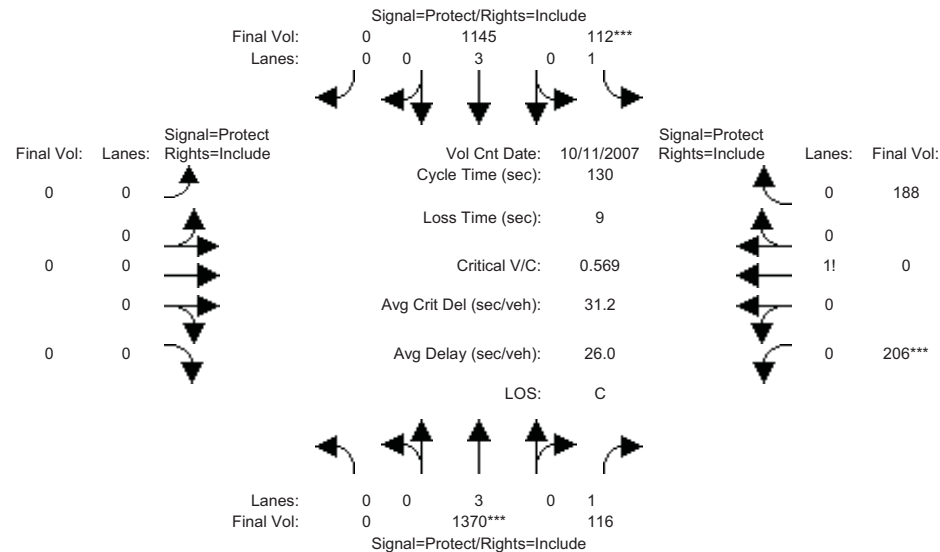
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.08	0.18	0.24	0.24	0.10	0.13	0.15	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	25.1	40.3	40.3	30.9	46.1	46.1	20.2	24.9	24.9	21.9	26.7	26.7
Volume/Cap:	0.68	0.77	0.25	0.77	0.68	0.68	0.64	0.66	0.77	0.77	0.64	0.64
Delay/Veh:	54.5	42.7	33.9	54.5	36.8	36.8	56.6	51.0	59.8	62.9	49.1	49.1
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:	54.5	42.7	33.9	54.5	36.8	36.8	56.6	51.0	59.8	62.9	49.1	49.1
LOS by Move:	D-	D	C-	D-	D+	D+	E+	D	E+	E	D	D
HCM2kAvgQ:	10	18	4	14	16	16	8	10	12	11	10	10

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

Stanford EIR

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

Intersection #12: El Camino Real / Churchill Ave

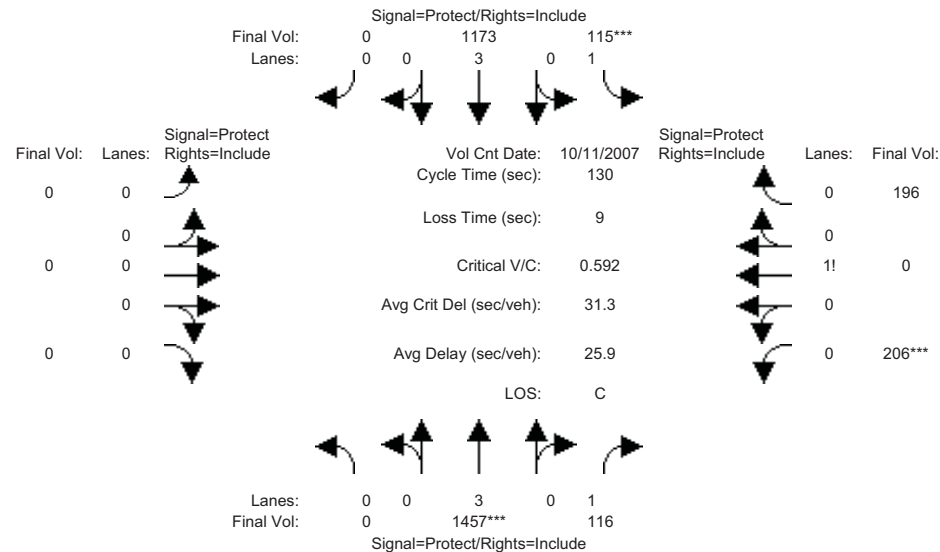


Street Name:	El Camino Real						Churchill Avenue									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Min. Green:	0	10	10		7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
----- ----- ----- ----- ----- -----																
Volume Module: >> Count Date: 11 Oct 2007 << 08:00 - 09:00																
Base Vol:	0	1370	116		112	1145	0	0	0	0	206	0	188			
Growth Adj:	1.00	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	1370	116		112	1145	0	0	0	0	206	0	188			
Added Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0		0	0	0	0	0	0	0	0	0			
Initial Fut:	0	1370	116		112	1145	0	0	0	0	206	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	1370	116		112	1145	0	0	0	0	206	0	188			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1370	116		112	1145	0	0	0	0	206	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	1370	116		112	1145	0	0	0	0	206	0	188			
----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92			
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00	0.00	0.00	0.00	0.52	0.00	0.48			
Final Sat.:	0	5700	1750		1750	5700	0	0	0	0	915	0	835			
----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24	0.07		0.06	0.20	0.00	0.00	0.00	0.00	0.23	0.00	0.23			
Crit Moves:	****				****				****				****			
Green Time:	0.0	54.9	54.9		14.6	69.6	0.0	0.0	0.0	0.0	51.4	0.0	51.4			
Volume/Cap:	0.00	0.57	0.16		0.57	0.38	0.00	0.00	0.00	0.00	0.57	0.00	0.57			
Delay/Veh:	0.0	28.9	23.3		58.6	17.7	0.0	0.0	0.0	0.0	31.8	0.0	31.8			
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	28.9	23.3		58.6	17.7	0.0	0.0	0.0	0.0	31.8	0.0	31.8			
LOS by Move:	A	C	C		E+	B	A	A	A	A	C	A	C			
HCM2kAvgQ:	0	13	3		5	9	0	0	0	0	13	0	13			
Note: Queue reported is the number of cars per lane.																

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #12: El Camino Real / Churchill Ave



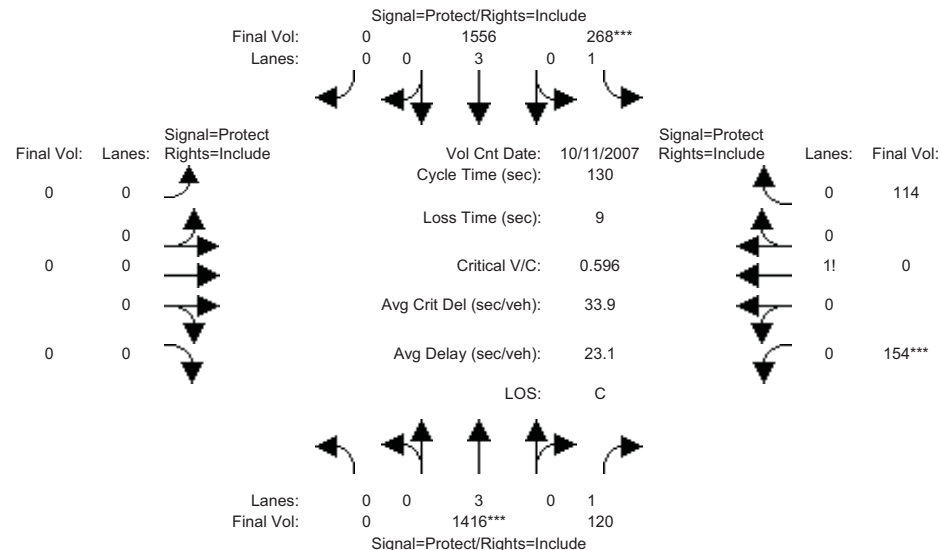
Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Oct 2007 << 08:00 - 09:00											
Base Vol:	0	1370	116	112	1145	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1370	116	112	1145	0	0	0	0	206	0	188
Added Vol:	0	87	0	3	28	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1457	116	115	1173	0	0	0	0	206	0	196
User Adj:	1.00	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	1457	116	115	1173	0	0	0	0	206	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1457	116	115	1173	0	0	0	0	206	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1457	116	115	1173	0	0	0	0	206	0	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.51	0.00	0.49
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	897	0	853
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.07	0.07	0.21	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	56.1	56.1	14.4	70.6	0.0	0.0	0.0	0.0	50.4	0.0	50.4
Volume/Cap:	0.00	0.59	0.15	0.59	0.38	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	28.6	22.6	59.8	17.2	0.0	0.0	0.0	0.0	33.0	0.0	33.0
User DelAdj:	1.00	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	28.6	22.6	59.8	17.2	0.0	0.0	0.0	0.0	33.0	0.0	33.0
LOS by Move:	A	C	C+	E+	B	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	14	3	6	9	0	0	0	0	13	0	13

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

Stanford EIR

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

Intersection #12: El Camino Real / Churchill Ave



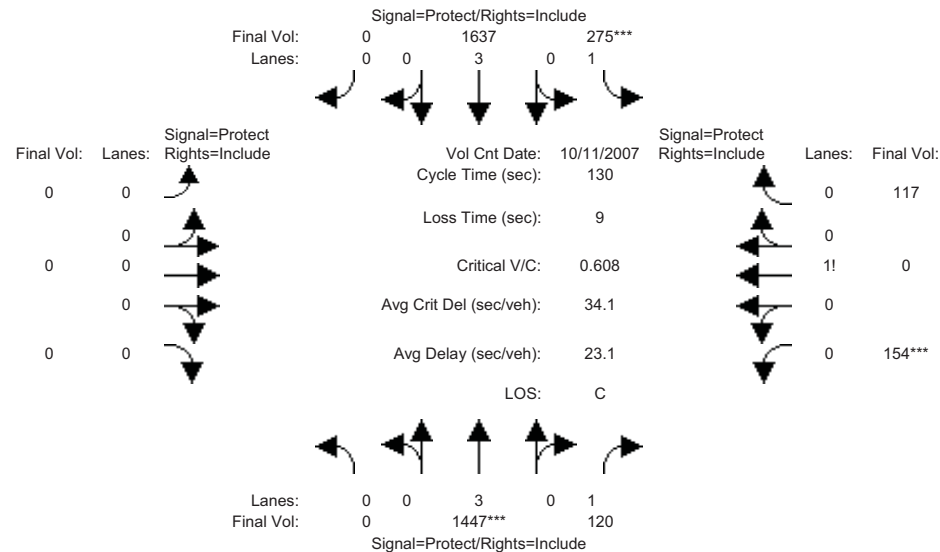
Street Name:	El Camino Real						Churchill Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	0		0		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 11 Oct 2007 << 17:15 - 18:15															
Base Vol:	0		1416		120	268		1556		0	0		0		154
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		1416		120	268		1556		0	0		0		154
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		1416		120	268		1556		0	0		0		154
User Adj:	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
PHF Volume:	0		1416		120	268		1556		0	0		0		154
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		1416		120	268		1556		0	0		0		154
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		1416		120	268		1556		0	0		0		154
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		1.00		0.92	0.92		0.92		0.92
Lanes:	0.00		3.00		1.00	1.00		3.00		0.00	0.00		0.00		0.43
Final Sat.:	0		5700		1750	1750		5700		0	0		0		1006
Capacity Analysis Module:															
Vol/Sat:	0.00		0.25		0.07	0.15		0.27		0.00	0.00		0.00		0.15
Crit Moves:	****			****						****					
Green Time:	0.0		54.2		54.2	33.4		87.6		0.0	0.0		0.0		33.4
Volume/Cap:	0.00		0.60		0.16	0.60		0.41		0.00	0.00		0.00		0.60
Delay/Veh:	0.0		29.8		23.8	44.6		9.6		0.0	0.0		0.0		44.6
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		29.8		23.8	44.6		9.6		0.0	0.0		0.0		44.6
LOS by Move:	A		C		C	D		A		A	A		A		D
HCM2kAvgQ:	0		14		3	11		9		0	0		0		10
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #12: El Camino Real / Churchill Ave



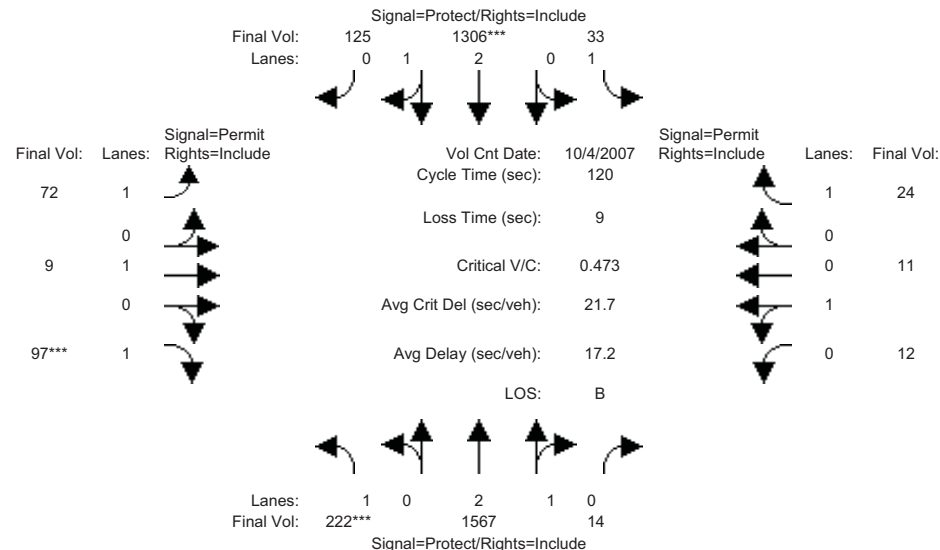
Street Name:	El Camino Real						Churchill Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		10		10	7		10		0	0		0		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module: >> Count Date: 11 Oct 2007 << 17:15 - 18:15															
Base Vol:	0	1416	120	268	1556	0	0	0	0	154	0	114			
Growth Adj:	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	1416	120	268	1556	0	0	0	0	154	0	114			
Added Vol:	0	31	0	7	81	0	0	0	0	0	0	3			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	1447	120	275	1637	0	0	0	0	154	0	117			
User Adj:	1.00	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	1447	120	275	1637	0	0	0	0	154	0	117			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1447	120	275	1637	0	0	0	0	154	0	117			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	1447	120	275	1637	0	0	0	0	154	0	117			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92			
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43			
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	994	0	756			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.25	0.07	0.16	0.29	0.00	0.00	0.00	0.00	0.15	0.00	0.15			
Crit Moves:	****			****						****					
Green Time:	0.0	54.3	54.3	33.6	87.9	0.0	0.0	0.0	0.0	33.1	0.0	33.1			
Volume/Cap:	0.00	0.61	0.16	0.61	0.42	0.00	0.00	0.00	0.00	0.61	0.00	0.61			
Delay/Veh:	0.0	30.0	23.8	44.8	9.6	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	30.0	23.8	44.8	9.6	0.0	0.0	0.0	0.0	45.1	0.0	45.1			
LOS by Move:	A	C	C	D	A	A	A	A	A	D	A	D			
HCM2kAvgQ:	0	15	3	11	10	0	0	0	0	10	0	10			
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

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

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	222	1567	14	33	1306	125	72	9	97	12	11	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1567	14	33	1306	125	72	9	97	12	11	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	1567	14	33	1306	125	72	9	97	12	11	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1567	14	33	1306	125	72	9	97	12	11	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1567	14	33	1306	125	72	9	97	12	11	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	222	1567	14	33	1306	125	72	9	97	12	11	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5550	50	1750	5110	489	1750	1900	1750	939	861	1750

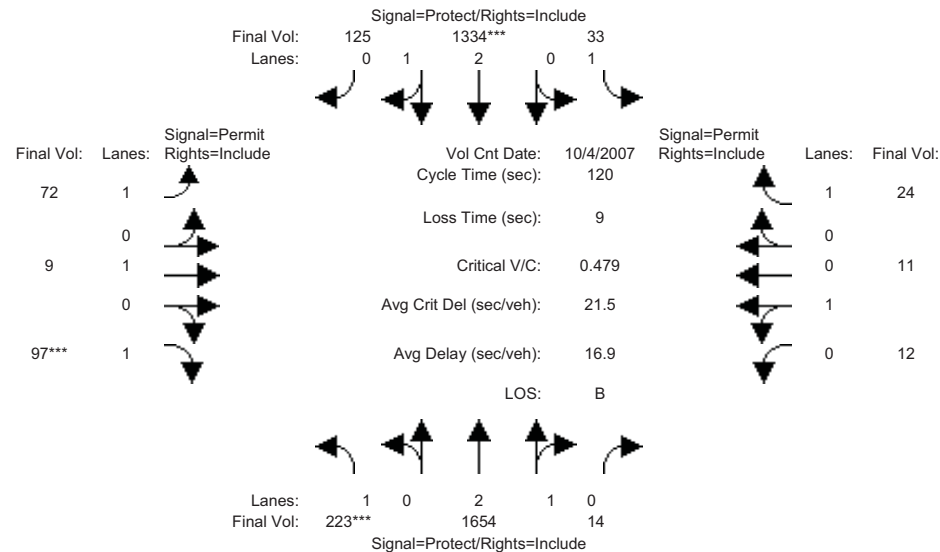
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.02	0.26	0.26	0.04	0.00	0.06	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	32.2	80.3	80.3	16.6	64.8	64.8	14.1	14.1	14.1	14.1	14.1	14.1
Volume/Cap:	0.47	0.42	0.42	0.14	0.47	0.47	0.35	0.04	0.47	0.11	0.11	0.12
Delay/Veh:	37.6	9.2	9.2	45.7	17.2	17.2	49.8	47.1	51.2	47.6	47.6	47.7
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:	37.6	9.2	9.2	45.7	17.2	17.2	49.8	47.1	51.2	47.6	47.6	47.7
LOS by Move:	D+	A	A	D	B	B	D	D	D-	D	D	D
HCM2kAvgQ:	7	9	9	1	11	11	3	0	4	1	1	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 4 Oct 2007 << 8-9am											
Base Vol:	222	1567	14	33	1306	125	72	9	97	12	11	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	1567	14	33	1306	125	72	9	97	12	11	24
Added Vol:	1	87	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1654	14	33	1334	125	72	9	97	12	11	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1654	14	33	1334	125	72	9	97	12	11	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1654	14	33	1334	125	72	9	97	12	11	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	1654	14	33	1334	125	72	9	97	12	11	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5553	47	1750	5120	480	1750	1900	1750	939	861	1750

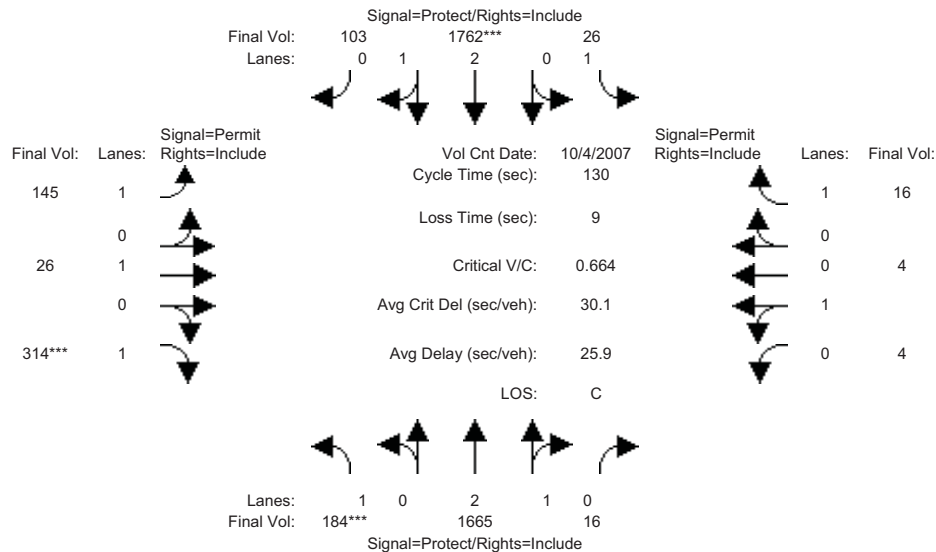
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.30	0.02	0.26	0.26	0.04	0.00	0.06	0.01	0.01	0.01
Crit Moves:	***			***					***			
Green Time:	31.9	81.2	81.2	15.9	65.2	65.2	13.9	13.9	13.9	13.9	13.9	13.9
Volume/Cap:	0.48	0.44	0.44	0.14	0.48	0.48	0.36	0.04	0.48	0.11	0.11	0.12
Delay/Veh:	37.8	9.0	9.0	46.3	17.0	17.0	50.0	47.2	51.5	47.8	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	9.0	9.0	46.3	17.0	17.0	50.0	47.2	51.5	47.8	47.8	47.8
LOS by Move:	D+	A	A	D	B	B	D	D	D-	D	D	D
HCM2kAvgQ:	7	9	9	1	11	11	3	0	4	1	1	1

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

Stanford EIR

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

Intersection #13: El Camino Real / Serra St-Park Blvd



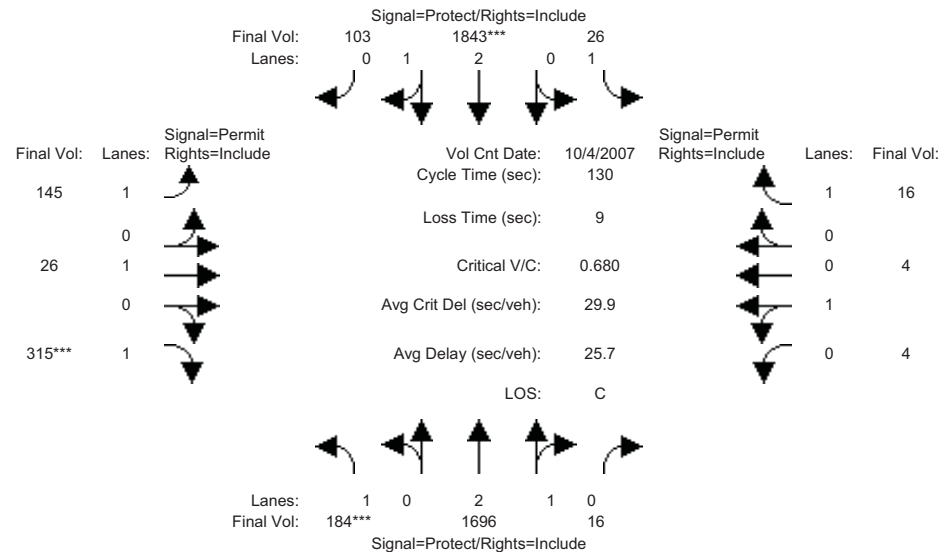
Street Name:	EL Camino Real						Serra Street - Park Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	184	1665	16	26	1762	103	145	26	314	4	4	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1665	16	26	1762	103	145	26	314	4	4	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1665	16	26	1762	103	145	26	314	4	4	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1665	16	26	1762	103	145	26	314	4	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1665	16	26	1762	103	145	26	314	4	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	1665	16	26	1762	103	145	26	314	4	4	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5547	53	1750	5290	309	1750	1900	1750	900	900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.01	0.33	0.33	0.08	0.01	0.18	0.00	0.00	0.01
Crit Moves:	***				****				****			
Green Time:	20.6	72.8	72.8	13.1	65.2	65.2	35.2	35.2	35.2	35.2	35.2	35.2
Volume/Cap:	0.66	0.54	0.54	0.15	0.66	0.66	0.31	0.05	0.66	0.02	0.02	0.03
Delay/Veh:	57.4	18.2	18.2	53.8	24.8	24.8	38.1	35.1	45.7	34.8	34.8	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	18.2	18.2	53.8	24.8	24.8	38.1	35.1	45.7	34.8	34.8	34.9
LOS by Move:	E+	B-	B-	D-	C	C	D+	D+	D	C-	C-	C-
HCM2kAvgQ:	7	14	14	1	19	19	5	1	13	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	184	1665	16	26	1762	103	145	26	314	4	4	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1665	16	26	1762	103	145	26	314	4	4	16
Added Vol:	0	31	0	0	81	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1696	16	26	1843	103	145	26	315	4	4	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1696	16	26	1843	103	145	26	315	4	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1696	16	26	1843	103	145	26	315	4	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1696	16	26	1843	103	145	26	315	4	4	16

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1750	5548	52	1750	5303	296	1750	1900	1750	900	900

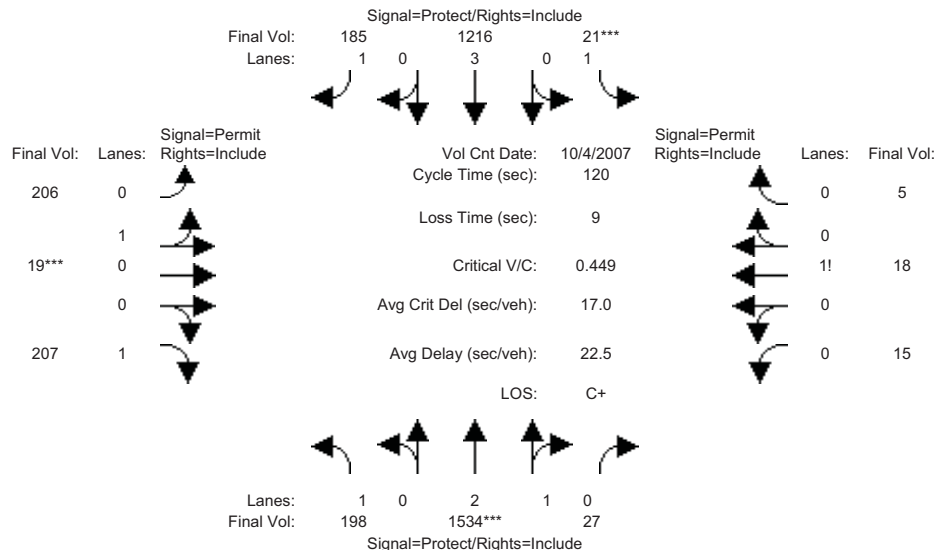
Capacity Analysis Module:											
Vol/Sat:	0.11	0.31	0.31	0.01	0.35	0.35	0.08	0.01	0.18	0.00	0.00
Crit Moves:	***			***			***				
Green Time:	20.1	73.6	73.6	13.0	66.5	66.5	34.4	34.4	34.4	34.4	34.4
Volume/Cap:	0.68	0.54	0.54	0.15	0.68	0.68	0.31	0.05	0.68	0.02	0.02
Delay/Veh:	58.7	17.8	17.8	53.9	24.5	24.5	38.7	35.7	46.9	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	17.8	17.8	53.9	24.5	24.5	38.7	35.7	46.9	35.3	35.3
LOS by Move:	E+	B	B	D-	C	C	D+	D+	D	D+	D+
HCM2kAvgQ:	8	14	14	1	19	19	5	1	13	0	0

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

Stanford EIR

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

Intersection #14: El Camino Real / Stanford Ave

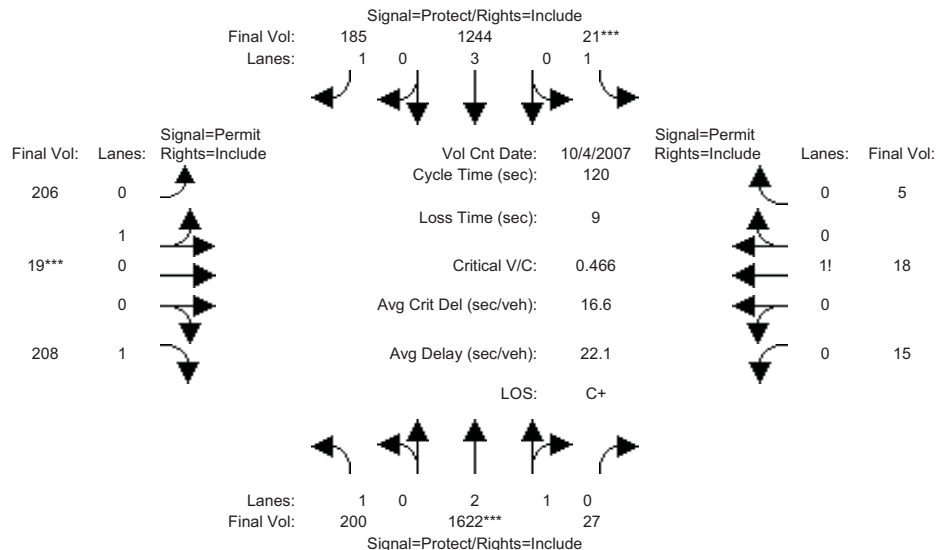


Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	198	1534	27	21	1216	185	206	19	207	15	18	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1534	27	21	1216	185	206	19	207	15	18	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1534	27	21	1216	185	206	19	207	15	18	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1534	27	21	1216	185	206	19	207	15	18	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1534	27	21	1216	185	206	19	207	15	18	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1534	27	21	1216	185	206	19	207	15	18	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.39	0.48	0.13
Final Sat.:	1750	5503	97	1750	5700	1750	1648	152	1750	691	829	230
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.01	0.21	0.11	0.13	0.13	0.12	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	27.3	71.8	71.8	7.0	51.5	51.5	32.2	32.2	32.2	32.2	32.2	32.2
Volume/Cap:	0.50	0.47	0.47	0.21	0.50	0.25	0.47	0.47	0.44	0.08	0.08	0.08
Delay/Veh:	41.3	13.5	13.5	54.9	25.0	22.0	37.4	37.4	37.1	32.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	13.5	13.5	54.9	25.0	22.0	37.4	37.4	37.1	32.9	32.9	32.9
LOS by Move:	D	B	B	D-	C	C+	D+	D+	D+	C-	C-	C-
HCM2kAvgQ:	7	10	10	1	10	4	7	7	7	1	1	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #14: El Camino Real / Stanford Ave

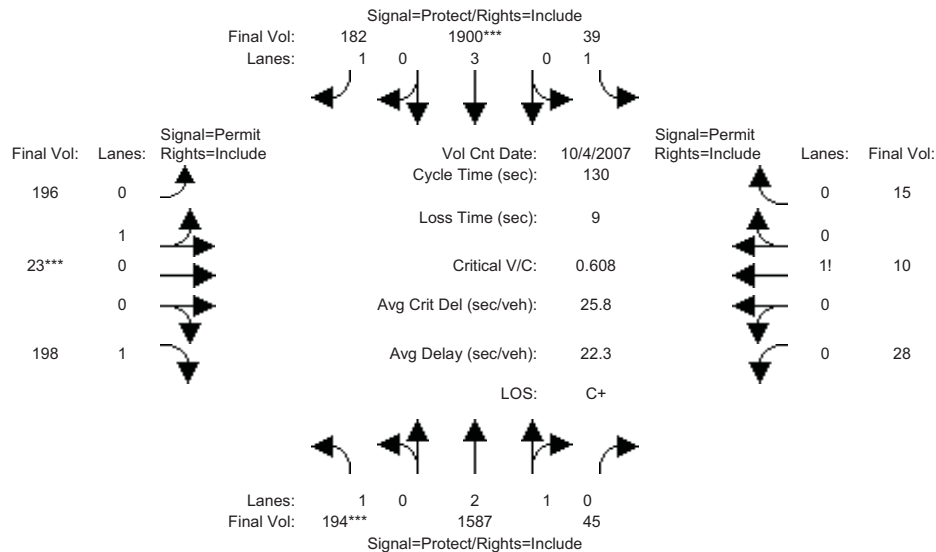


Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	198	1534	27	21	1216	185	206	19	207	15	18	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1534	27	21	1216	185	206	19	207	15	18	5
Added Vol:	2	88	0	0	28	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1622	27	21	1244	185	206	19	208	15	18	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1622	27	21	1244	185	206	19	208	15	18	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1622	27	21	1244	185	206	19	208	15	18	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1622	27	21	1244	185	206	19	208	15	18	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.39	0.48	0.13
Final Sat.:	1750	5508	92	1750	5700	1750	1648	152	1750	691	829	230
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.01	0.22	0.11	0.13	0.13	0.12	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	27.5	73.0	73.0	7.0	52.5	52.5	31.0	31.0	31.0	31.0	31.0	31.0
Volume/Cap:	0.50	0.48	0.48	0.21	0.50	0.24	0.48	0.48	0.46	0.08	0.08	0.08
Delay/Veh:	41.2	13.1	13.1	54.9	24.4	21.4	38.5	38.5	38.2	33.8	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	13.1	13.1	54.9	24.4	21.4	38.5	38.5	38.2	33.8	33.8	33.8
LOS by Move:	D	B	B	D-	C	C+	D+	D+	D+	C-	C-	C-
HCM2kAvgQ:	7	11	11	1	11	4	8	8	7	1	1	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #14: El Camino Real / Stanford Ave

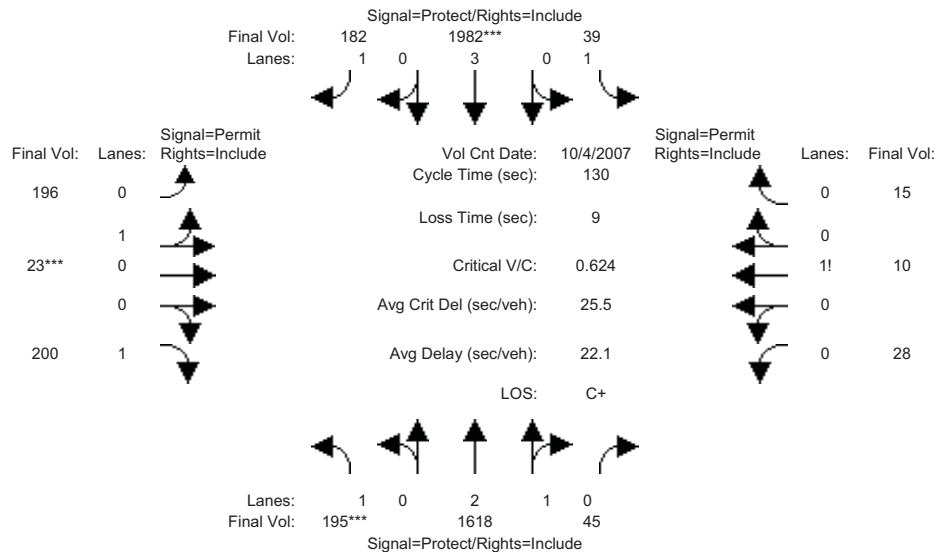


Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	194	1587	45	39	1900	182	196	23	198	28	10	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1587	45	39	1900	182	196	23	198	28	10	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1587	45	39	1900	182	196	23	198	28	10	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1587	45	39	1900	182	196	23	198	28	10	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1587	45	39	1900	182	196	23	198	28	10	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	1587	45	39	1900	182	196	23	198	28	10	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5445	154	1750	5700	1750	1611	189	1750	925	330	495
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.02	0.33	0.10	0.12	0.12	0.11	0.03	0.03	0.03
Crit Moves:	***			***			***					
Green Time:	23.7	80.2	80.2	14.8	71.3	71.3	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.61	0.47	0.47	0.20	0.61	0.19	0.61	0.61	0.57	0.15	0.15	0.15
Delay/Veh:	52.2	13.6	13.6	52.7	20.2	14.9	50.3	50.3	49.0	43.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	13.6	13.6	52.7	20.2	14.9	50.3	50.3	49.0	43.1	43.1	43.1
LOS by Move:	D-	B	B	D-	C+	B	D	D	D	D	D	D
HCM2kAvgQ:	8	12	12	1	16	4	9	9	8	2	2	2
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #14: El Camino Real / Stanford Ave

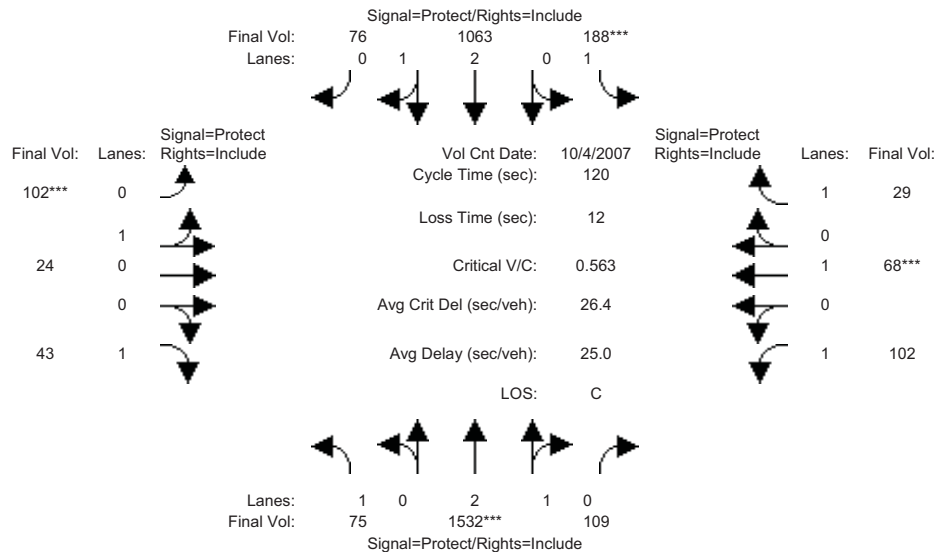


Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	194	1587	45	39	1900	182	196	23	198	28	10	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1587	45	39	1900	182	196	23	198	28	10	15
Added Vol:	1	31	0	0	82	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1618	45	39	1982	182	196	23	200	28	10	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1618	45	39	1982	182	196	23	200	28	10	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1618	45	39	1982	182	196	23	200	28	10	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	1618	45	39	1982	182	196	23	200	28	10	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5448	152	1750	5700	1750	1611	189	1750	925	330	495
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.02	0.35	0.10	0.12	0.12	0.11	0.03	0.03	0.03
Crit Moves:	***				***			***				
Green Time:	23.2	81.0	81.0	14.7	72.4	72.4	25.3	25.3	25.3	25.3	25.3	25.3
Volume/Cap:	0.62	0.48	0.48	0.20	0.62	0.19	0.62	0.62	0.59	0.16	0.16	0.16
Delay/Veh:	53.3	13.3	13.3	52.8	19.9	14.3	51.4	51.4	50.2	43.7	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:	53.3	13.3	13.3	52.8	19.9	14.3	51.4	51.4	50.2	43.7	43.7	43.7
LOS by Move:	D-	B	B	D-	B-	B	D-	D-	D	D	D	D
HCM2kAvgQ:	8	12	12	1	17	4	9	9	8	2	2	2
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #15: El Camino Real / California Ave

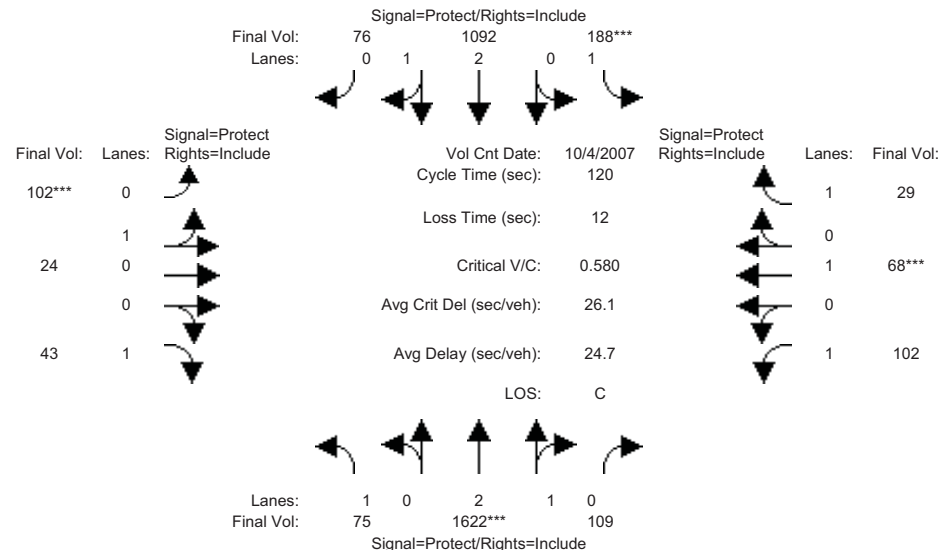


Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	75	1532	109	188	1063	76	102	24	43	102	68	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1532	109	188	1063	76	102	24	43	102	68	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1532	109	188	1063	76	102	24	43	102	68	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1532	109	188	1063	76	102	24	43	102	68	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1532	109	188	1063	76	102	24	43	102	68	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	1532	109	188	1063	76	102	24	43	102	68	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.79	0.21	1.00	2.79	0.21	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5228	372	1750	5226	374	1457	343	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.11	0.20	0.20	0.07	0.07	0.02	0.06	0.04	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.6	61.0	61.0	22.4	64.8	64.8	14.6	14.5	14.5	10.1	10.0	10.0
Volume/Cap:	0.28	0.58	0.58	0.58	0.38	0.38	0.58	0.58	0.20	0.69	0.43	0.20
Delay/Veh:	45.3	20.8	20.8	47.0	16.0	16.0	53.5	53.8	48.1	66.5	54.2	51.9
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:	45.3	20.8	20.8	47.0	16.0	16.0	53.5	53.8	48.1	66.5	54.2	51.9
LOS by Move:	D	C+	C+	D	B	B	D-	D-	D	E	D-	D-
HCM2kAvgQ:	2	13	13	7	8	8	5	5	2	5	3	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #15: El Camino Real / California Ave

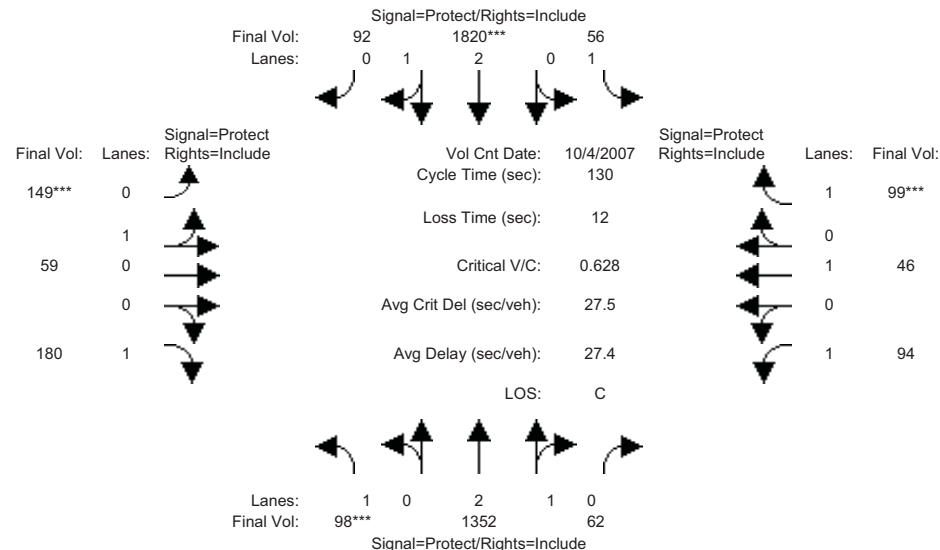


Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	75	1532	109	188	1063	76	102	24	43	102	68	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1532	109	188	1063	76	102	24	43	102	68	29
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1622	109	188	1092	76	102	24	43	102	68	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1622	109	188	1092	76	102	24	43	102	68	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1622	109	188	1092	76	102	24	43	102	68	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	1622	109	188	1092	76	102	24	43	102	68	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5247	353	1750	5235	364	1457	343	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.11	0.21	0.21	0.07	0.07	0.02	0.06	0.04	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.3	62.3	62.3	21.6	65.6	65.6	14.1	14.2	14.2	9.9	10.0	10.0
Volume/Cap:	0.28	0.60	0.60	0.60	0.38	0.38	0.60	0.59	0.21	0.70	0.43	0.20
Delay/Veh:	45.6	20.4	20.4	48.3	15.7	15.7	54.8	54.6	48.3	68.2	54.2	51.9
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:	45.6	20.4	20.4	48.3	15.7	15.7	54.8	54.6	48.3	68.2	54.2	51.9
LOS by Move:	D	C+	C+	D	B	B	D-	D-	D	E	D-	D-
HCM2kAvgQ:	2	14	14	7	8	8	6	6	2	5	3	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #15: El Camino Real / California Ave

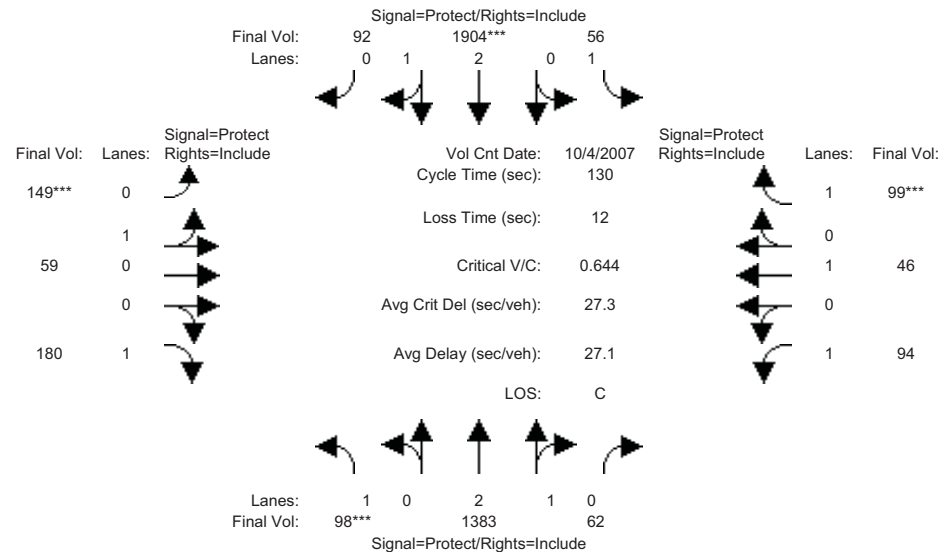


Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	98	1352	62	56	1820	92	149	59	180	94	46	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1352	62	56	1820	92	149	59	180	94	46	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1352	62	56	1820	92	149	59	180	94	46	99
User Adj:	1.00	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:	98	1352	62	56	1820	92	149	59	180	94	46	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1352	62	56	1820	92	149	59	180	94	46	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	1352	62	56	1820	92	149	59	180	94	46	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.85	0.15	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5354	246	1750	5330	269	1289	511	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.34	0.34	0.12	0.12	0.10	0.05	0.02	0.06
Crit Moves:	***			***			***					***
Green Time:	11.6	67.9	67.9	14.5	70.7	70.7	23.9	24.3	24.3	11.3	11.7	11.7
Volume/Cap:	0.63	0.48	0.48	0.29	0.63	0.63	0.63	0.62	0.55	0.62	0.27	0.63
Delay/Veh:	65.0	20.0	20.0	53.8	20.9	20.9	52.7	52.0	49.9	64.6	56.0	64.8
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:	65.0	20.0	20.0	53.8	20.9	20.9	52.7	52.0	49.9	64.6	56.0	64.8
LOS by Move:	E	B-	B-	D-	C+	C+	D-	D-	D	E	E+	E
HCM2kAvgQ:	4	11	11	2	17	17	9	9	8	5	2	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #15: El Camino Real / California Ave



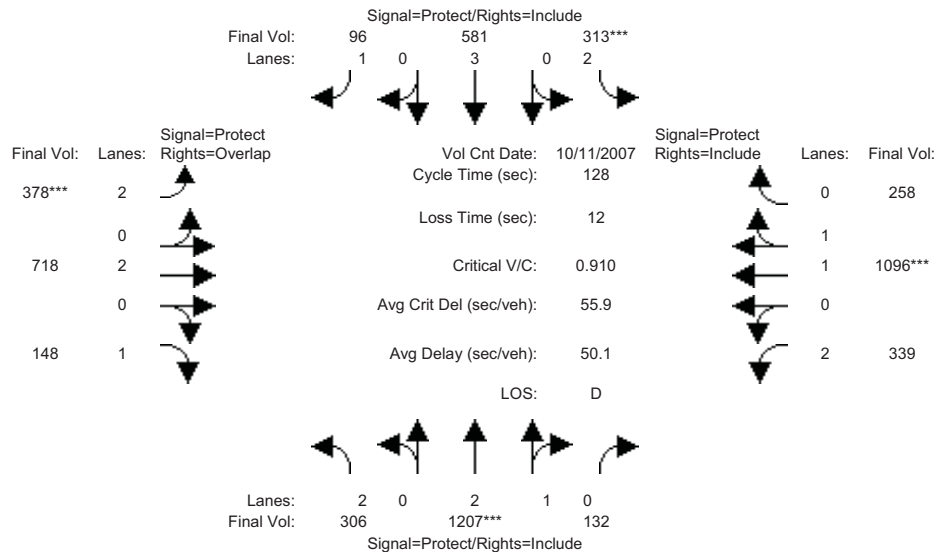
Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	98	1352	62	56	1820	92	149	59	180	94	46	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1352	62	56	1820	92	149	59	180	94	46	99
Added Vol:	0	31	0	0	84	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1383	62	56	1904	92	149	59	180	94	46	99
User Adj:	1.00	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:	98	1383	62	56	1904	92	149	59	180	94	46	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1383	62	56	1904	92	149	59	180	94	46	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	1383	62	56	1904	92	149	59	180	94	46	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	1.00	2.86	0.14	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5359	240	1750	5342	258	1289	511	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.03	0.36	0.36	0.12	0.12	0.10	0.05	0.02	0.06
Crit Moves:	***			***			***					***
Green Time:	11.3	68.9	68.9	14.4	72.0	72.0	23.3	23.7	23.7	11.0	11.4	11.4
Volume/Cap:	0.64	0.49	0.49	0.29	0.64	0.64	0.64	0.63	0.56	0.63	0.28	0.64
Delay/Veh:	66.5	19.5	19.5	54.0	20.6	20.6	53.9	53.2	50.8	66.1	56.3	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:	66.5	19.5	19.5	54.0	20.6	20.6	53.9	53.2	50.8	66.1	56.3	66.4
LOS by Move:	E	B-	B-	D-	C+	C+	D-	D-	D	E	E+	E
HCM2kAvgQ:	4	12	12	2	18	18	9	9	8	5	2	5

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

Stanford EIR

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

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 11 Oct 2007 << 07:45 - 08:45

Base Vol: 306 1207 132 313 581 240 378 718 148 339 1096 258

Growth Adj: 1.00 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 1207 132 313 581 240 378 718 148 339 1096 258

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 306 1207 132 313 581 240 378 718 148 339 1096 258

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 306 1207 132 313 581 96 378 718 148 339 1096 258

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 306 1207 132 313 581 96 378 718 148 339 1096 258

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 306 1207 132 313 581 96 378 718 148 339 1096 258

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.98 0.95

Lanes: 2.00 2.69 0.31 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.61 0.39

Final Sat.: 3150 5047 552 3150 5700 1750 3150 3800 1750 3150 2994 705

Capacity Analysis Module:

Vol/Sat: 0.10 0.24 0.24 0.10 0.10 0.05 0.12 0.19 0.08 0.11 0.37 0.37

Crit Moves: ****

Green Time: 23.2 33.6 33.6 14.0 24.4 24.4 16.9 43.6 66.8 24.8 51.5 51.5

Volume/Cap: 0.54 0.91 0.91 0.91 0.54 0.29 0.91 0.56 0.16 0.56 0.91 0.91

Delay/Veh: 48.5 54.4 54.4 83.5 47.2 44.9 78.4 34.9 16.1 47.7 44.7 44.7

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: 48.5 54.4 54.4 83.5 47.2 44.9 78.4 34.9 16.1 47.7 44.7 44.7

LOS by Move: D D- D- F D D E- C- B D D D

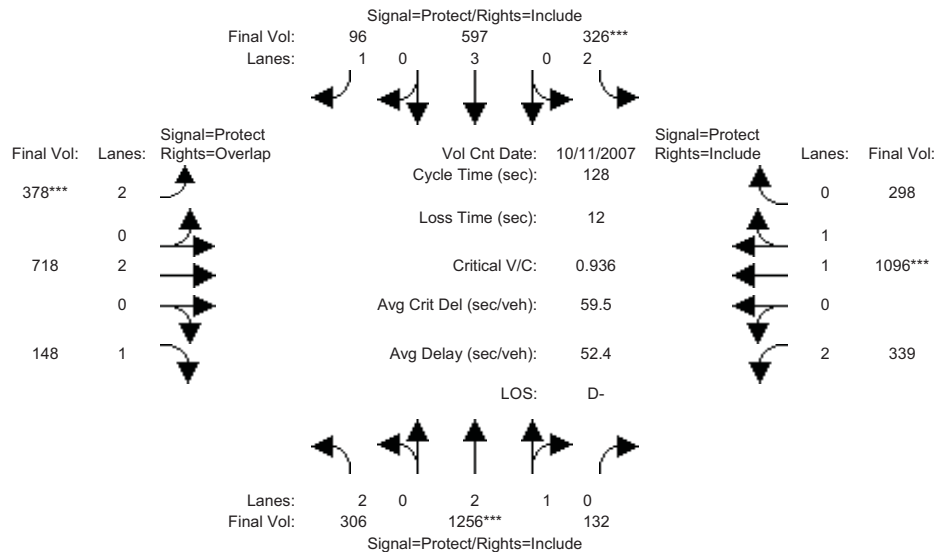
HCM2kAvgQ: 6 18 18 8 7 3 8 10 3 8 29 29

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	7 10 10	7 10 10	7 10 10	7 10 10
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0

Volume Module: >> Count Date: 11 Oct 2007 << 07:45 - 08:45

Module	North Bound	South Bound	East Bound	West Bound
Base Vol:	306 1207 132	313 581 240	378 718 148	339 1096 258
Growth Adj:	1.00 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 1207 132	313 581 240	378 718 148	339 1096 258
Added Vol:	0 49 0	13 16 0	0 0 0	0 0 40
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	306 1256 132	326 597 240	378 718 148	339 1096 298
User Adj:	1.00 1.00 1.00	1.00 1.00 0.40	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	306 1256 132	326 597 96	378 718 148	339 1096 298
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	306 1256 132	326 597 96	378 718 148	339 1096 298
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	306 1256 132	326 597 96	378 718 148	339 1096 298

Saturation Flow Module:

Module	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.83 0.99 0.95	0.83 1.00 0.92	0.83 1.00 0.92	0.83 0.98 0.95
Lanes:	2.00 2.70 0.30	2.00 3.00 1.00	2.00 2.00 1.00	2.00 1.56 0.44
Final Sat.:	3150 5067 532	3150 5700 1750	3150 3800 1750	3150 2908 791

Capacity Analysis Module:

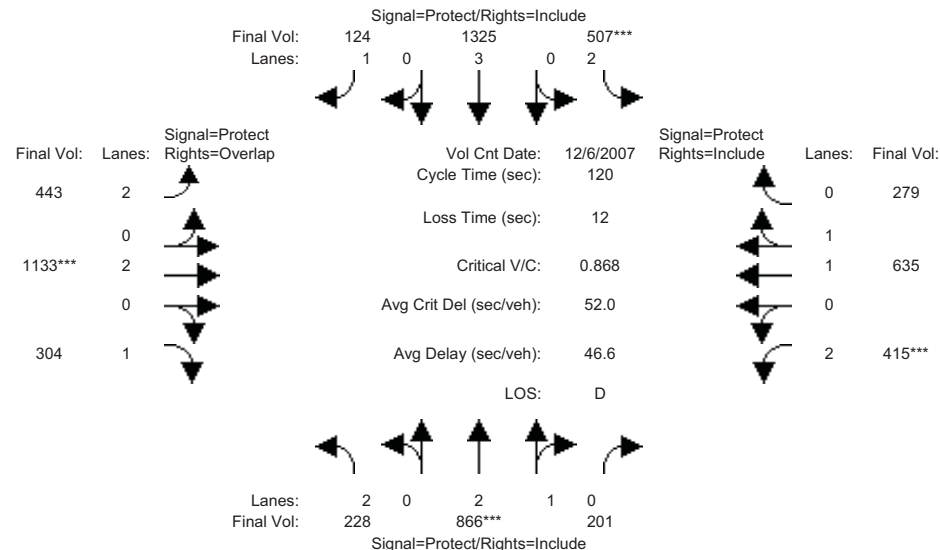
Module	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.10 0.25 0.25	0.10 0.10 0.05	0.12 0.19 0.08	0.11 0.38 0.38
Crit Moves:	****	****	****	****
Green Time:	23.1 33.9 33.9	14.2 24.9 24.9	16.4 43.3 66.4	24.7 51.5 51.5
Volume/Cap:	0.54 0.94 0.94	0.94 0.54 0.28	0.94 0.56 0.16	0.56 0.94 0.94
Delay/Veh:	48.6 57.4 57.4	88.6 46.9 44.4	84.4 35.1 16.3	47.9 48.0 48.0
User DelAdj:	1.00 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 57.4 57.4	88.6 46.9 44.4	84.4 35.1 16.3	47.9 48.0 48.0
LOS by Move:	D E+ E+	F D D	F D+ B	D D D
HCM2kAvgQ:	6 19 19	9 7 3	8 10 3	8 31 31

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

Stanford EIR

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

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 6 Dec 2007 << 17:30 - 18:30

Base Vol: 228 866 201 507 1325 309 443 1133 304 415 635 279

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 228 866 201 507 1325 309 443 1133 304 415 635 279

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 228 866 201 507 1325 309 443 1133 304 415 635 279

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 228 866 201 507 1325 124 443 1133 304 415 635 279

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 228 866 201 507 1325 124 443 1133 304 415 635 279

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 228 866 201 507 1325 124 443 1133 304 415 635 279

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.95

Lanes: 2.00 2.41 0.59 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.37 0.63

Final Sat.: 3150 4544 1055 3150 5700 1750 3150 3800 1750 3150 2570 1129

Capacity Analysis Module:

Vol/Sat: 0.07 0.19 0.19 0.16 0.23 0.07 0.14 0.30 0.17 0.13 0.25 0.25

Crit Moves: ****

Green Time: 11.5 26.3 26.3 22.2 37.0 37.0 21.5 41.2 52.7 18.2 37.9 37.9

Volume/Cap: 0.75 0.87 0.87 0.87 0.75 0.23 0.78 0.87 0.40 0.87 0.78 0.78

Delay/Veh: 63.0 52.0 52.0 60.6 39.2 31.1 54.0 43.3 23.1 65.3 40.9 40.9

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: 63.0 52.0 52.0 60.6 39.2 31.1 54.0 43.3 23.1 65.3 40.9 40.9

LOS by Move: E D- D- E D C D- D C E D D

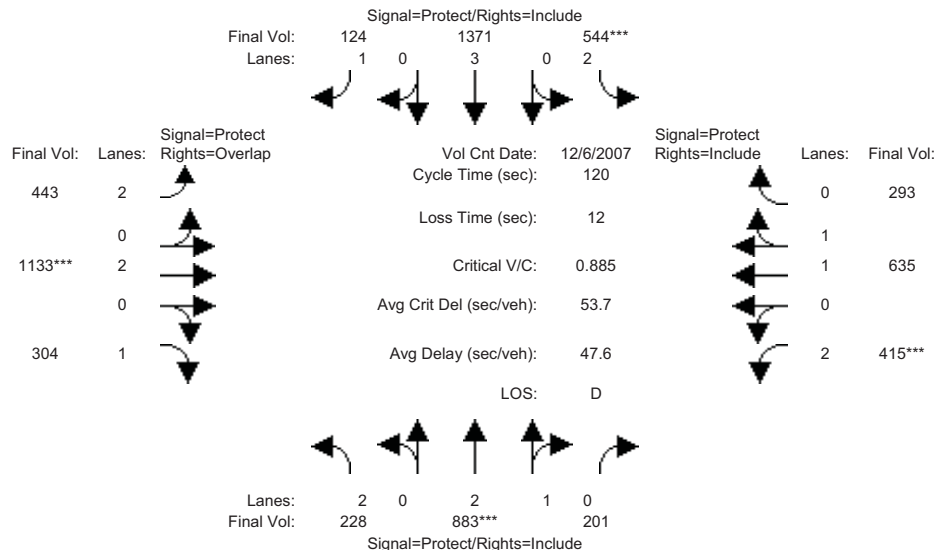
HCM2kAvgQ: 5 14 14 12 15 3 10 21 8 12 17 17

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 6 Dec 2007 << 17:30 - 18:30

Base Vol: 228 866 201 507 1325 309 443 1133 304 415 635 279

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 228 866 201 507 1325 309 443 1133 304 415 635 279

Added Vol: 0 17 0 37 46 0 0 0 0 0 0 14

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 228 883 201 544 1371 309 443 1133 304 415 635 293

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 228 883 201 544 1371 124 443 1133 304 415 635 293

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 228 883 201 544 1371 124 443 1133 304 415 635 293

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 228 883 201 544 1371 124 443 1133 304 415 635 293

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.95

Lanes: 2.00 2.42 0.58 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.35 0.65

Final Sat.: 3150 4560 1038 3150 5700 1750 3150 3800 1750 3150 2531 1168

Capacity Analysis Module:

Vol/Sat: 0.07 0.19 0.19 0.17 0.24 0.07 0.14 0.30 0.17 0.13 0.25 0.25

Crit Moves: ****

Green Time: 11.5 26.3 26.3 23.4 38.2 38.2 20.9 40.4 51.9 17.9 37.4 37.4

Volume/Cap: 0.76 0.88 0.88 0.88 0.76 0.22 0.81 0.88 0.40 0.88 0.81 0.81

Delay/Veh: 63.3 53.4 53.4 61.3 38.6 30.2 56.1 45.2 23.7 67.9 42.2 42.2

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: 63.3 53.4 53.4 61.3 38.6 30.2 56.1 45.2 23.7 67.9 42.2 42.2

LOS by Move: E D- D- E D+ C E+ D C E D D

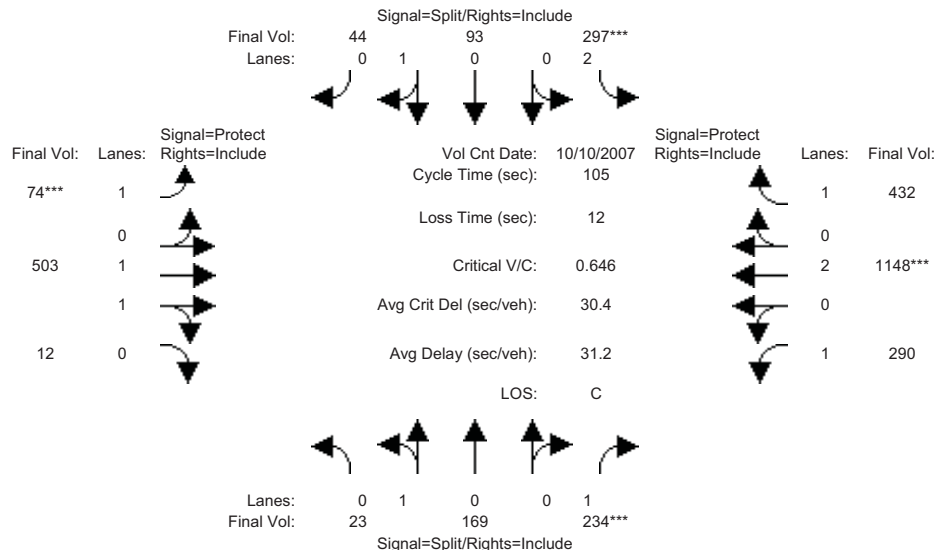
HCM2kAvgQ: 5 14 14 12 15 3 10 21 8 12 18 18

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

Stanford EIR

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

Intersection #17: Woodland Ave / University Ave



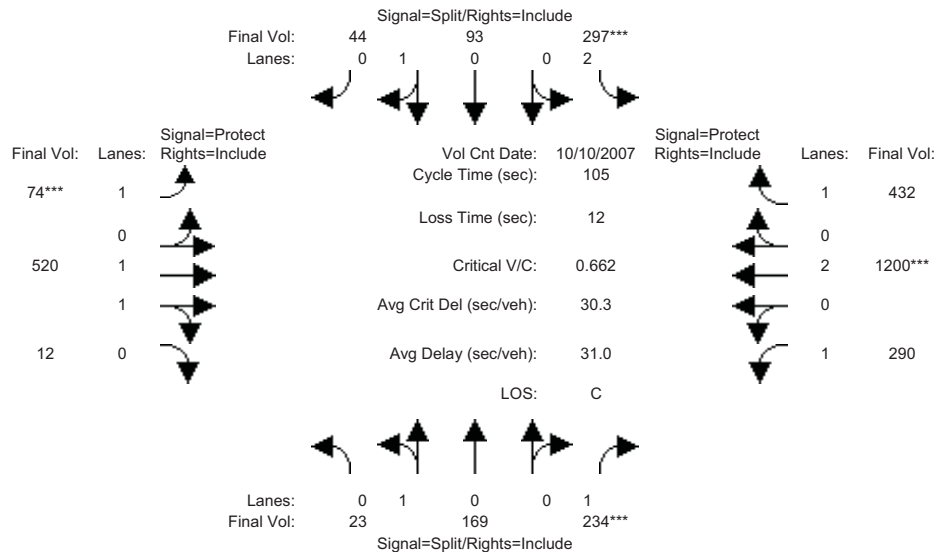
Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2007 << 07:30 - 08:30											
Base Vol:	23	169	234	297	93	44	74	503	12	290	1148	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	169	234	297	93	44	74	503	12	290	1148	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	169	234	297	93	44	74	503	12	290	1148	432
User Adj:	1.00	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:	23	169	234	297	93	44	74	503	12	290	1148	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	169	234	297	93	44	74	503	12	290	1148	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	169	234	297	93	44	74	503	12	290	1148	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1222	578	1750	3614	86	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.09	0.08	0.08	0.04	0.14	0.14	0.17	0.30	0.25
Crit Moves:	****			****			****			****		
Green Time:	21.7	21.7	21.7	15.3	15.3	15.3	7.0	25.6	25.6	30.4	49.0	49.0
Volume/Cap:	0.52	0.52	0.65	0.65	0.52	0.52	0.63	0.57	0.57	0.57	0.65	0.53
Delay/Veh:	38.3	38.3	42.2	45.5	43.4	43.4	58.7	35.8	35.8	33.3	22.2	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	42.2	45.5	43.4	43.4	58.7	35.8	35.8	33.3	22.2	20.5
LOS by Move:	D+	D+	D	D	D	D	E+	D+	D+	C-	C+	C+
HCM2kAvgQ:	6	6	8	7	5	5	3	7	7	9	15	11

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #17: Woodland Ave / University Ave



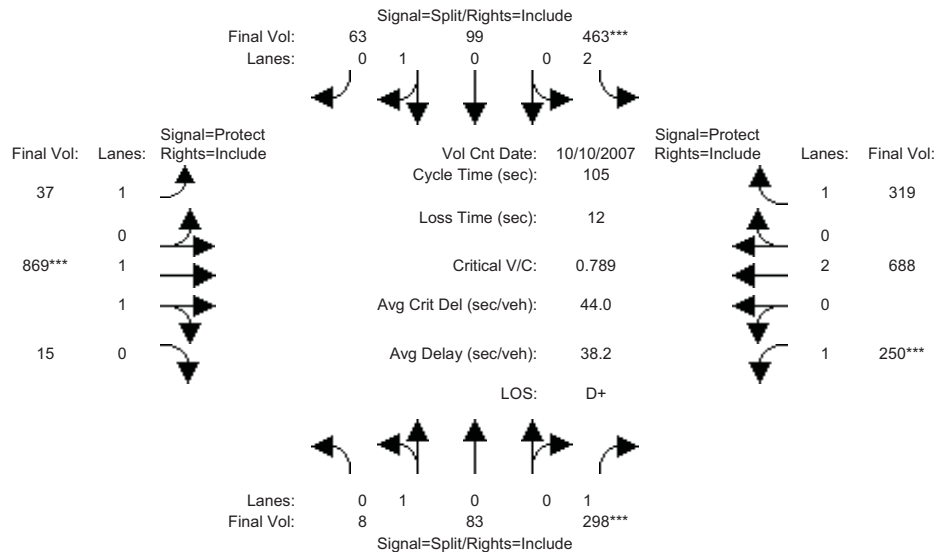
Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2007 << 07:30 - 08:30											
Base Vol:	23	169	234	297	93	44	74	503	12	290	1148	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	169	234	297	93	44	74	503	12	290	1148	432
Added Vol:	0	0	0	0	0	0	0	17	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	169	234	297	93	44	74	520	12	290	1200	432
User Adj:	1.00	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:	23	169	234	297	93	44	74	520	12	290	1200	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	169	234	297	93	44	74	520	12	290	1200	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	169	234	297	93	44	74	520	12	290	1200	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1222	578	1750	3616	83	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.09	0.08	0.08	0.04	0.14	0.14	0.17	0.32	0.25
Crit Moves:	****			****			****			****		
Green Time:	21.1	21.1	21.1	14.9	14.9	14.9	7.0	26.5	26.5	30.5	49.9	49.9
Volume/Cap:	0.53	0.53	0.66	0.66	0.54	0.54	0.63	0.57	0.57	0.57	0.66	0.52
Delay/Veh:	39.0	39.0	43.4	46.4	44.1	44.1	58.7	35.2	35.2	33.2	22.0	19.7
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:	39.0	39.0	43.4	46.4	44.1	44.1	58.7	35.2	35.2	33.2	22.0	19.7
LOS by Move:	D+	D+	D	D	D	D	E+	D+	D+	C-	C+	B-
HCM2kAvgQ:	6	6	9	7	5	5	3	8	8	9	15	11

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

Stanford EIR

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

Intersection #17: Woodland Ave / University Ave

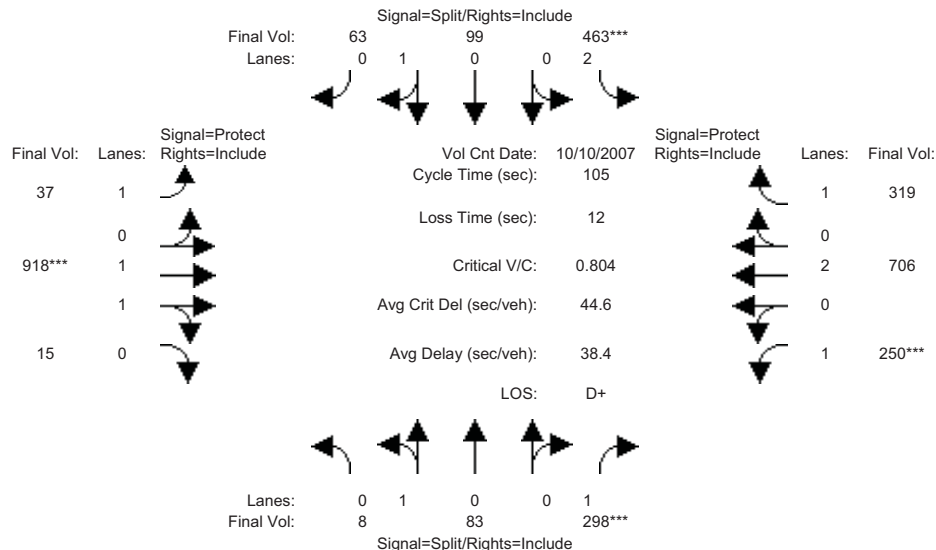


Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2007 << 16:30 - 17:30											
Base Vol:	8	83	298	463	99	63	37	869	15	250	688	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	83	298	463	99	63	37	869	15	250	688	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	83	298	463	99	63	37	869	15	250	688	319
User Adj:	1.00	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:	8	83	298	463	99	63	37	869	15	250	688	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	83	298	463	99	63	37	869	15	250	688	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	83	298	463	99	63	37	869	15	250	688	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	158	1642	1750	3150	1100	700	1750	3637	63	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.17	0.15	0.09	0.09	0.02	0.24	0.24	0.14	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	22.7	22.7	22.7	19.6	19.6	19.6	13.6	31.8	31.8	19.0	37.2	37.2
Volume/Cap:	0.23	0.23	0.79	0.79	0.48	0.48	0.16	0.79	0.79	0.79	0.51	0.51
Delay/Veh:	34.3	34.3	49.6	47.9	39.3	39.3	41.0	37.4	37.4	53.6	27.1	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	49.6	47.9	39.3	39.3	41.0	37.4	37.4	53.6	27.1	27.5
LOS by Move:	C-	C-	D	D	D	D	D	D+	D+	D-	C	C
HCM2kAvgQ:	3	3	12	11	5	5	1	14	14	10	9	9
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #17: Woodland Ave / University Ave



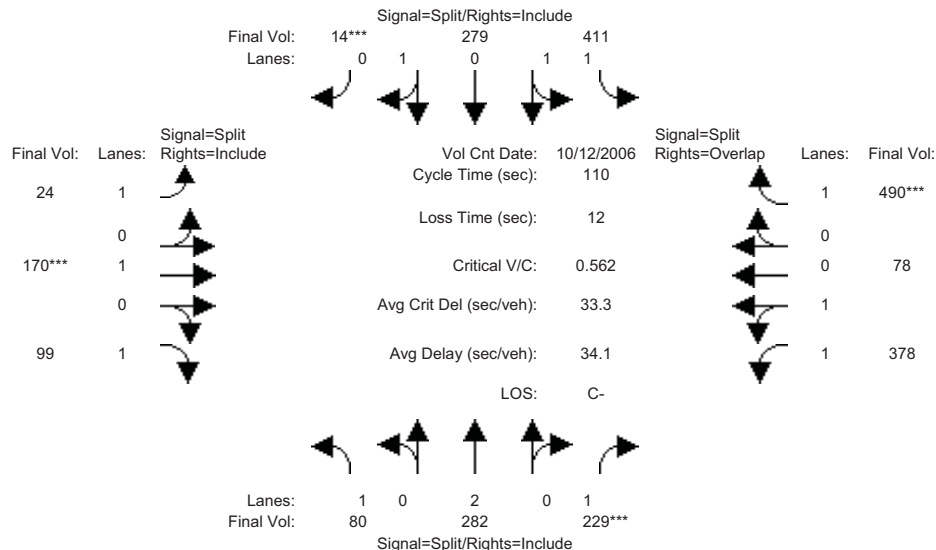
Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2007 << 16:30 - 17:30											
Base Vol:	8	83	298	463	99	63	37	869	15	250	688	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	83	298	463	99	63	37	869	15	250	688	319
Added Vol:	0	0	0	0	0	0	0	49	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	83	298	463	99	63	37	918	15	250	706	319
User Adj:	1.00	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:	8	83	298	463	99	63	37	918	15	250	706	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	83	298	463	99	63	37	918	15	250	706	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	83	298	463	99	63	37	918	15	250	706	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	158	1642	1750	3150	1100	700	1750	3640	59	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.17	0.15	0.09	0.09	0.02	0.25	0.25	0.14	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	22.2	22.2	22.2	19.2	19.2	19.2	13.6	32.9	32.9	18.7	38.0	38.0
Volume/Cap:	0.24	0.24	0.80	0.80	0.49	0.49	0.16	0.80	0.80	0.80	0.51	0.50
Delay/Veh:	34.7	34.7	51.4	49.2	39.7	39.7	41.0	37.3	37.3	55.5	26.6	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	34.7	51.4	49.2	39.7	39.7	41.0	37.3	37.3	55.5	26.6	26.8
LOS by Move:	C-	C-	D-	D	D	D	D	D+	D+	E+	C	C
HCM2kAvgQ:	3	3	12	11	5	5	1	15	15	11	9	9

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

Stanford EIR

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

Intersection #18: Middlefield Rd / Willow Rd

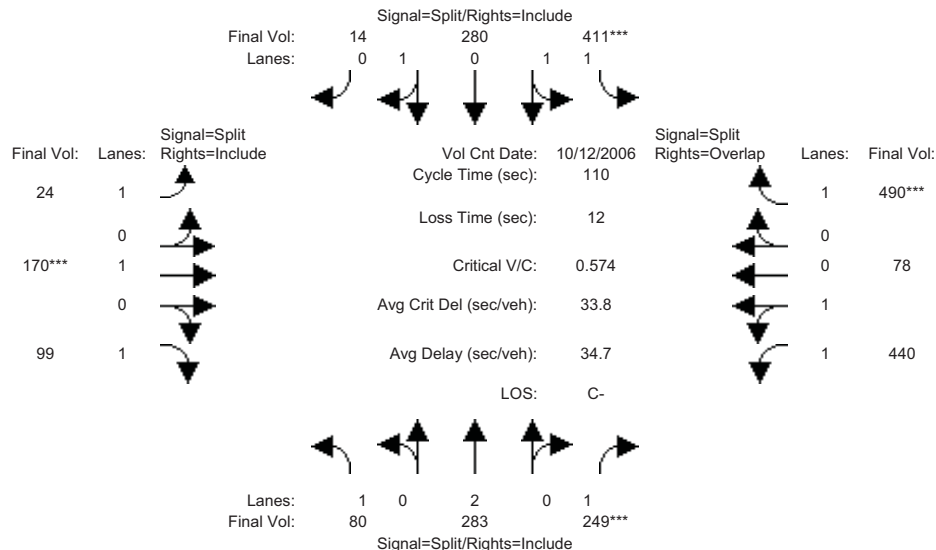


Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 8:15 - 9:15AM											
Base Vol:	80	282	229	411	279	14	24	170	99	378	78	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	282	229	411	279	14	24	170	99	378	78	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	282	229	411	279	14	24	170	99	378	78	490
User Adj:	1.00	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:	80	282	229	411	279	14	24	170	99	378	78	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	282	229	411	279	14	24	170	99	378	78	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	282	229	411	279	14	24	170	99	378	78	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.66	0.34	1.00
Final Sat.:	1750	3800	1750	3123	2120	106	1750	1900	1750	2943	607	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.13	0.13	0.13	0.13	0.01	0.09	0.06	0.13	0.13	0.28
Crit Moves:	****			****			****			****		
Green Time:	25.6	25.6	25.6	25.8	25.8	25.8	17.5	17.5	17.5	29.1	29.1	54.8
Volume/Cap:	0.20	0.32	0.56	0.56	0.56	0.56	0.09	0.56	0.36	0.49	0.49	0.56
Delay/Veh:	34.1	35.2	39.0	37.7	37.7	37.7	39.5	45.1	42.0	34.6	34.6	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	35.2	39.0	37.7	37.7	37.7	39.5	45.1	42.0	34.6	34.6	20.0
LOS by Move:	C-	D+	D	D+	D+	D+	D	D	D	C-	C-	C+
HCM2kAvgQ:	2	4	7	7	7	7	1	6	3	7	7	13
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #18: Middlefield Rd / Willow Rd



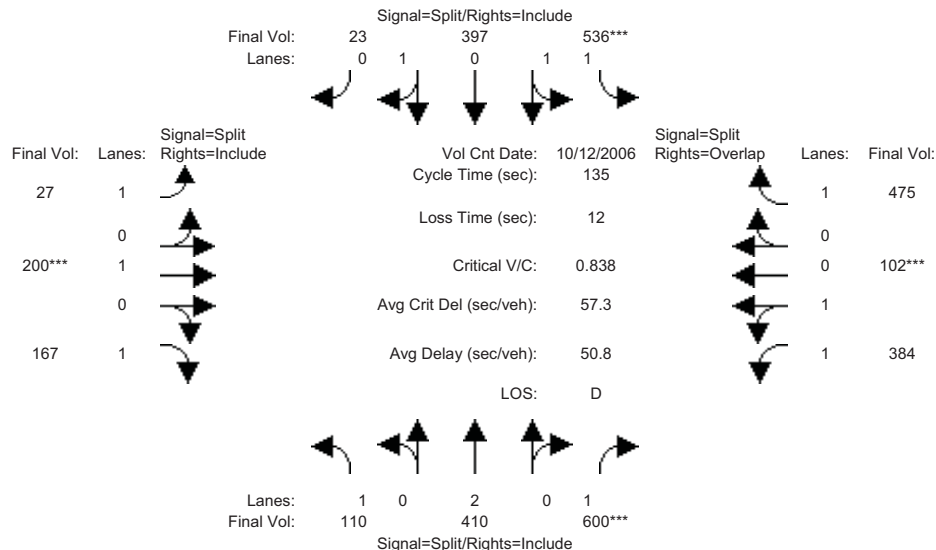
Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 8:15 - 9:15AM											
Base Vol:	80	282	229	411	279	14	24	170	99	378	78	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	282	229	411	279	14	24	170	99	378	78	490
Added Vol:	0	1	20	0	1	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	283	249	411	280	14	24	170	99	440	78	490
User Adj:	1.00	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:	80	283	249	411	280	14	24	170	99	440	78	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	283	249	411	280	14	24	170	99	440	78	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	283	249	411	280	14	24	170	99	440	78	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.70	0.30	1.00
Final Sat.:	1750	3800	1750	3119	2125	106	1750	1900	1750	3015	535	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.14	0.13	0.13	0.13	0.01	0.09	0.06	0.15	0.15	0.28
Crit Moves:	****			****			****			****		
Green Time:	27.2	27.2	27.2	25.2	25.2	25.2	17.1	17.1	17.1	28.4	28.4	53.6
Volume/Cap:	0.18	0.30	0.57	0.57	0.57	0.57	0.09	0.57	0.36	0.57	0.57	0.57
Delay/Veh:	32.8	33.8	38.2	38.3	38.3	38.3	39.9	45.8	42.4	36.3	36.3	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	33.8	38.2	38.3	38.3	38.3	39.9	45.8	42.4	36.3	36.3	21.0
LOS by Move:	C-	C-	D+	D+	D+	D+	D	D	D	D+	D+	C+
HCM2kAvgQ:	2	4	8	7	7	7	1	6	3	9	9	13

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

Stanford EIR

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

Intersection #18: Middlefield Rd / Willow Rd

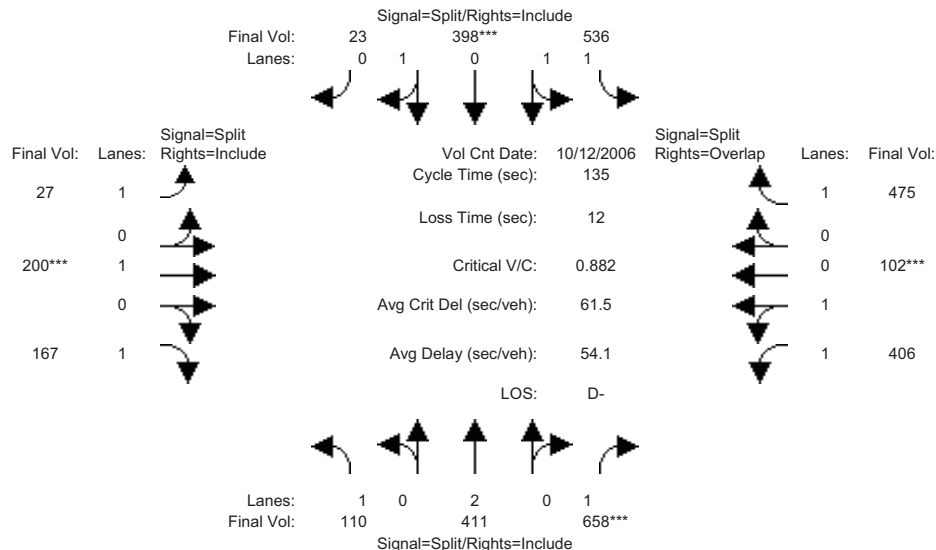


Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 5:15 - 6:15 PM											
Base Vol:	110	410	600	536	397	23	27	200	167	384	102	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	410	600	536	397	23	27	200	167	384	102	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	410	600	536	397	23	27	200	167	384	102	475
User Adj:	1.00	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:	110	410	600	536	397	23	27	200	167	384	102	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	410	600	536	397	23	27	200	167	384	102	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	410	600	536	397	23	27	200	167	384	102	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.70	1.23	0.07	1.00	1.00	1.00	1.59	0.41	1.00
Final Sat.:	1750	3800	1750	2999	2222	129	1750	1900	1750	2805	745	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.34	0.18	0.18	0.18	0.02	0.11	0.10	0.14	0.14	0.27
Crit Moves:	****			****			****			****		
Green Time:	55.2	55.2	55.2	28.8	28.8	28.8	17.0	17.0	17.0	22.0	22.0	50.8
Volume/Cap:	0.15	0.26	0.84	0.84	0.84	0.84	0.12	0.84	0.76	0.84	0.84	0.72
Delay/Veh:	25.3	26.5	44.5	56.5	56.5	56.5	52.7	79.9	71.3	65.2	65.2	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:	25.3	26.5	44.5	56.5	56.5	56.5	52.7	79.9	71.3	65.2	65.2	39.9
LOS by Move:	C	C	D	E+	E+	E+	D-	E-	E	E	E	D
HCM2kAvgQ:	3	5	26	14	14	14	1	10	9	13	13	19
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #18: Middlefield Rd / Willow Rd

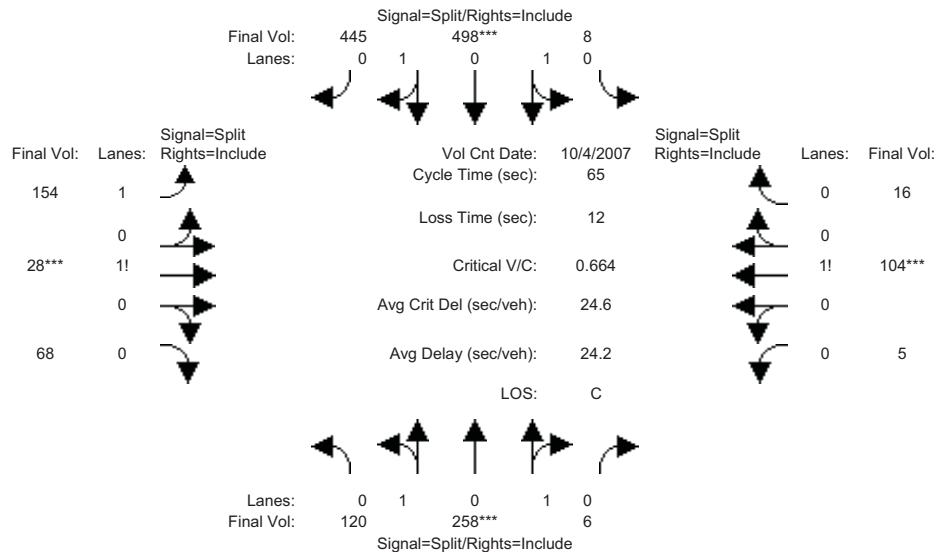


Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 5:15 - 6:15 PM											
Base Vol:	110	410	600	536	397	23	27	200	167	384	102	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	410	600	536	397	23	27	200	167	384	102	475
Added Vol:	0	1	58	0	1	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	411	658	536	398	23	27	200	167	406	102	475
User Adj:	1.00	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:	110	411	658	536	398	23	27	200	167	406	102	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	411	658	536	398	23	27	200	167	406	102	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	411	658	536	398	23	27	200	167	406	102	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.69	1.24	0.07	1.00	1.00	1.00	1.60	0.40	1.00
Final Sat.:	1750	3800	1750	2996	2225	129	1750	1900	1750	2837	713	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.38	0.18	0.18	0.18	0.02	0.11	0.10	0.14	0.14	0.27
Crit Moves:	****			****			****			****		
Green Time:	57.6	57.6	57.6	27.4	27.4	27.4	16.1	16.1	16.1	21.9	21.9	49.3
Volume/Cap:	0.15	0.25	0.88	0.88	0.88	0.88	0.13	0.88	0.80	0.88	0.88	0.74
Delay/Veh:	23.8	25.0	47.5	60.8	60.8	60.8	53.4	89.0	77.1	70.0	70.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	25.0	47.5	60.8	60.8	60.8	53.4	89.0	77.1	70.0	70.0	42.0
LOS by Move:	C	C	D	E	E	E	D-	F	E-	E	E	D
HCM2kAvgQ:	3	5	30	15	15	15	1	11	9	14	14	19
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #19: Middlefield Rd / Lytton Ave



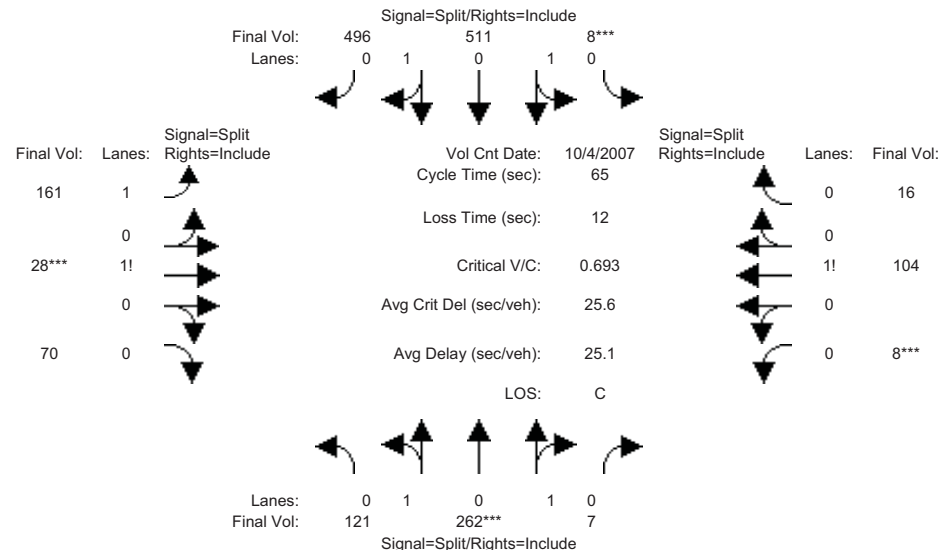
Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	120	258	6	8	498	445	154	28	68	5	104	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	258	6	8	498	445	154	28	68	5	104	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	258	6	8	498	445	154	28	68	5	104	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	258	6	8	498	445	154	28	68	5	104	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	258	6	8	498	445	154	28	68	5	104	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	258	6	8	498	445	154	28	68	5	104	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.62	1.35	0.03	0.02	1.05	0.93	1.45	0.16	0.39	0.04	0.83	0.13
Final Sat.:	1125	2419	56	30	1885	1685	2529	283	688	70	1456	224
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.26	0.26	0.26	0.06	0.10	0.10	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	23.0	23.0	23.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.69	0.69	0.69	0.75	0.75	0.75	0.40	0.64	0.64	0.46	0.46	0.46
Delay/Veh:	29.8	29.8	29.8	20.9	20.9	20.9	25.2	29.5	29.5	26.3	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	29.8	29.8	20.9	20.9	20.9	25.2	29.5	29.5	26.3	26.3	26.3
LOS by Move:	C	C	C	C+	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	9	9	9	3	5	5	3	3	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #19: Middlefield Rd / Lytton Ave

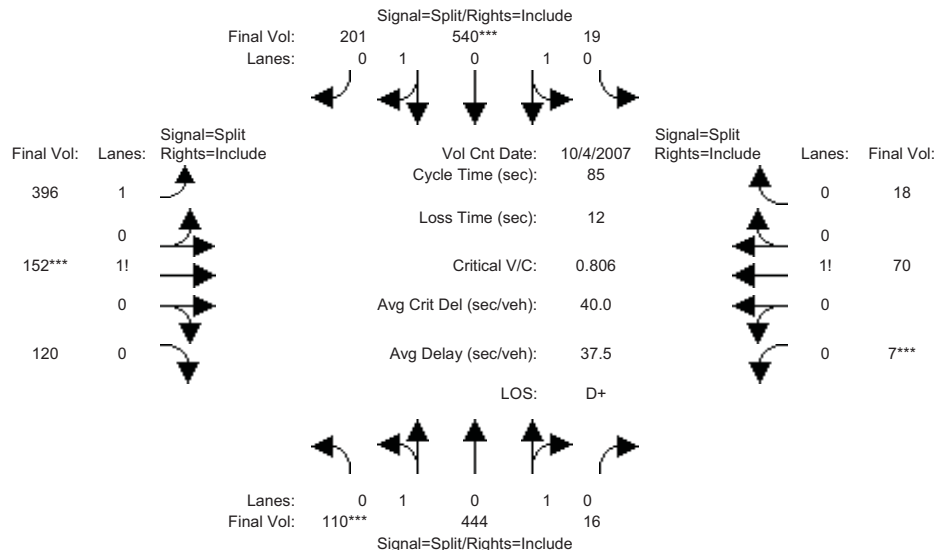


Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 8-9am												
Base Vol:	120	258	6	8	498	445	154	28	68	5	104	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	258	6	8	498	445	154	28	68	5	104	16
Added Vol:	1	4	1	0	13	51	7	0	2	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	262	7	8	511	496	161	28	70	8	104	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	262	7	8	511	496	161	28	70	8	104	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	262	7	8	511	496	161	28	70	8	104	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	262	7	8	511	496	161	28	70	8	104	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.62	1.34	0.04	0.01	1.01	0.98	1.45	0.16	0.39	0.06	0.81	0.13
Final Sat.:	1117	2418	65	28	1812	1759	2539	275	686	109	1422	219
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.28	0.28	0.28	0.06	0.10	0.10	0.07	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	23.0	23.0	23.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.70	0.70	0.70	0.80	0.80	0.80	0.41	0.66	0.66	0.48	0.48	0.48
Delay/Veh:	30.2	30.2	30.2	22.5	22.5	22.5	25.3	30.2	30.2	26.4	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	30.2	22.5	22.5	22.5	25.3	30.2	30.2	26.4	26.4	26.4
LOS by Move:	C	C	C	C+	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	10	10	10	3	5	5	3	3	3
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #19: Middlefield Rd / Lytton Ave

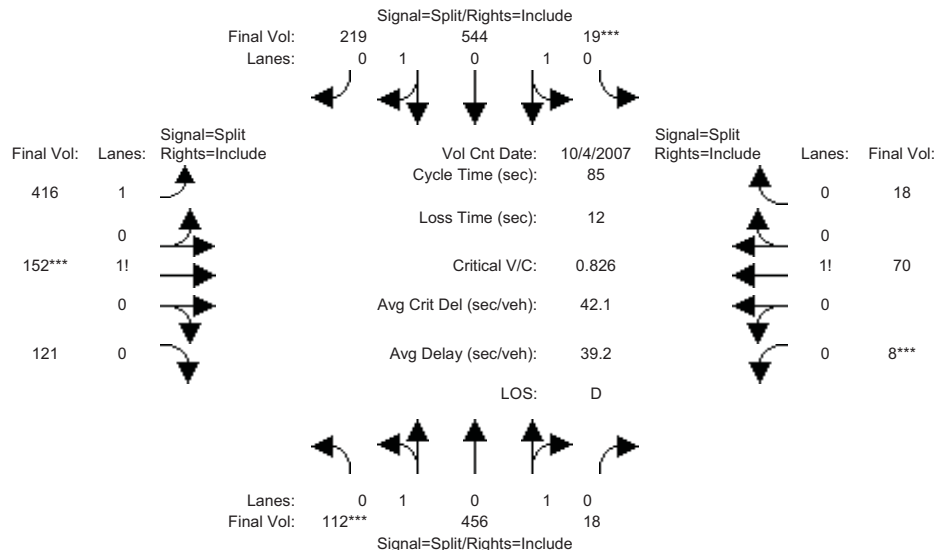


Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4:45-5:45pm												
Base Vol:	110	444	16	19	540	201	396	152	120	7	70	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	444	16	19	540	201	396	152	120	7	70	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	444	16	19	540	201	396	152	120	7	70	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	444	16	19	540	201	396	152	120	7	70	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	444	16	19	540	201	396	152	120	7	70	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	444	16	19	540	201	396	152	120	7	70	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.56	0.06	0.05	1.42	0.53	1.42	0.32	0.26	0.07	0.74	0.19
Final Sat.:	695	2804	101	90	2558	952	2487	566	447	129	1289	332
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.21	0.21	0.21	0.16	0.27	0.27	0.05	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	15.6	15.6	15.6	20.8	20.8	20.8	26.5	26.5	26.5	10.0	10.0	10.0
Volume/Cap:	0.86	0.86	0.86	0.86	0.86	0.86	0.51	0.86	0.86	0.46	0.46	0.46
Delay/Veh:	44.7	44.7	44.7	39.3	39.3	39.3	24.3	37.2	37.2	36.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	44.7	44.7	39.3	39.3	39.3	24.3	37.2	37.2	36.6	36.6	36.6
LOS by Move:	D	D	D	D	D	D	C	D+	D+	D+	D+	D+
HCM2kAvgQ:	8	8	8	13	13	13	7	16	16	3	3	3
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #19: Middlefield Rd / Lytton Ave

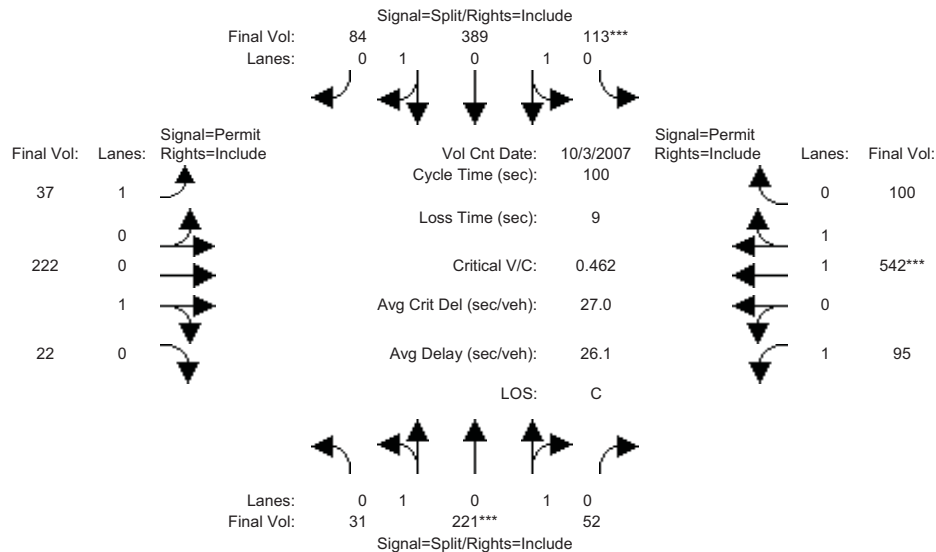


Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4:45-5:45pm												
Base Vol:	110	444	16	19	540	201	396	152	120	7	70	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	444	16	19	540	201	396	152	120	7	70	18
Added Vol:	2	12	2	0	4	18	20	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	456	18	19	544	219	416	152	121	8	70	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	456	18	19	544	219	416	152	121	8	70	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	456	18	19	544	219	416	152	121	8	70	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	456	18	19	544	219	416	152	121	8	70	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.56	0.06	0.05	1.39	0.56	1.43	0.32	0.25	0.08	0.73	0.19
Final Sat.:	688	2801	111	87	2504	1008	2507	553	440	146	1276	328
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.22	0.22	0.22	0.17	0.27	0.27	0.05	0.05	0.05
Crit Moves:	***			***			***			***		
Green Time:	15.7	15.7	15.7	20.9	20.9	20.9	26.4	26.4	26.4	10.0	10.0	10.0
Volume/Cap:	0.88	0.88	0.88	0.88	0.88	0.88	0.53	0.88	0.88	0.47	0.47	0.47
Delay/Veh:	47.1	47.1	47.1	41.3	41.3	41.3	24.6	39.5	39.5	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	47.1	47.1	41.3	41.3	41.3	24.6	39.5	39.5	36.7	36.7	36.7
LOS by Move:	D	D	D	D	D	D	C	D	D	D+	D+	D+
HCM2kAvgQ:	9	9	9	14	14	14	7	17	17	3	3	3
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #20: Middlefield Rd / University Ave



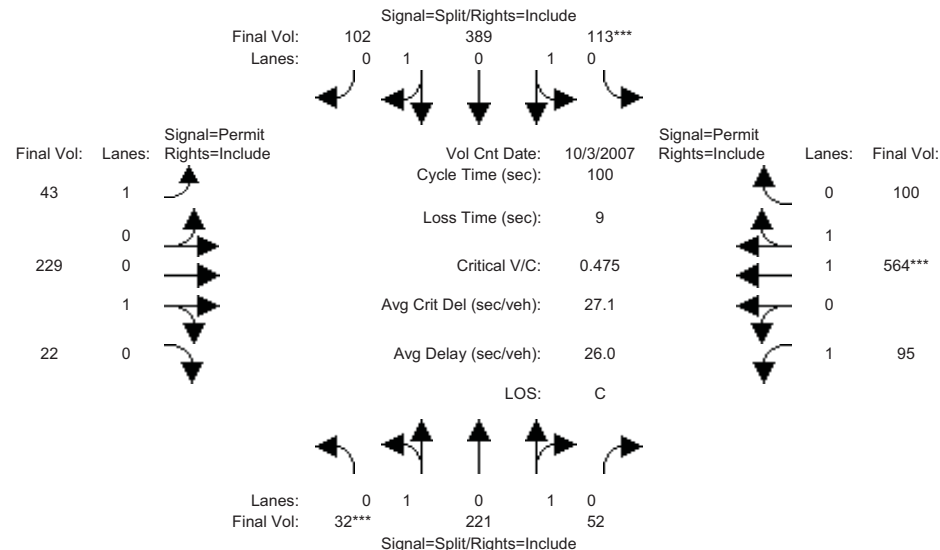
Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 08:00 - 09:00												
Base Vol:	31	221	52	113	389	84	37	222	22	95	542	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	221	52	113	389	84	37	222	22	95	542	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	221	52	113	389	84	37	222	22	95	542	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	221	52	113	389	84	37	222	22	95	542	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	221	52	113	389	84	37	222	22	95	542	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	221	52	113	389	84	37	222	22	95	542	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.20	1.46	0.34	0.38	1.33	0.29	1.00	0.91	0.09	1.00	1.68	0.32
Final Sat.:	367	2617	616	694	2390	516	1750	1638	162	1750	3123	576
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.16	0.16	0.16	0.02	0.14	0.14	0.05	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	18.3	18.3	18.3	35.2	35.2	35.2	37.5	37.5	37.5	37.5	37.5	37.5
Volume/Cap:	0.46	0.46	0.46	0.46	0.46	0.46	0.06	0.36	0.36	0.14	0.46	0.46
Delay/Veh:	37.0	37.0	37.0	25.3	25.3	25.3	20.0	22.9	22.9	20.7	23.9	23.9
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:	37.0	37.0	37.0	25.3	25.3	25.3	20.0	22.9	22.9	20.7	23.9	23.9
LOS by Move:	D+	D+	D+	C	C	C	B-	C+	C+	C+	C	C
HCM2kAvgQ:	4	4	4	7	7	7	1	6	6	2	8	8

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #20: Middlefield Rd / University Ave

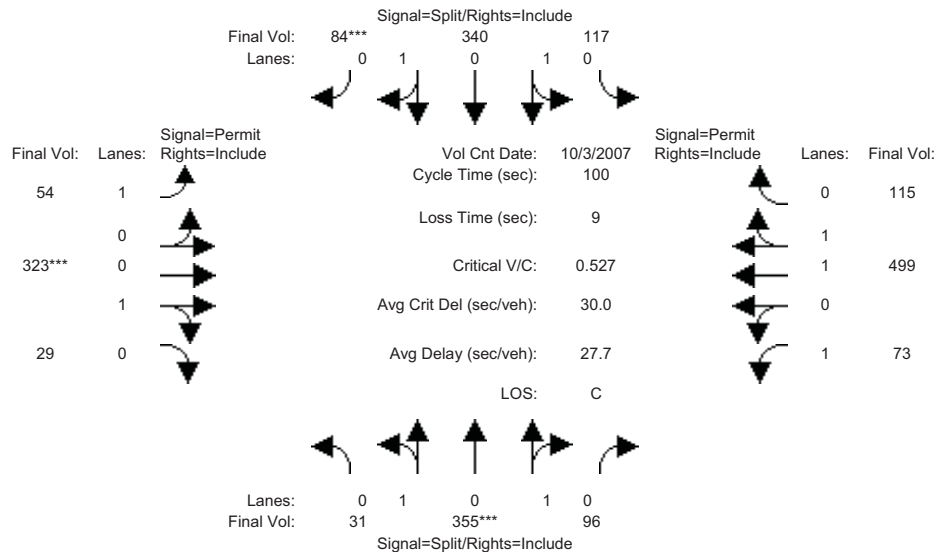


Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	3 Oct 2007 << 08:00 - 09:00											
Base Vol:	31	221	52	113	389	84	37	222	22	95	542	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	221	52	113	389	84	37	222	22	95	542	100
Added Vol:	1	0	0	0	0	18	6	7	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	221	52	113	389	102	43	229	22	95	564	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	221	52	113	389	102	43	229	22	95	564	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	221	52	113	389	102	43	229	22	95	564	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	221	52	113	389	102	43	229	22	95	564	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.21	1.45	0.34	0.37	1.29	0.34	1.00	0.91	0.09	1.00	1.69	0.31
Final Sat.:	378	2609	614	674	2319	608	1750	1642	158	1750	3142	557
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.02	0.14	0.14	0.05	0.18	0.18
Crit Moves:	***			***						***		
Green Time:	17.8	17.8	17.8	35.3	35.3	35.3	37.8	37.8	37.8	37.8	37.8	37.8
Volume/Cap:	0.47	0.47	0.47	0.47	0.47	0.47	0.06	0.37	0.37	0.14	0.47	0.47
Delay/Veh:	37.4	37.4	37.4	25.4	25.4	25.4	19.9	22.8	22.8	20.5	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	37.4	25.4	25.4	25.4	19.9	22.8	22.8	20.5	23.8	23.8
LOS by Move:	D+	D+	D+	C	C	C	B-	C+	C+	C+	C	C
HCM2kAvgQ:	4	4	4	7	7	7	1	6	6	2	8	8
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #20: Middlefield Rd / University Ave



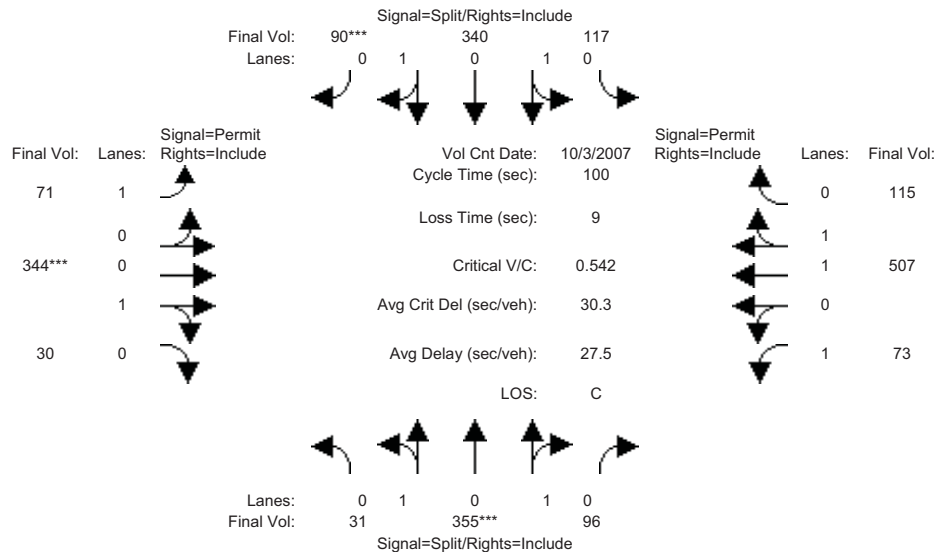
Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 17:30 - 18:30												
Base Vol:	31	355	96	117	340	84	54	323	29	73	499	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:	31	355	96	117	340	84	54	323	29	73	499	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	355	96	117	340	84	54	323	29	73	499	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:	31	355	96	117	340	84	54	323	29	73	499	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	355	96	117	340	84	54	323	29	73	499	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
Final Volume:	31	355	96	117	340	84	54	323	29	73	499	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.26	0.31	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	232	2651	717	779	2262	559	1750	1652	148	1750	3006	693
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.15	0.15	0.15	0.03	0.20	0.20	0.04	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	25.4	25.4	25.4	28.5	28.5	28.5	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.53	0.53	0.53	0.53	0.53	0.53	0.08	0.53	0.53	0.11	0.45	0.45
Delay/Veh:	32.7	32.7	32.7	30.6	30.6	30.6	20.5	25.4	25.4	20.7	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	32.7	32.7	30.6	30.6	30.6	20.5	25.4	25.4	20.7	24.0	24.0
LOS by Move:	C-	C-	C-	C	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	7	7	7	7	7	7	1	9	9	2	7	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #20: Middlefield Rd / University Ave



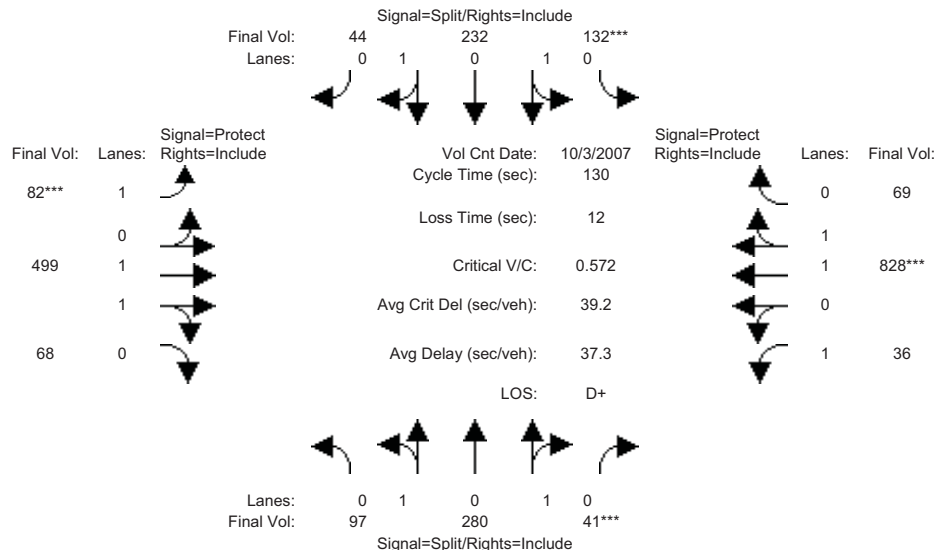
Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 17:30 - 18:30												
Base Vol:	31	355	96	117	340	84	54	323	29	73	499	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:	31	355	96	117	340	84	54	323	29	73	499	115
Added Vol:	0	0	0	0	0	0	17	21	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	355	96	117	340	90	71	344	30	73	507	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:	31	355	96	117	340	90	71	344	30	73	507	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	355	96	117	340	90	71	344	30	73	507	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
Final Volume:	31	355	96	117	340	90	71	344	30	73	507	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.24	0.33	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	232	2651	717	770	2238	592	1750	1656	144	1750	3015	684
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.15	0.15	0.15	0.04	0.21	0.21	0.04	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	28.0	28.0	28.0	38.3	38.3	38.3	38.3	38.3	38.3
Volume/Cap:	0.54	0.54	0.54	0.54	0.54	0.54	0.11	0.54	0.54	0.11	0.44	0.44
Delay/Veh:	33.4	33.4	33.4	31.2	31.2	31.2	19.9	24.9	24.9	19.9	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	33.4	31.2	31.2	31.2	19.9	24.9	24.9	19.9	23.1	23.1
LOS by Move:	C-	C-	C-	C	C	C	B-	C	C	B-	C	C
HCM2kAvgQ:	7	7	7	7	7	7	1	10	10	2	7	7

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

Stanford EIR

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

Intersection #21: Middlefield Rd / Embarcadero Rd

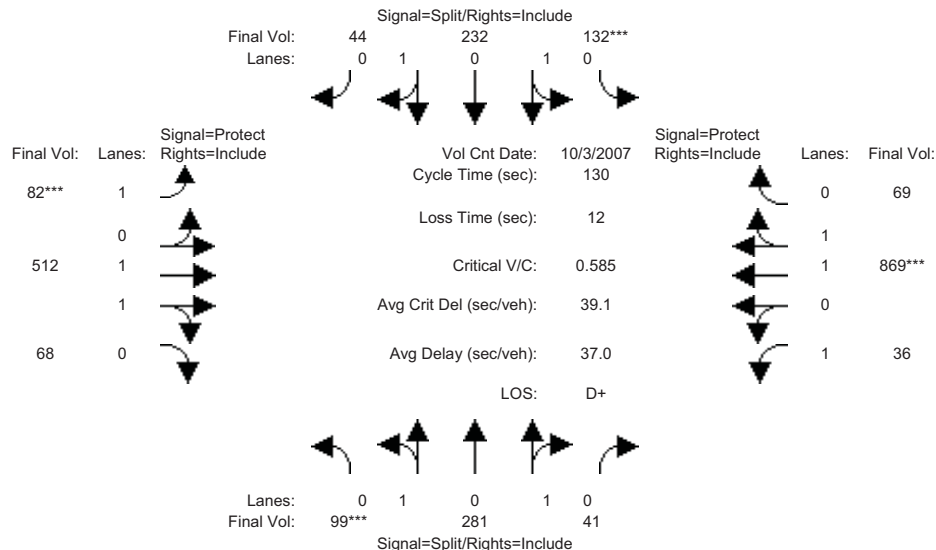


Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 07:45 - 08:45												
Base Vol:	97	280	41	132	232	44	82	499	68	36	828	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	280	41	132	232	44	82	499	68	36	828	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	280	41	132	232	44	82	499	68	36	828	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	280	41	132	232	44	82	499	68	36	828	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	280	41	132	232	44	82	499	68	36	828	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	280	41	132	232	44	82	499	68	36	828	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.46	1.34	0.20	0.65	1.14	0.21	1.00	1.75	0.25	1.00	1.84	0.16
Final Sat.:	835	2411	353	1165	2047	388	1750	3256	444	1750	3415	285
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.11	0.11	0.05	0.15	0.15	0.02	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	26.4	26.4	26.4	25.8	25.8	25.8	10.7	48.7	48.7	17.1	55.1	55.1
Volume/Cap:	0.57	0.57	0.57	0.57	0.57	0.57	0.57	0.41	0.41	0.16	0.57	0.57
Delay/Veh:	47.8	47.8	47.8	48.2	48.2	48.2	62.9	30.2	30.2	50.4	29.0	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:	47.8	47.8	47.8	48.2	48.2	48.2	62.9	30.2	30.2	50.4	29.0	29.0
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	8	8	8	8	8	8	4	8	8	1	14	14
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #21: Middlefield Rd / Embarcadero Rd



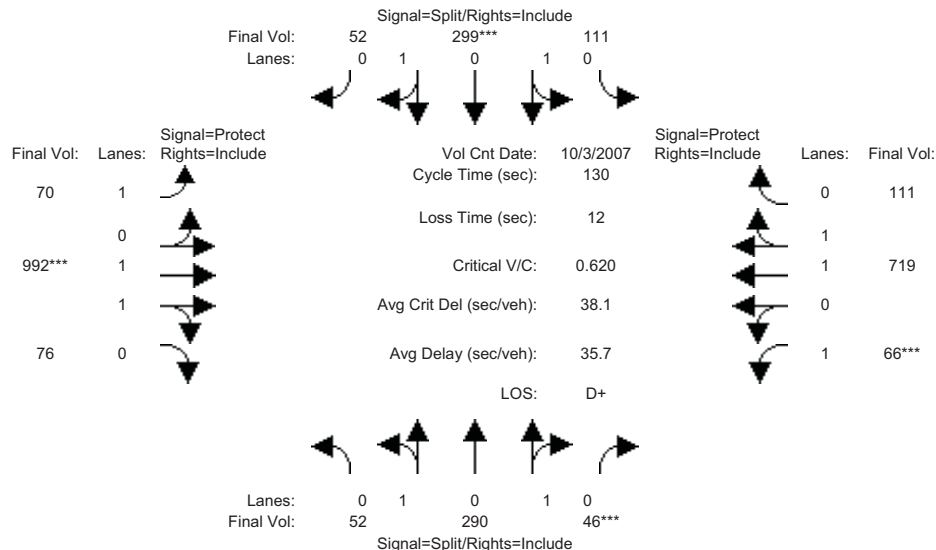
Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 07:45 - 08:45												
Base Vol:	97	280	41	132	232	44	82	499	68	36	828	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	280	41	132	232	44	82	499	68	36	828	69
Added Vol:	2	1	0	0	0	0	0	13	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	281	41	132	232	44	82	512	68	36	869	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	281	41	132	232	44	82	512	68	36	869	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	281	41	132	232	44	82	512	68	36	869	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	281	41	132	232	44	82	512	68	36	869	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.47	1.34	0.19	0.65	1.14	0.21	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	847	2403	351	1165	2047	388	1750	3266	434	1750	3428	272
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.11	0.11	0.05	0.16	0.16	0.02	0.25	0.25
Crit Moves:	***			***			***			***		
Green Time:	26.0	26.0	26.0	25.2	25.2	25.2	10.4	49.7	49.7	17.1	56.4	56.4
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.41	0.41	0.16	0.58	0.58
Delay/Veh:	48.3	48.3	48.3	48.9	48.9	48.9	63.9	29.6	29.6	50.4	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	48.3	48.3	48.9	48.9	48.9	63.9	29.6	29.6	50.4	28.5	28.5
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	9	9	9	8	8	8	4	9	9	1	15	15

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

Stanford EIR

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

Intersection #21: Middlefield Rd / Embarcadero Rd



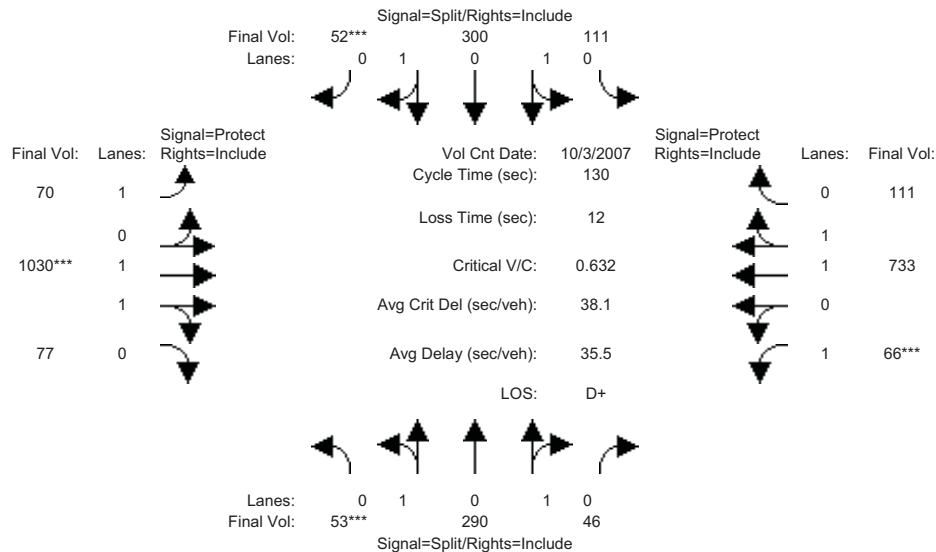
Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 17:30 - 18:30												
Base Vol:	52	290	46	111	299	52	70	992	76	66	719	111
Growth Adj:	1.00	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	290	46	111	299	52	70	992	76	66	719	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	290	46	111	299	52	70	992	76	66	719	111
User Adj:	1.00	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	290	46	111	299	52	70	992	76	66	719	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	290	46	111	299	52	70	992	76	66	719	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	290	46	111	299	52	70	992	76	66	719	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.29	0.23	1.00	1.85	0.15	1.00	1.73	0.27
Final Sat.:	482	2691	427	865	2330	405	1750	3437	263	1750	3205	495
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.13	0.13	0.13	0.04	0.29	0.29	0.04	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	22.6	22.6	22.6	26.9	26.9	26.9	13.3	60.6	60.6	7.9	55.2	55.2
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.39	0.62	0.62	0.62	0.53	0.53
Delay/Veh:	51.6	51.6	51.6	48.5	48.5	48.5	56.0	26.8	26.8	70.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	51.6	51.6	48.5	48.5	48.5	56.0	26.8	26.8	70.2	28.1	28.1
LOS by Move:	D-	D-	D-	D	D	D	E+	C	C	E	C	C
HCM2kAvgQ:	8	8	8	10	10	10	3	16	16	4	13	13

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #21: Middlefield Rd / Embarcadero Rd

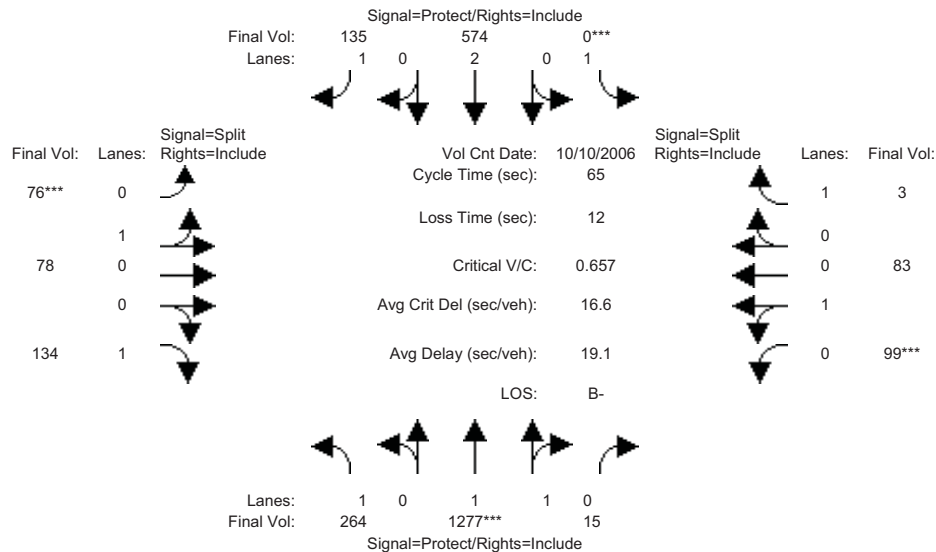


Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 17:30 - 18:30												
Base Vol:	52	290	46	111	299	52	70	992	76	66	719	111
Growth Adj:	1.00	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	290	46	111	299	52	70	992	76	66	719	111
Added Vol:	1	0	0	0	1	0	0	38	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	290	46	111	300	52	70	1030	77	66	733	111
User Adj:	1.00	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:	53	290	46	111	300	52	70	1030	77	66	733	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	290	46	111	300	52	70	1030	77	66	733	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	290	46	111	300	52	70	1030	77	66	733	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.86	0.14	1.00	1.73	0.27
Final Sat.:	490	2684	426	863	2333	404	1750	3442	257	1750	3213	487
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.13	0.13	0.13	0.04	0.30	0.30	0.04	0.23	0.23
Crit Moves:	***					***		***			***	
Green Time:	22.2	22.2	22.2	26.5	26.5	26.5	13.2	61.6	61.6	7.8	56.1	56.1
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.39	0.63	0.63	0.63	0.53	0.53
Delay/Veh:	52.2	52.2	52.2	49.1	49.1	49.1	56.1	26.5	26.5	71.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	52.2	52.2	49.1	49.1	49.1	56.1	26.5	26.5	71.6	27.6	27.6
LOS by Move:	D-	D-	D-	D	D	D	E+	C	C	E	C	C
HCM2kAvgQ:	8	8	8	10	10	10	3	17	17	4	13	13
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #22: Alma St / Churchill Ave



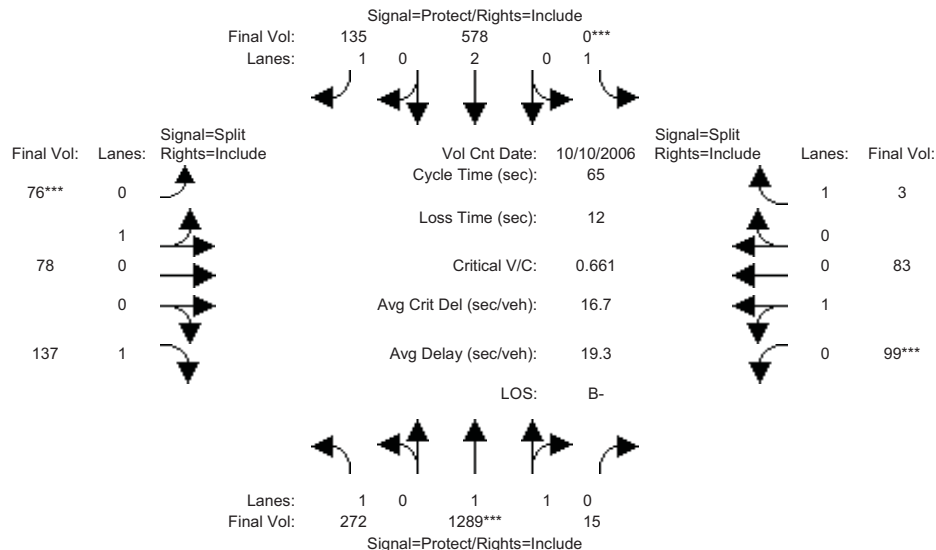
Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2006 << 07:45 - 08:45											
Base Vol:	264	1277	15	0	574	135	76	78	134	99	83	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1277	15	0	574	135	76	78	134	99	83	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1277	15	0	574	135	76	78	134	99	83	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1277	15	0	574	135	76	78	134	99	83	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1277	15	0	574	135	76	78	134	99	83	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	1277	15	0	574	135	76	78	134	99	83	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3657	43	1750	3800	1750	888	912	1750	979	821	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.00	0.15	0.08	0.09	0.09	0.08	0.10	0.10	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.3	33.0	33.0	0.0	16.7	16.7	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.60	0.69	0.69	0.00	0.59	0.30	0.56	0.56	0.50	0.66	0.66	0.01
Delay/Veh:	23.8	13.2	13.2	0.0	22.1	19.9	27.9	27.9	26.6	31.6	31.6	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	13.2	13.2	0.0	22.1	19.9	27.9	27.9	26.6	31.6	31.6	23.3
LOS by Move:	C	B	B	A	C+	B-	C	C	C	C	C	C
HCM2kAvgQ:	6	11	11	0	6	3	3	3	3	5	5	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #22: Alma St / Churchill Ave



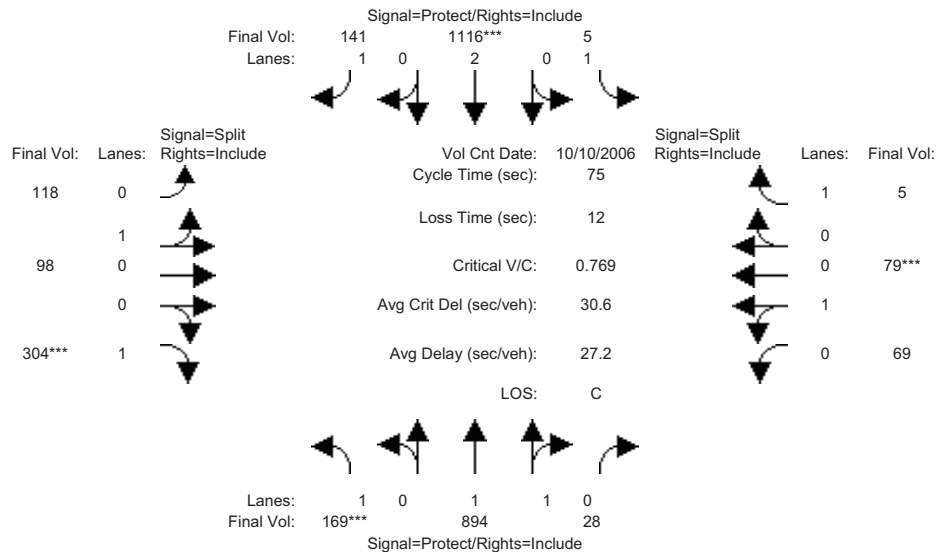
Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2006 << 07:45 - 08:45											
Base Vol:	264	1277	15	0	574	135	76	78	134	99	83	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1277	15	0	574	135	76	78	134	99	83	3
Added Vol:	8	12	0	0	4	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1289	15	0	578	135	76	78	137	99	83	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1289	15	0	578	135	76	78	137	99	83	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1289	15	0	578	135	76	78	137	99	83	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	272	1289	15	0	578	135	76	78	137	99	83	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3657	43	1750	3800	1750	888	912	1750	979	821	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.35	0.00	0.15	0.08	0.09	0.09	0.08	0.10	0.10	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.6	33.0	33.0	0.0	16.4	16.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.61	0.69	0.69	0.00	0.60	0.31	0.56	0.56	0.51	0.66	0.66	0.01
Delay/Veh:	23.8	13.3	13.3	0.0	22.5	20.1	27.9	27.9	26.9	31.6	31.6	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	13.3	13.3	0.0	22.5	20.1	27.9	27.9	26.9	31.6	31.6	23.3
LOS by Move:	C	B	B	A	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	6	11	11	0	6	3	3	3	3	5	5	0

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

Stanford EIR

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

Intersection #22: Alma St / Churchill Ave



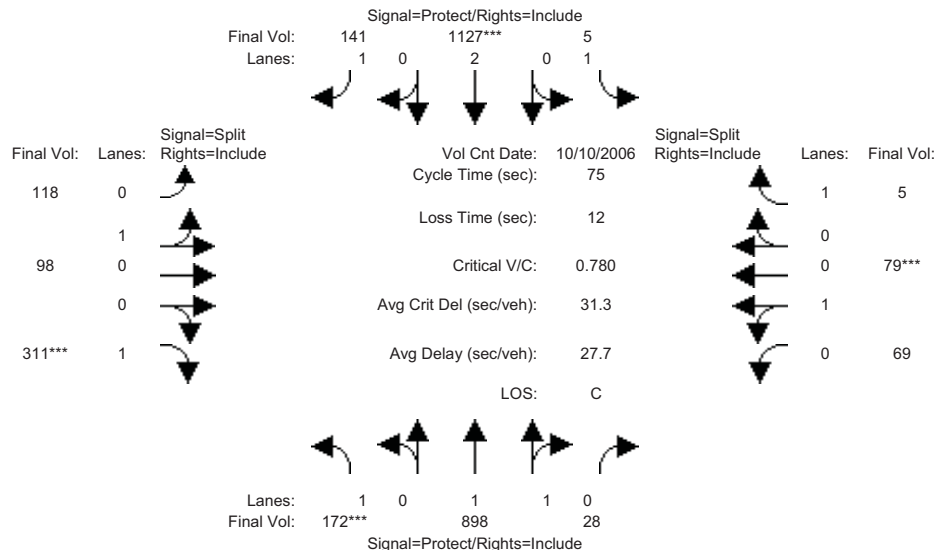
Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2006 << 17:00 - 18:00											
Base Vol:	169	894	28	5	1116	141	118	98	304	69	79	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	894	28	5	1116	141	118	98	304	69	79	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	894	28	5	1116	141	118	98	304	69	79	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	894	28	5	1116	141	118	98	304	69	79	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	894	28	5	1116	141	118	98	304	69	79	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	894	28	5	1116	141	118	98	304	69	79	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.55	0.45	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	983	817	1750	839	961	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.00	0.29	0.08	0.12	0.12	0.17	0.08	0.08	0.00
Crit Moves:	****			****					****			
Green Time:	9.1	26.7	26.7	10.0	27.6	27.6	16.3	16.3	16.3	10.0	10.0	10.0
Volume/Cap:	0.80	0.70	0.70	0.02	0.80	0.22	0.55	0.55	0.80	0.62	0.62	0.02
Delay/Veh:	50.9	22.4	22.4	28.3	24.5	16.5	27.8	27.8	39.0	35.5	35.5	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:	50.9	22.4	22.4	28.3	24.5	16.5	27.8	27.8	39.0	35.5	35.5	28.3
LOS by Move:	D	C+	C+	C	C	B	C	C	D	D+	D+	C
HCM2kAvgQ:	6	11	11	0	14	2	5	5	8	5	5	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #22: Alma St / Churchill Ave



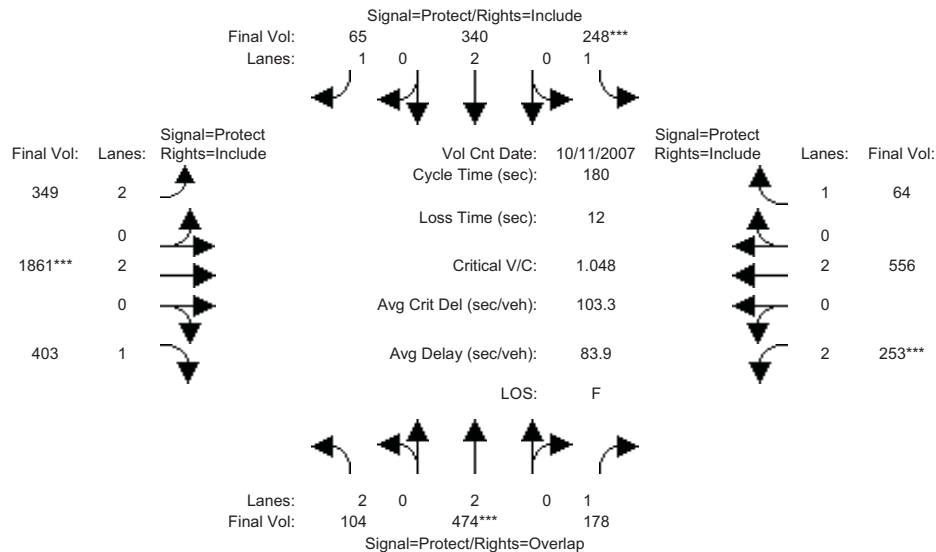
Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	10 Oct 2006 << 17:00 - 18:00											
Base Vol:	169	894	28	5	1116	141	118	98	304	69	79	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	894	28	5	1116	141	118	98	304	69	79	5
Added Vol:	3	4	0	0	11	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	898	28	5	1127	141	118	98	311	69	79	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	898	28	5	1127	141	118	98	311	69	79	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	898	28	5	1127	141	118	98	311	69	79	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	172	898	28	5	1127	141	118	98	311	69	79	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.55	0.45	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	983	817	1750	839	961	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.00	0.30	0.08	0.12	0.12	0.18	0.08	0.08	0.00
Crit Moves:	***				***				***		***	
Green Time:	9.1	26.6	26.6	9.9	27.5	27.5	16.4	16.4	16.4	10.0	10.0	10.0
Volume/Cap:	0.81	0.71	0.71	0.02	0.81	0.22	0.55	0.55	0.81	0.62	0.62	0.02
Delay/Veh:	52.5	22.6	22.6	28.3	25.1	16.6	27.6	27.6	40.0	35.5	35.5	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:	52.5	22.6	22.6	28.3	25.1	16.6	27.6	27.6	40.0	35.5	35.5	28.3
LOS by Move:	D-	C+	C+	C	C	B	C	C	D	D+	D+	C
HCM2kAvgQ:	7	11	11	0	14	2	5	5	8	5	5	0

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

Stanford EIR

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

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	14	10	10	14	10	10	7	10	0	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Oct 2007 << 08:00 - 09:00

Base Vol:	104	474	178	248	340	109	349	1861	403	253	556	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	474	178	248	340	109	349	1861	403	253	556	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	474	178	248	340	109	349	1861	403	253	556	64
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	104	474	178	248	340	65	349	1861	403	253	556	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	474	178	248	340	65	349	1861	403	253	556	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	474	178	248	340	65	349	1861	403	253	556	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

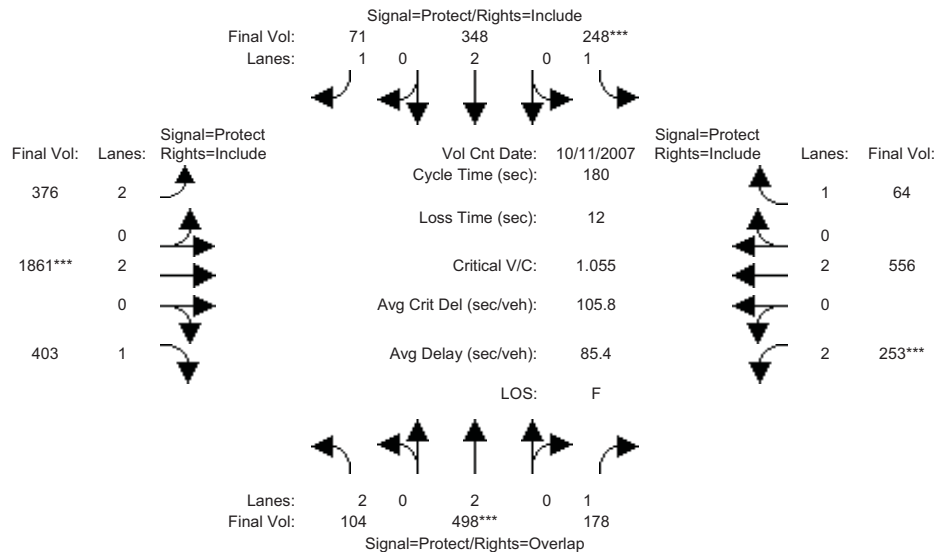
Vol/Sat:	0.03	0.12	0.10	0.28	0.18	0.04	0.11	0.49	0.23	0.08	0.15	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.2	21.4	35.2	48.7	48.9	48.9	42.2	84.1	84.1	13.8	55.7	55.7
Volume/Cap:	0.28	1.05	0.52	1.05	0.66	0.14	0.47	1.05	0.49	1.05	0.47	0.12
Delay/Veh:	72.8	135	66.2	137.4	61.3	49.8	59.8	83.2	33.7	158.8	65.6	57.9
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:	72.8	135	66.2	137.4	61.3	49.8	59.8	83.2	33.7	158.8	65.6	57.9
LOS by Move:	E	F	E	F	E	D	E+	F	C-	F	E	E+
HCM2kAvgQ:	3	16	10	18	9	3	10	60	16	9	13	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	14	10	10	14	10	10	7	10	0	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Oct 2007 << 08:00 - 09:00

Base Vol:	104	474	178	248	340	109	349	1861	403	253	556	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	474	178	248	340	109	349	1861	403	253	556	64
Added Vol:	0	24	0	0	8	9	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	498	178	248	348	118	376	1861	403	253	556	64
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	104	498	178	248	348	71	376	1861	403	253	556	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	498	178	248	348	71	376	1861	403	253	556	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	498	178	248	348	71	376	1861	403	253	556	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

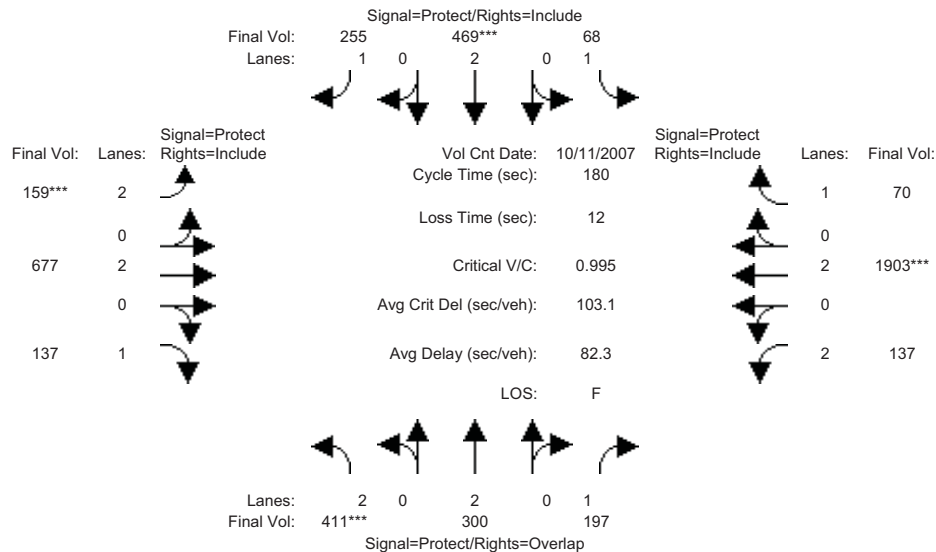
Vol/Sat:	0.03	0.13	0.10	0.28	0.18	0.04	0.12	0.49	0.23	0.08	0.15	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	22.4	36.1	48.4	49.6	49.6	43.7	83.6	83.6	13.7	53.6	53.6
Volume/Cap:	0.28	1.05	0.51	1.05	0.66	0.15	0.49	1.05	0.50	1.05	0.49	0.12
Delay/Veh:	73.0	135	65.3	139.7	61.0	49.3	59.1	85.8	34.0	161.0	67.0	59.2
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:	73.0	135	65.3	139.7	61.0	49.3	59.1	85.8	34.0	161.0	67.0	59.2
LOS by Move:	E	F	E	F	E	D	E+	F	C-	F	E	E+
HCM2kAvgQ:	3	17	10	18	9	4	11	61	16	9	13	3

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

Stanford EIR

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

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	14 10 10	14 10 10	7 10 0	7 10 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0

Volume Module: >> Count Date: 11 Oct 2007 << 17:15 - 18:15

Volume Module	North Bound	South Bound	East Bound	West Bound
Base Vol:	411 300 197	68 469 425	159 677 137	137 1903 70
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	411 300 197	68 469 425	159 677 137	137 1903 70
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	411 300 197	68 469 425	159 677 137	137 1903 70
User Adj:	1.00 1.00 1.00	1.00 1.00 0.60	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:	411 300 197	68 469 255	159 677 137	137 1903 70
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	411 300 197	68 469 255	159 677 137	137 1903 70
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	411 300 197	68 469 255	159 677 137	137 1903 70

Saturation Flow Module:

Sat/Lane:	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.83 1.00 0.92	0.46 0.50 0.92	0.83 1.00 0.92	0.83 1.00 0.92
Lanes:	2.00 2.00 1.00	1.00 2.00 1.00	2.00 2.00 1.00	2.00 2.00 1.00
Final Sat.:	3150 3800 1750	875 1900 1750	3150 3800 1750	3150 3800 1750

Capacity Analysis Module:

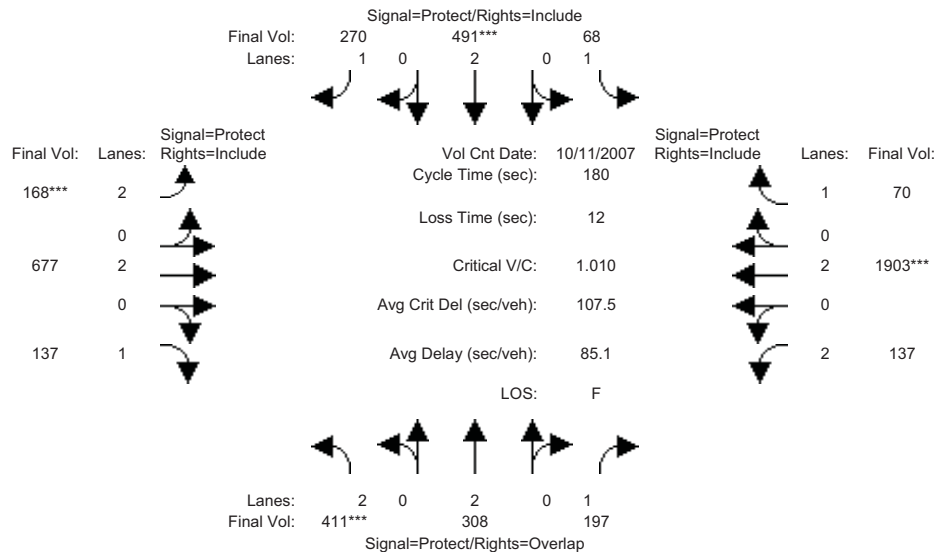
Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.13 0.08 0.11	0.08 0.25 0.15	0.05 0.18 0.08	0.04 0.50 0.04
Crit Moves:	***	***	***	***
Green Time:	23.6 34.4 54.0	33.9 44.7 44.7	9.1 80.2 80.2	19.6 90.6 90.6
Volume/Cap:	0.99 0.41 0.38	0.41 0.99 0.59	0.99 0.40 0.18	0.40 0.99 0.08
Delay/Veh:	121.0 64.3 50.2	66.0 108 61.7	155.0 33.8 30.1	81.6 93.8 38.8
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	121.0 64.3 50.2	66.0 108 61.7	155.0 33.8 30.1	81.6 93.8 38.8
LOS by Move:	F E D	E F E	F C- C	F F D+
HCM2kAvgQ:	16 8 10	4 15 14	8 12 5	4 55 3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	14	10	10	14	10	10	7	10	0	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 11 Oct 2007 << 17:15 - 18:15

Base Vol:	411	300	197	68	469	425	159	677	137	137	1903	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	300	197	68	469	425	159	677	137	137	1903	70
Added Vol:	0	8	0	0	22	25	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	308	197	68	491	450	168	677	137	137	1903	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	411	308	197	68	491	270	168	677	137	137	1903	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	308	197	68	491	270	168	677	137	137	1903	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	411	308	197	68	491	270	168	677	137	137	1903	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

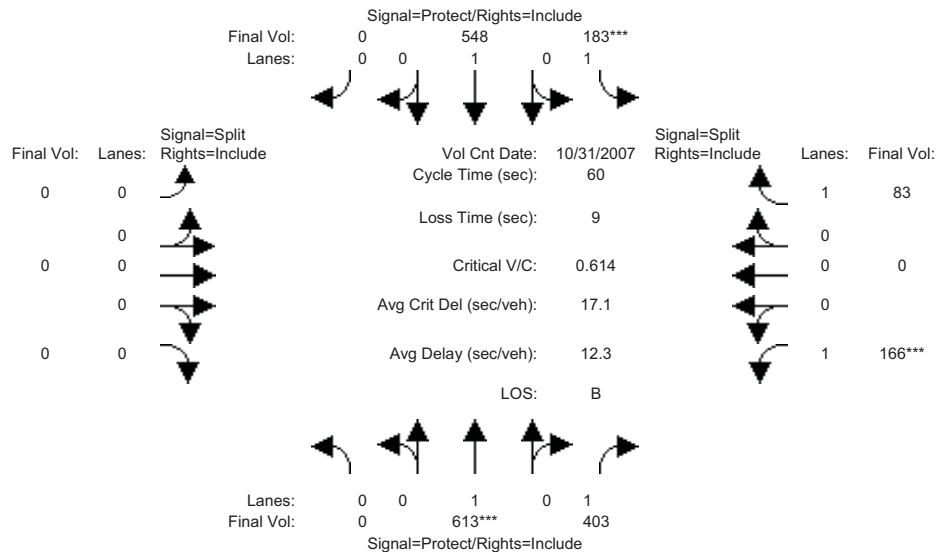
Vol/Sat:	0.13	0.08	0.11	0.08	0.26	0.15	0.05	0.18	0.08	0.04	0.50	0.04
Crit Moves:	***				***		***				***	
Green Time:	23.2	35.4	54.7	33.9	46.0	46.0	9.5	79.3	79.3	19.4	89.2	89.2
Volume/Cap:	1.01	0.41	0.37	0.41	1.01	0.60	1.01	0.40	0.18	0.40	1.01	0.08
Delay/Veh:	125.6	63.6	49.6	65.9	110	61.3	157.8	34.4	30.6	81.7	98.4	39.5
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:	125.6	63.6	49.6	65.9	110	61.3	157.8	34.4	30.6	81.7	98.4	39.5
LOS by Move:	F	E	D	E	F	E	F	C-	C	F	F	D
HCM2kAvgQ:	16	8	10	4	16	15	9	12	5	4	56	3

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

Stanford EIR

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

Intersection #24: Junipero Serra Blvd / Stanford Ave



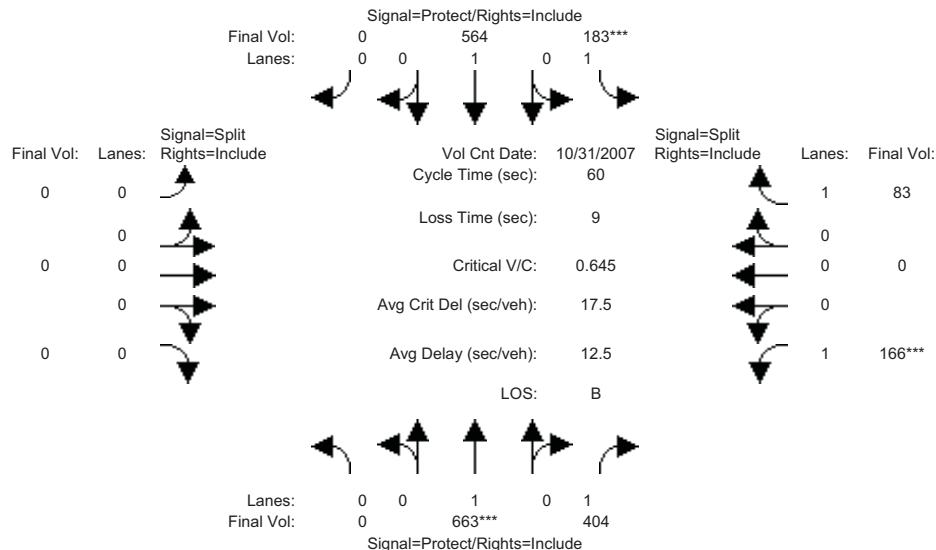
Street Name:	Junipero Serra Boulevard						Stanford Avenue									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- -----																
Min. Green:	0		10		10	7		10		0	0		0	0	10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0	
----- ----- ----- ----- -----																
Volume Module:	>> Count		Date:		31 Oct 2007		<< 7-9am									
Base Vol:	0	613	403	183	548	0	0	0	0	166	0	83				
Growth Adj:	1.00	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	613	403	183	548	0	0	0	0	166	0	83				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	613	403	183	548	0	0	0	0	166	0	83				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	613	403	183	548	0	0	0	0	166	0	83				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	613	403	183	548	0	0	0	0	166	0	83				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	613	403	183	548	0	0	0	0	166	0	83				
----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00				
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750				
----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.23	0.10	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.05				
Crit Moves:	****			****						****						
Green Time:	0.0	31.0	31.0	10.0	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0				
Volume/Cap:	0.00	0.63	0.45	0.63	0.42	0.00	0.00	0.00	0.00	0.57	0.00	0.28				
Delay/Veh:	0.0	11.6	9.5	27.4	4.5	0.0	0.0	0.0	0.0	25.7	0.0	22.4				
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	11.6	9.5	27.4	4.5	0.0	0.0	0.0	0.0	25.7	0.0	22.4				
LOS by Move:	A	B+	A	C	A	A	A	A	A	C	A	C+				
HCM2kAvgQ:	0	7	5	5	5	0	0	0	0	4	0	2				
Note: Queue reported is the number of cars per lane.																

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #24: Junipero Serra Blvd / Stanford Ave



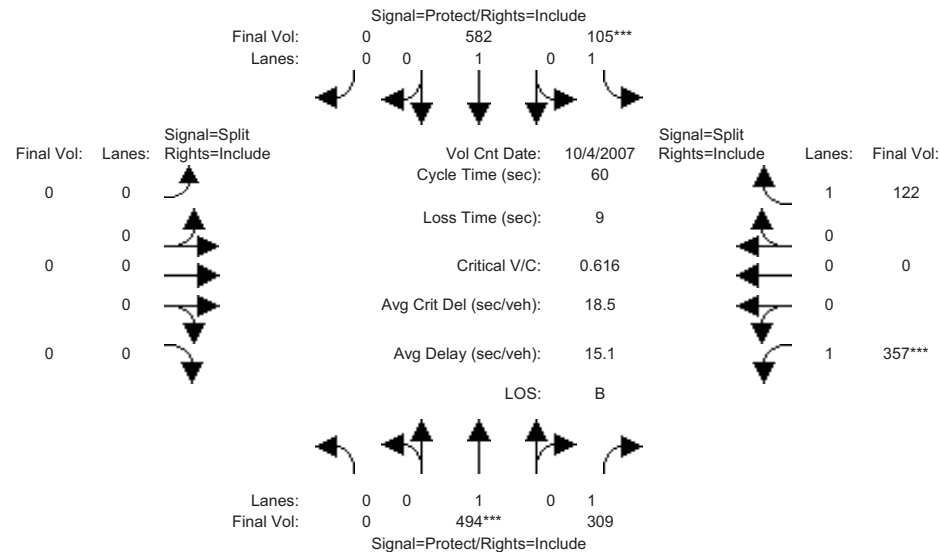
Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	31 Oct 2007 << 7-9am											
Base Vol:	0	613	403	183	548	0	0	0	0	166	0	83
Growth Adj:	1.00	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	613	403	183	548	0	0	0	0	166	0	83
Added Vol:	0	50	1	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	663	404	183	564	0	0	0	0	166	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	663	404	183	564	0	0	0	0	166	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	404	183	564	0	0	0	0	166	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	663	404	183	564	0	0	0	0	166	0	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.23	0.10	0.30	0.00	0.00	0.00	0.00	0.09	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	31.5	31.5	9.5	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.66	0.44	0.66	0.43	0.00	0.00	0.00	0.00	0.57	0.00	0.28
Delay/Veh:	0.0	12.1	9.1	29.7	4.5	0.0	0.0	0.0	0.0	25.7	0.0	22.4
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	12.1	9.1	29.7	4.5	0.0	0.0	0.0	0.0	25.7	0.0	22.4
LOS by Move:	A	B	A	C	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	8	5	5	5	0	0	0	0	4	0	2

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

Stanford EIR

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

Intersection #24: Junipero Serra Blvd / Stanford Ave

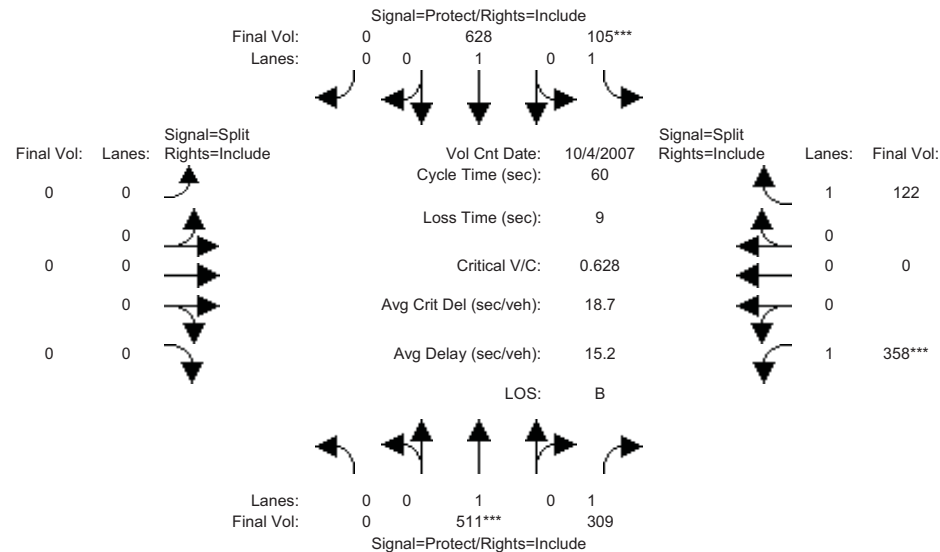


Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4-6pm												
Base Vol:	0	494	309	105	582	0	0	0	0	357	0	122
Growth Adj:	1.00	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	494	309	105	582	0	0	0	0	357	0	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	494	309	105	582	0	0	0	0	357	0	122
User Adj:	1.00	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	494	309	105	582	0	0	0	0	357	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	494	309	105	582	0	0	0	0	357	0	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	494	309	105	582	0	0	0	0	357	0	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.18	0.06	0.31	0.00	0.00	0.00	0.00	0.20	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	24.7	24.7	7.0	31.7	0.0	0.0	0.0	0.0	19.3	0.0	19.3
Volume/Cap:	0.00	0.63	0.43	0.51	0.58	0.00	0.00	0.00	0.00	0.63	0.00	0.22
Delay/Veh:	0.0	15.8	13.1	27.1	10.5	0.0	0.0	0.0	0.0	19.6	0.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	13.1	27.1	10.5	0.0	0.0	0.0	0.0	19.6	0.0	15.0
LOS by Move:	A	B	B	C	B+	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	7	4	3	8	0	0	0	0	7	0	2
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #24: Junipero Serra Blvd / Stanford Ave



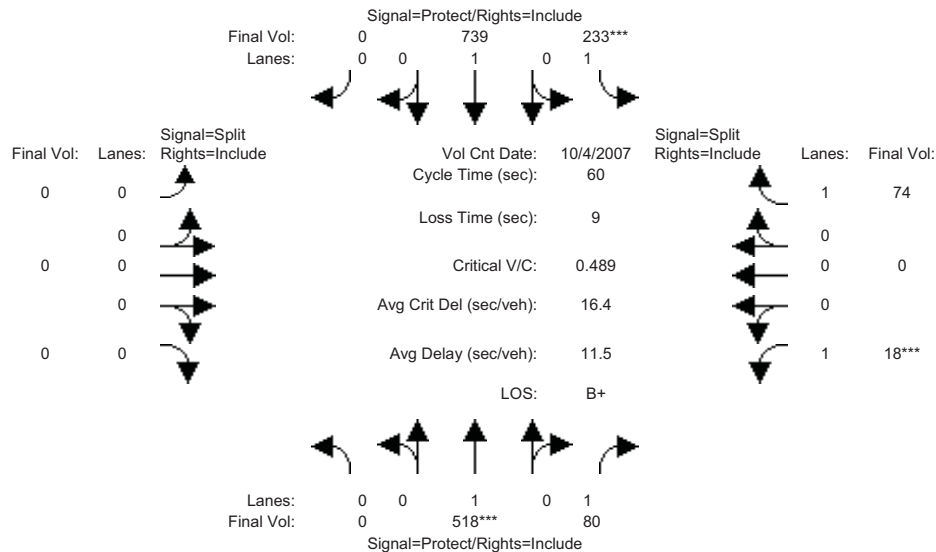
Street Name:	Junipero Serra Boulevard						Stanford Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4-6pm															
Base Vol:	0	494	309	105	582	0	0	0	0	357	0	122	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	1.00	1.00	1.00
Initial Bse:	0	494	309	105	582	0	0	0	0	357	0	122	0	0	0
Added Vol:	0	17	0	0	46	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	511	309	105	628	0	0	0	0	358	0	122	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	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	1.00	1.00	1.00
PHF Volume:	0	511	309	105	628	0	0	0	0	358	0	122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	511	309	105	628	0	0	0	0	358	0	122	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	1.00	1.00	1.00
MLF Adj:	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
FinalVolume:	0	511	309	105	628	0	0	0	0	358	0	122	0	0	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750	0	1750	0
Capacity Analysis Module:															
Vol/Sat:	0.00	0.27	0.18	0.06	0.33	0.00	0.00	0.00	0.00	0.20	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****			****			****		
Green Time:	0.0	25.0	25.0	7.0	32.0	0.0	0.0	0.0	0.0	19.0	0.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.65	0.42	0.51	0.62	0.00	0.00	0.00	0.00	0.65	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	15.8	12.8	27.1	11.0	0.0	0.0	0.0	0.0	20.2	0.0	15.3	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	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.8	12.8	27.1	11.0	0.0	0.0	0.0	0.0	20.2	0.0	15.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B+	A	A	A	A	C+	A	B	A	A	B
HCM2kAvgQ:	0	8	4	3	9	0	0	0	0	7	0	2	0	0	0
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

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

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Min. Green:	0		10		10	7		10		0	0		0	0	10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0

Volume Module: >>	Count		Date:	4	Oct	2007	<<	7-9am							
Base Vol:	0	518		80	233	739		0	0	0		0	18	0	74
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	0	518		80	233	739		0	0	0		0	18	0	74
Added Vol:	0	0		0	0	0		0	0	0		0	0	0	0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0	0
Initial Fut:	0	518		80	233	739		0	0	0		0	18	0	74
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	518		80	233	739		0	0	0		0	18	0	74
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0	0
Reduced Vol:	0	518		80	233	739		0	0	0		0	18	0	74
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:	0	518		80	233	739		0	0	0		0	18	0	74

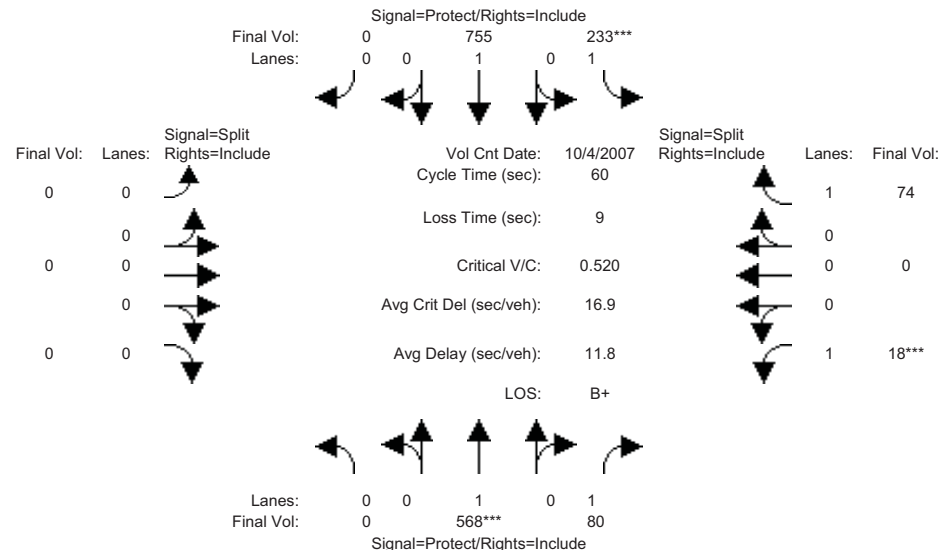
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00	0.92
Lanes:	0.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	1.00
Final Sat.:	0	1900		1750	1750	1900		0	0	0		1750	0	1750	1750

Capacity Analysis Module:															
Vol/Sat:	0.00	0.27		0.05	0.13	0.39		0.00	0.00	0.00		0.00	0.00	0.00	0.04
Crit Moves:	****			****			****			****			****		
Green Time:	0.0	27.5		27.5	13.5	41.0		0.0	0.0	0.0		10.0	0.0	10.0	10.0
Volume/Cap:	0.00	0.59		0.10	0.59	0.57		0.00	0.00	0.00		0.06	0.00	0.25	0.25
Delay/Veh:	0.0	13.2		9.3	23.3	5.5		0.0	0.0	0.0		21.1	0.0	22.2	22.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2		9.3	23.3	5.5		0.0	0.0	0.0		21.1	0.0	22.2	22.2
LOS by Move:	A	B		A	C	A		A	A	A		C+	A	C+	C+
HCM2kAvgQ:	0	8		1	4	6		0	0	0		0	0	2	2
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #25: Junipero Serra Blvd / Campus Dr East

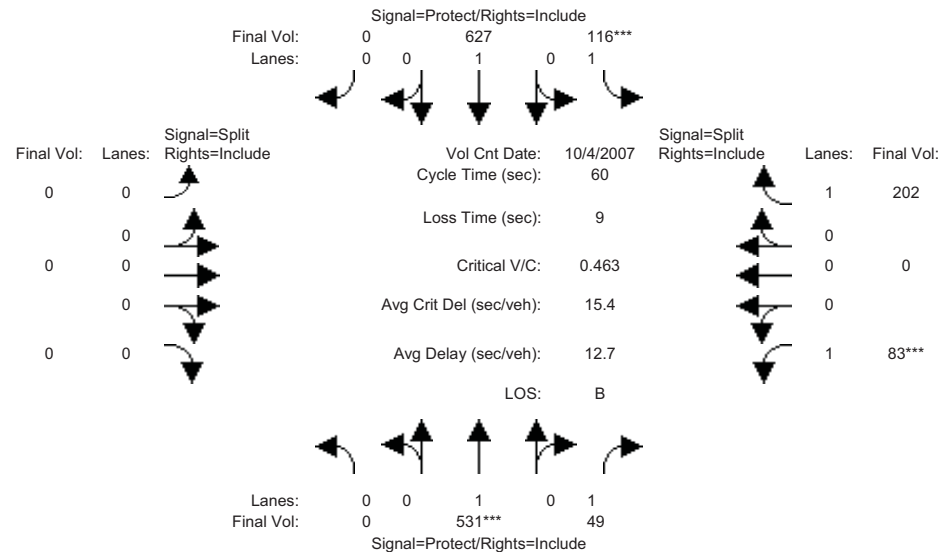


Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 7-9am												
Base Vol:	0	518	80	233	739	0	0	0	0	18	0	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	80	233	739	0	0	0	0	18	0	74
Added Vol:	0	50	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	568	80	233	755	0	0	0	0	18	0	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	568	80	233	755	0	0	0	0	18	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	568	80	233	755	0	0	0	0	18	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	568	80	233	755	0	0	0	0	18	0	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.05	0.13	0.40	0.00	0.00	0.00	0.00	0.01	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	0.0	28.4	28.4	12.6	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.63	0.10	0.63	0.58	0.00	0.00	0.00	0.00	0.06	0.00	0.25
Delay/Veh:	0.0	13.4	8.8	25.1	5.7	0.0	0.0	0.0	0.0	21.1	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	8.8	25.1	5.7	0.0	0.0	0.0	0.0	21.1	0.0	22.2
LOS by Move:	A	B	A	C	A	A	A	A	A	C+	A	C+
HCM2kAvgQ:	0	9	1	4	7	0	0	0	0	0	0	2
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #25: Junipero Serra Blvd / Campus Dr East

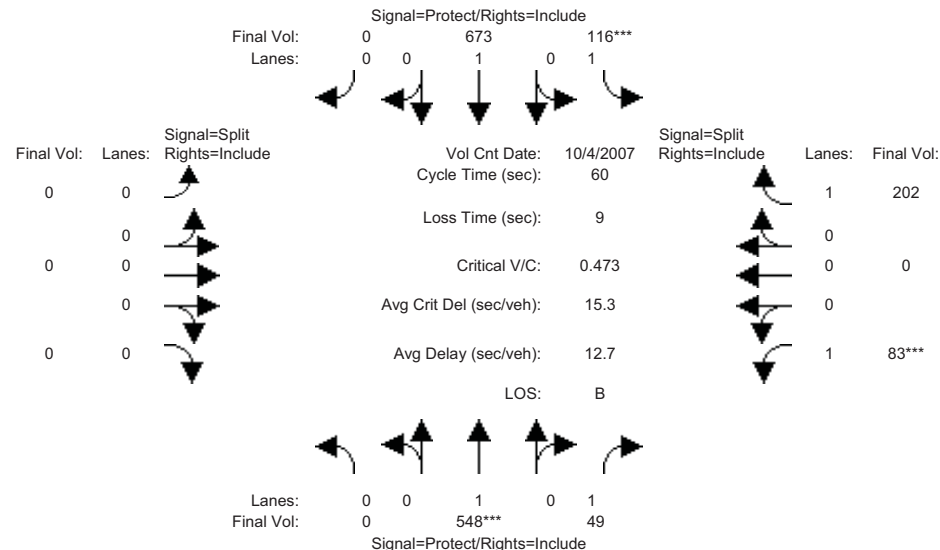


Street Name:	Junipero Serra Boulevard						Campus Drive East									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Min. Green:	0		10		10	7		10		0	0		0		10	
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	
----- ----- ----- ----- ----- -----																
Volume Module:	>> Count		Date:	4 Oct 2007	<< 4-6pm											
Base Vol:	0	531	49	116	627	0	0	0	0	83	0	202				
Growth Adj:	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	531	49	116	627	0	0	0	0	83	0	202				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	531	49	116	627	0	0	0	0	83	0	202				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00		
PHF Volume:	0	531	49	116	627	0	0	0	0	83	0	202				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	531	49	116	627	0	0	0	0	83	0	202				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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	531	49	116	627	0	0	0	0	83	0	202				
----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92		
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00		
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750				
----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.03	0.07	0.33	0.00	0.00	0.00	0.00	0.05	0.00	0.12				
Crit Moves:	****			****						****						
Green Time:	0.0	29.0	29.0	7.0	36.0	0.0	0.0	0.0	0.0	15.0	0.0	15.0				
Volume/Cap:	0.00	0.58	0.06	0.57	0.55	0.00	0.00	0.00	0.00	0.19	0.00	0.46				
Delay/Veh:	0.0	12.0	8.3	28.8	7.7	0.0	0.0	0.0	0.0	17.9	0.0	19.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	12.0	8.3	28.8	7.7	0.0	0.0	0.0	0.0	17.9	0.0	19.9				
LOS by Move:	A	B	A	C	A	A	A	A	A	B	A	B-				
HCM2kAvgQ:	0	8	1	2	7	0	0	0	0	1	0	4				
Note: Queue reported is the number of cars per lane.																

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #25: Junipero Serra Blvd / Campus Dr East



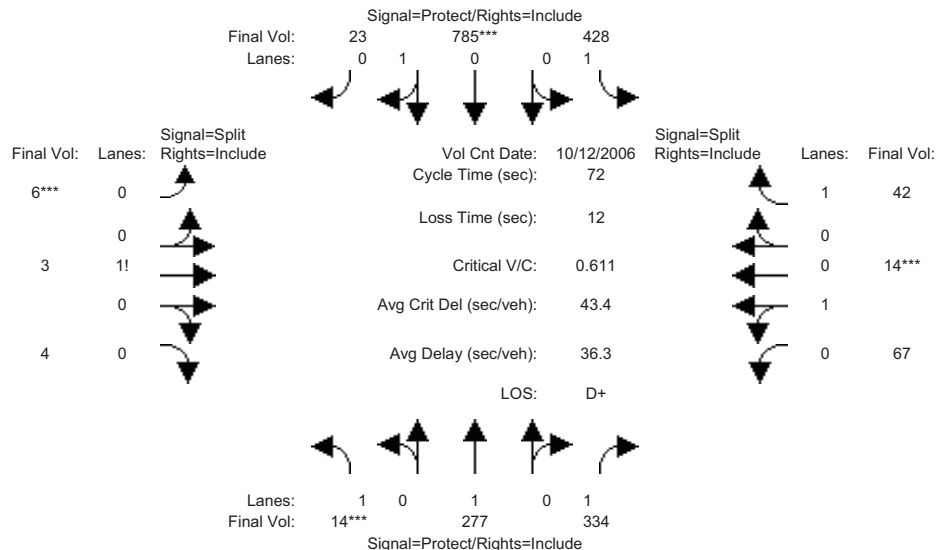
Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4-6pm												
Base Vol:	0	531	49	116	627	0	0	0	0	83	0	202
Growth Adj:	1.00	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	531	49	116	627	0	0	0	0	83	0	202
Added Vol:	0	17	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	548	49	116	673	0	0	0	0	83	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	548	49	116	673	0	0	0	0	83	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	49	116	673	0	0	0	0	83	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	548	49	116	673	0	0	0	0	83	0	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.03	0.07	0.35	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	29.4	29.4	7.0	36.4	0.0	0.0	0.0	0.0	14.6	0.0	14.6
Volume/Cap:	0.00	0.59	0.06	0.57	0.58	0.00	0.00	0.00	0.00	0.19	0.00	0.47
Delay/Veh:	0.0	12.0	8.1	28.8	8.0	0.0	0.0	0.0	0.0	18.2	0.0	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	8.1	28.8	8.0	0.0	0.0	0.0	0.0	18.2	0.0	20.2
LOS by Move:	A	B+	A	C	A	A	A	A	A	B-	A	C+
HCM2kAvgQ:	0	8	1	2	7	0	0	0	0	1	0	4

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

Stanford EIR

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

Intersection #26: Junipero Serra Blvd / Campus Dr West

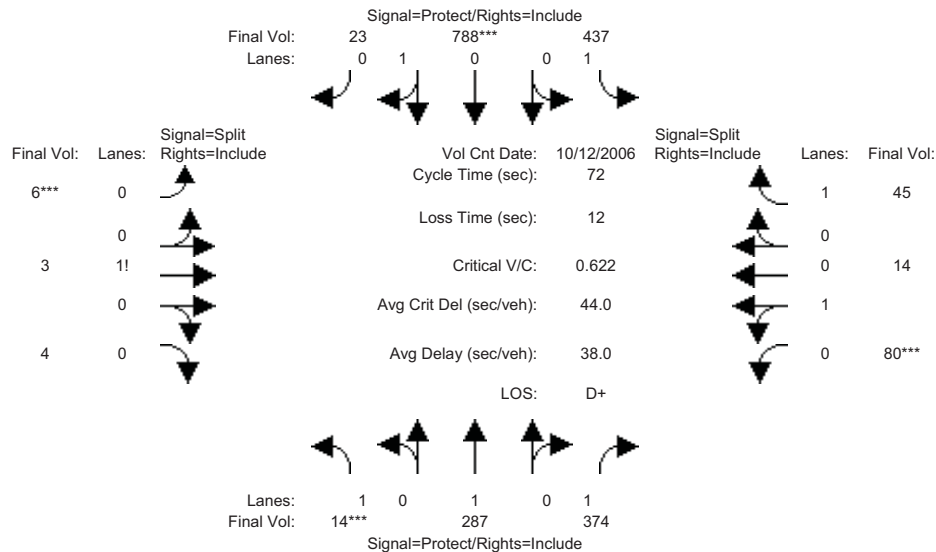


Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 08:00 - 09:00											
Base Vol:	14	277	334	428	785	23	6	3	4	67	14	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	277	334	428	785	23	6	3	4	67	14	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	277	334	428	785	23	6	3	4	67	14	42
User Adj:	1.00	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:	14	277	334	428	785	23	6	3	4	67	14	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	277	334	428	785	23	6	3	4	67	14	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	277	334	428	785	23	6	3	4	67	14	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.46	0.23	0.31	0.83	0.17	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	808	404	538	1489	311	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.19	0.24	0.45	0.45	0.01	0.01	0.01	0.05	0.05	0.02
Crit Moves:	***				***		***				***	
Green Time:	7.0	17.5	17.5	22.5	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.60	0.78	0.78	0.98	0.98	0.05	0.05	0.05	0.32	0.32	0.17
Delay/Veh:	29.8	26.3	34.7	29.9	45.4	45.4	27.0	27.0	27.0	28.7	28.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	26.3	34.7	29.9	45.4	45.4	27.0	27.0	27.0	28.7	28.7	27.7
LOS by Move:	C	C	C-	C	D	D	C	C	C	C	C	C
HCM2kAvgQ:	0	5	8	10	23	23	0	0	0	2	2	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 12 Oct 2006 << 08:00 - 09:00												
Base Vol:	14	277	334	428	785	23	6	3	4	67	14	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	277	334	428	785	23	6	3	4	67	14	42
Added Vol:	0	10	40	9	3	0	0	0	0	13	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	287	374	437	788	23	6	3	4	80	14	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	287	374	437	788	23	6	3	4	80	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	287	374	437	788	23	6	3	4	80	14	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	287	374	437	788	23	6	3	4	80	14	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.46	0.23	0.31	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	808	404	538	1532	268	1750

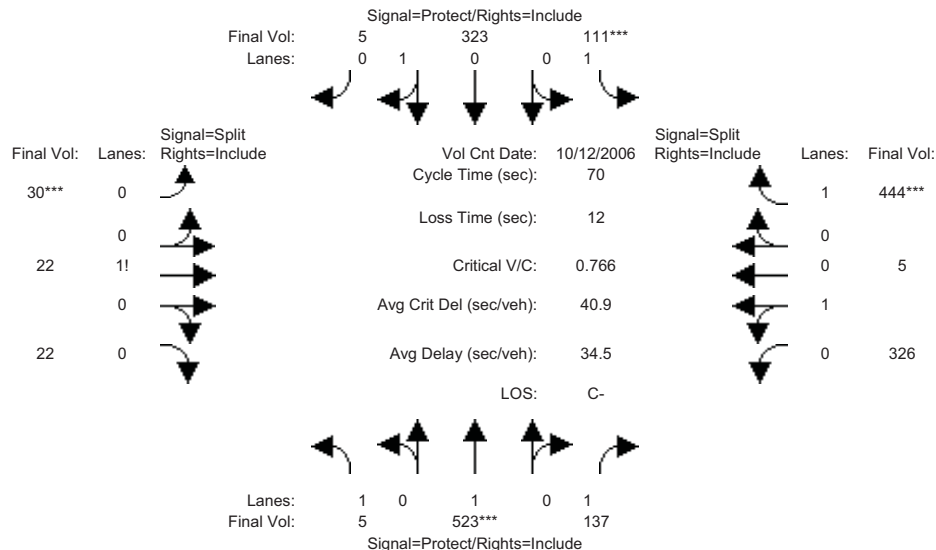
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.21	0.25	0.45	0.45	0.01	0.01	0.01	0.05	0.05	0.03
Crit Moves:	***				***		***			***		
Green Time:	7.0	18.4	18.4	21.6	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.59	0.83	0.83	0.98	0.98	0.05	0.05	0.05	0.38	0.38	0.19
Delay/Veh:	29.8	25.4	38.0	34.6	46.3	46.3	27.0	27.0	27.0	29.1	29.1	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	25.4	38.0	34.6	46.3	46.3	27.0	27.0	27.0	29.1	29.1	27.8
LOS by Move:	C	C	D+	C-	D	D	C	C	C	C	C	C
HCM2kAvgQ:	0	5	9	11	24	24	0	0	0	2	2	1

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

Stanford EIR

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

Intersection #26: Junipero Serra Blvd / Campus Dr West

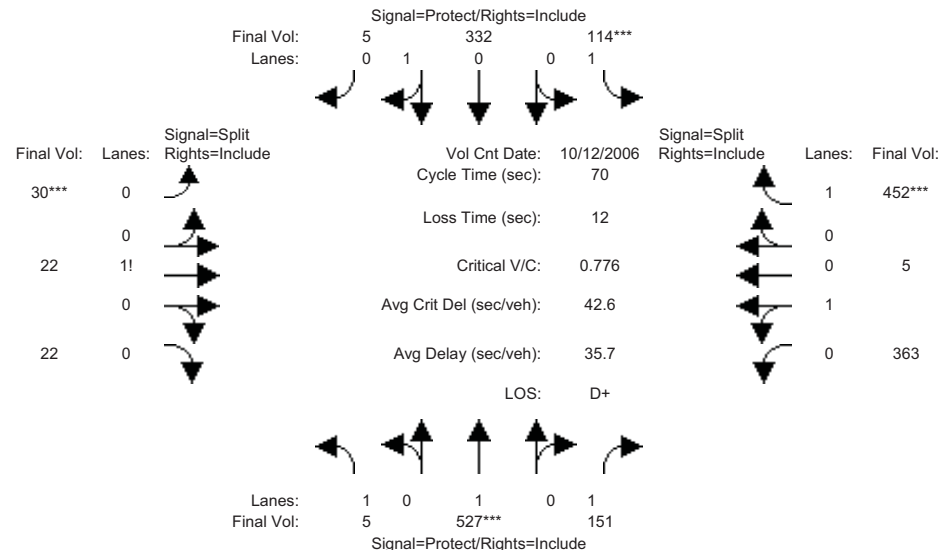


Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 17:15 - 18:15											
Base Vol:	5	523	137	111	323	5	30	22	22	326	5	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	523	137	111	323	5	30	22	22	326	5	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	523	137	111	323	5	30	22	22	326	5	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	523	137	111	323	5	30	22	22	326	5	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	523	137	111	323	5	30	22	22	326	5	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	523	137	111	323	5	30	22	22	326	5	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.40	0.30	0.30	0.98	0.02	1.00
Final Sat.:	1750	1900	1750	1750	1773	27	709	520	520	1773	27	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.08	0.06	0.18	0.18	0.04	0.04	0.04	0.18	0.18	0.25
Crit Moves:	****			****			****			****		
Green Time:	10.0	21.3	21.3	7.0	18.3	18.3	10.0	10.0	10.0	19.7	19.7	19.7
Volume/Cap:	0.02	0.90	0.26	0.63	0.70	0.70	0.30	0.30	0.30	0.65	0.65	0.90
Delay/Veh:	25.8	40.8	18.6	37.7	27.9	27.9	27.5	27.5	27.5	25.3	25.3	44.1
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:	25.8	40.8	18.6	37.7	27.9	27.9	27.5	27.5	27.5	25.3	25.3	44.1
LOS by Move:	C	D	B-	D+	C	C	C	C	C	C	C	D
HCM2kAvgQ:	0	12	2	3	7	7	2	2	2	8	8	14
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #26: Junipero Serra Blvd / Campus Dr West



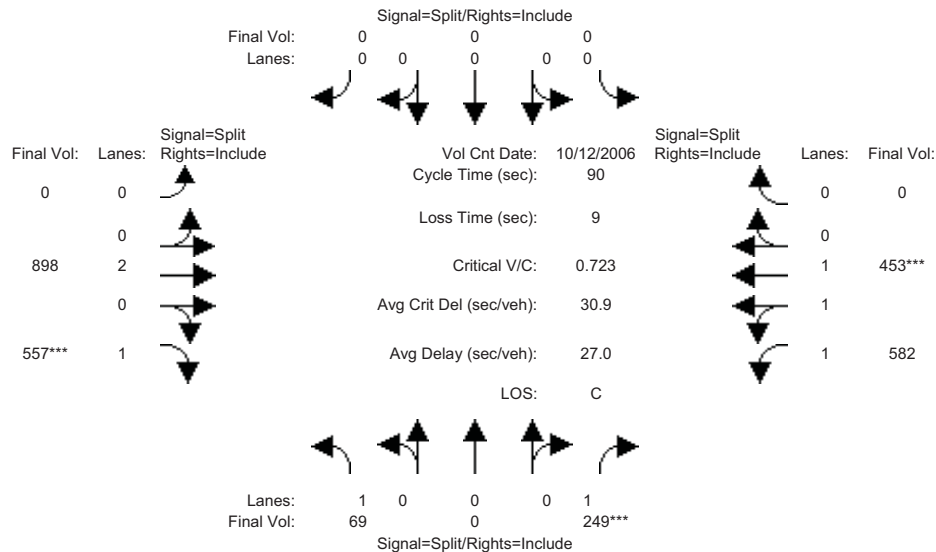
Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 17:15 - 18:15											
Base Vol:	5	523	137	111	323	5	30	22	22	326	5	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	523	137	111	323	5	30	22	22	326	5	444
Added Vol:	0	4	14	3	9	0	0	0	0	37	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	527	151	114	332	5	30	22	22	363	5	452
User Adj:	1.00	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	527	151	114	332	5	30	22	22	363	5	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	527	151	114	332	5	30	22	22	363	5	452
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	527	151	114	332	5	30	22	22	363	5	452
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.40	0.30	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1773	27	709	520	520	1776	24	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.09	0.07	0.19	0.19	0.04	0.04	0.04	0.20	0.20	0.26
Crit Moves:	****			****			****			****		
Green Time:	9.8	21.2	21.2	7.0	18.4	18.4	10.0	10.0	10.0	19.8	19.8	19.8
Volume/Cap:	0.02	0.91	0.28	0.65	0.71	0.71	0.30	0.30	0.30	0.72	0.72	0.91
Delay/Veh:	26.0	42.7	18.9	38.8	28.4	28.4	27.5	27.5	27.5	27.8	27.8	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	42.7	18.9	38.8	28.4	28.4	27.5	27.5	27.5	27.8	27.8	45.9
LOS by Move:	C	D	B-	D+	C	C	C	C	C	C	C	D
HCM2kAvgQ:	0	12	3	3	7	7	2	2	2	9	9	15

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

Stanford EIR

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

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave

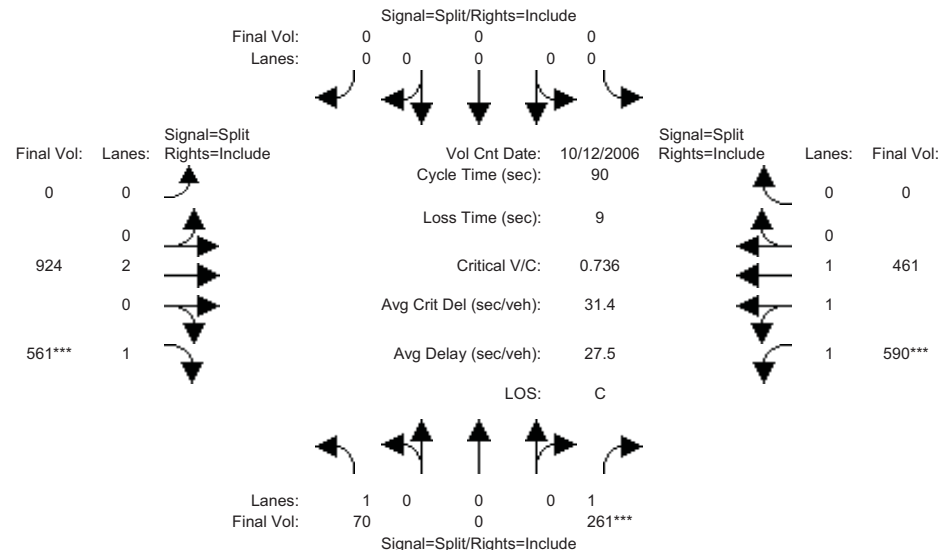


Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Min. Green:	10		0		10		0		0		10		10		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Volume Module: >> Count Date: 12 Oct 2006 << 07:45 - 08:45																
Base Vol:	69		0		249		0		0		0		898		557	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	69		0		249		0		0		0		898		557	
Added Vol:	0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0	
Initial Fut:	69		0		249		0		0		0		898		557	
User Adj:	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	
PHF Volume:	69		0		249		0		0		0		898		557	
Reduct Vol:	0		0		0		0		0		0		0		0	
Reduced Vol:	69		0		249		0		0		0		898		557	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	69		0		249		0		0		0		898		557	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.93		0.99	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		2.00		1.00	
Final Sat.:	1750		0		1750		0		0		0		3800		1750	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.04		0.00		0.14		0.00		0.00		0.00		0.24		0.32	
Crit Moves:					****										****	
Green Time:	17.7		0.0		17.7		0.0		0.0		0.0		39.6		39.6	
Volume/Cap:	0.20		0.00		0.72		0.00		0.00		0.00		0.54		0.72	
Delay/Veh:	30.5		0.0		41.2		0.0		0.0		0.0		18.8		24.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	30.5		0.0		41.2		0.0		0.0		0.0		18.8		24.1	
LOS by Move:	C		A		D		A		A		A		B-		C	
HCM2kAvgQ:	2		0		7		0		0		0		9		15	
Note: Queue reported is the number of cars per lane.																

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave

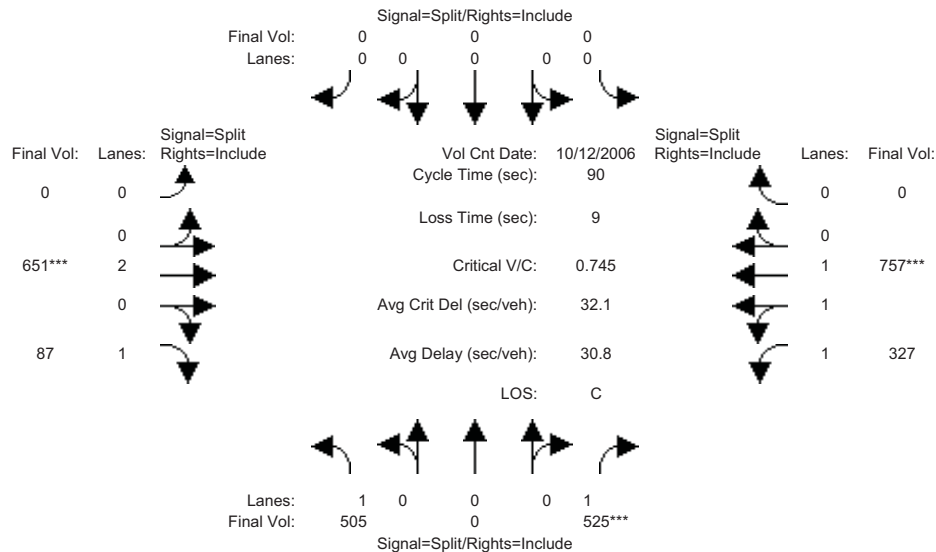


Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue																
Approach:	North Bound			South Bound			East Bound			West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R								
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Min. Green:	10		0		10		0		0		0		10		10		0						
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0						
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Volume Module: >> Count Date: 12 Oct 2006 << 07:45 - 08:45																							
Base Vol:	69		0		249		0		0		0		898		557		582		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		
Initial Bse:	69		0		249		0		0		0		898		557		582		453		0		
Added Vol:	1		0		12		0		0		0		26		4		8		8		0		
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		
Initial Fut:	70		0		261		0		0		0		924		561		590		461		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		
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	70		0		261		0		0		0		924		561		590		461		0		
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		
Reduced Vol:	70		0		261		0		0		0		924		561		590		461		0		
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
FinalVolume:	70		0		261		0		0		0		924		561		590		461		0		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Saturation Flow Module:																							
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		0.93		0.99		0.92
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		2.00		1.00		1.73		1.27		0.00
Final Sat.:	1750		0		1750		0		0		0		3800		1750		3057		2389		0		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Capacity Analysis Module:																							
Vol/Sat:	0.04		0.00		0.15		0.00		0.00		0.00		0.00		0.24		0.32		0.19		0.19		0.00
Crit Moves:					****												****		****				
Green Time:	18.2		0.0		18.2		0.0		0.0		0.0		0.0		39.2		39.2		23.6		23.6		0.0
Volume/Cap:	0.20		0.00		0.74		0.00		0.00		0.00		0.00		0.56		0.74		0.74		0.74		0.00
Delay/Veh:	30.1		0.0		41.5		0.0		0.0		0.0		0.0		19.4		24.9		32.4		32.4		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:	30.1		0.0		41.5		0.0		0.0		0.0		0.0		19.4		24.9		32.4		32.4		0.0
LOS by Move:	C		A		D		A		A		A		A		B-		C		C-		C-		A
HCM2kAvgQ:	2		0		7		0		0		0		0		10		15		9		9		0
Note: Queue reported is the number of cars per lane.																							

Stanford EIR

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

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave

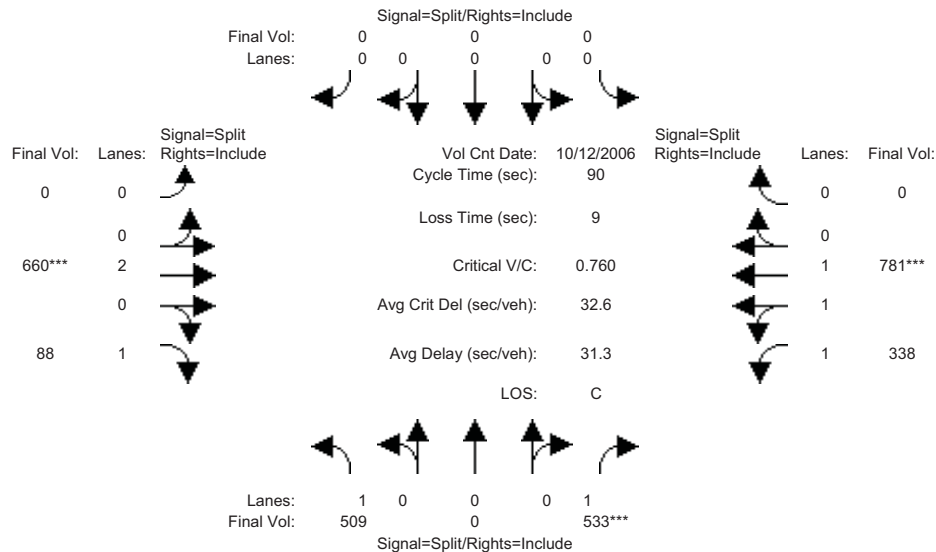


Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----			-----		
Min. Green:	10		0		10		0		0		10		10		0
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0
-----	-----			-----			-----			-----			-----		
Volume Module:	>> Count Date: 12 Oct 2006 << 17:00 - 18:00														
Base Vol:	505		0		525		0		0		651		87		327 757 0
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
Initial Bse:	505		0		525		0		0		651		87		327 757 0
Added Vol:	0		0		0		0		0		0		0		0 0 0
PasserByVol:	0		0		0		0		0		0		0		0 0 0
Initial Fut:	505		0		525		0		0		651		87		327 757 0
User Adj:	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
PHF Volume:	505		0		525		0		0		651		87		327 757 0
Reduct Vol:	0		0		0		0		0		0		0		0 0 0
Reduced Vol:	505		0		525		0		0		651		87		327 757 0
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
FinalVolume:	505		0		525		0		0		651		87		327 757 0
-----	-----			-----			-----			-----			-----		
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900 1900 1900
Adjustment:	0.92		1.00		0.92		1.00		0.92		1.00		0.92		0.92 1.00 0.92
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		2.00		1.00 2.00 0.00
Final Sat.:	1750		0		1750		0		0		3800		1750		1750 3800 0
-----	-----			-----			-----			-----			-----		
Capacity Analysis Module:															
Vol/Sat:	0.29		0.00		0.30		0.00		0.00		0.17		0.05		0.19 0.20 0.00
Crit Moves:					****						****				****
Green Time:	36.2		0.0		36.2		0.0		0.0		20.7		20.7		24.1 24.1 0.0
Volume/Cap:	0.72		0.00		0.75		0.00		0.00		0.75		0.22		0.70 0.75 0.00
Delay/Veh:	26.1		0.0		27.3		0.0		0.0		35.7		28.4		31.1 32.3 0.0
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
AdjDel/Veh:	26.1		0.0		27.3		0.0		0.0		35.7		28.4		31.1 32.3 0.0
LOS by Move:	C		A		C		A		A		D+		C		C C- A
HCM2kAvgQ:	12		0		13		0		0		10		2		9 10 0
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



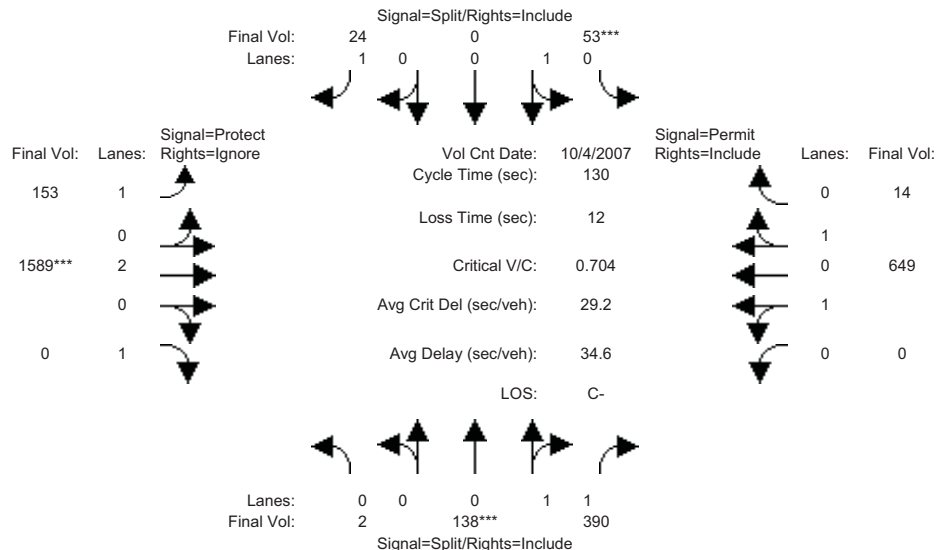
Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0	0	0	0	10	10	10	0		
Y+R:	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module: >> Count Date: 12 Oct 2006 << 17:00 - 18:00															
Base Vol:	505		0		525	0	0	0	0	651	87	327	757	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	1.00	
Initial Bse:	505		0		525	0	0	0	0	651	87	327	757	0	
Added Vol:	4		0		8	0	0	0	0	9	1	11	24	0	
PasserByVol:	0		0		0	0	0	0	0	0	0	0	0	0	
Initial Fut:	509		0		533	0	0	0	0	660	88	338	781	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	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	1.00	
PHF Volume:	509		0		533	0	0	0	0	660	88	338	781	0	
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	509		0		533	0	0	0	0	660	88	338	781	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	1.00	
MLF Adj:	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:	509		0		533	0	0	0	0	660	88	338	781	0	
Saturation Flow Module:															
Sat/Lane:	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00		0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	
Lanes:	1.00	0.00		1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00	0.00	
Final Sat.:	1750		0		1750	0	0	0	0	3800	1750	1750	3800	0	
Capacity Analysis Module:															
Vol/Sat:	0.29	0.00		0.30	0.00	0.00	0.00	0.00	0.17	0.05	0.19	0.21	0.00	0.00	
Crit Moves:	****														
Green Time:	36.1	0.0		36.1	0.0	0.0	0.0	0.0	20.6	20.6	24.3	24.3	0.0	0.0	
Volume/Cap:	0.73	0.00		0.76	0.00	0.00	0.00	0.00	0.76	0.22	0.71	0.76	0.00	0.00	
Delay/Veh:	26.6	0.0		28.1	0.0	0.0	0.0	0.0	36.3	28.5	31.3	32.5	0.0	0.0	
User DelAdj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	26.6	0.0		28.1	0.0	0.0	0.0	0.0	36.3	28.5	31.3	32.5	0.0	0.0	
LOS by Move:	C	A		C	A	A	A	A	D+	C	C	C-	A	A	
HCM2kAvgQ:	12	0		13	0	0	0	0	10	2	9	10	0	0	
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

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

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name: I-280 - Sand Hill Circle Sand Hill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 5 5 5 5 0 5 5 5 5 5 5 5

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 4 Oct 2007 << 8-9am

Base Vol:	2	138	390	53	0	24	153	1589	34	0	649	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	138	390	53	0	24	153	1589	34	0	649	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	138	390	53	0	24	153	1589	34	0	649	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	138	390	53	0	24	153	1589	0	0	649	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	138	390	53	0	24	153	1589	0	0	649	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	2	138	390	53	0	24	153	1589	0	0	649	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	721	2769	1800	0	1750	1750	3800	1750	0	3524	76

Capacity Analysis Module:

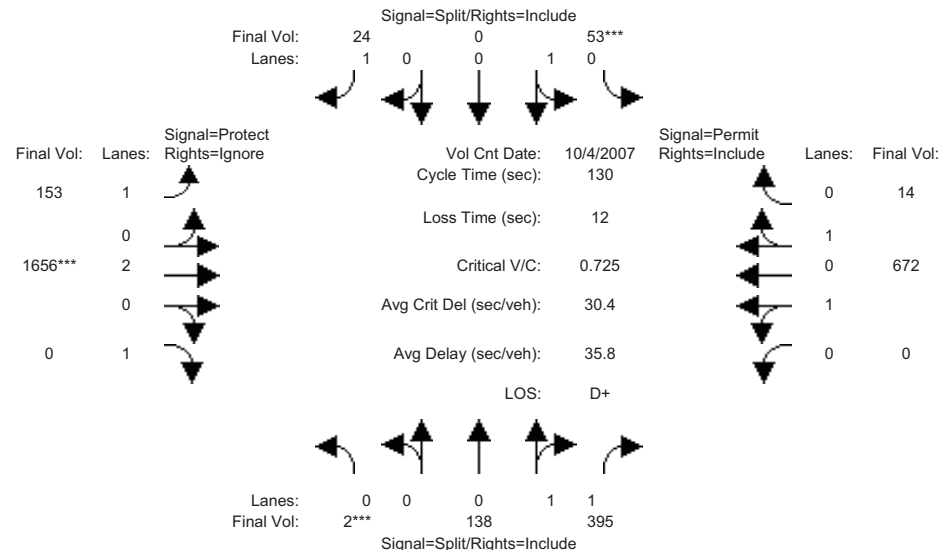
Vol/Sat:	0.19	0.19	0.14	0.03	0.00	0.01	0.09	0.42	0.00	0.00	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.3	27.3	27.3	5.0	0.0	5.0	59.3	85.7	0.0	0.0	26.4	26.4
Volume/Cap:	0.91	0.91	0.67	0.77	0.00	0.36	0.19	0.63	0.00	0.00	0.91	0.91
Delay/Veh:	69.1	69.1	49.5	101.0	0.0	64.2	21.2	13.5	0.0	0.0	65.6	65.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	69.1	49.5	101.0	0.0	64.2	21.2	13.5	0.0	0.0	65.6	65.6
LOS by Move:	E	E	D	F	A	E	C+	B	A	A	E	E
HCM2kAvgQ:	18	18	11	4	0	1	4	18	0	0	17	17

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name: I-280 - Sand Hill Circle Sand Hill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module: >> Count Date: 4 Oct 2007 << 8-9am

Base Vol:	2	138	390	53	0	24	153	1589	34	0	649	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	138	390	53	0	24	153	1589	34	0	649	14
Added Vol:	0	0	5	0	0	0	0	67	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	138	395	53	0	24	153	1656	34	0	672	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	138	395	53	0	24	153	1656	0	0	672	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	138	395	53	0	24	153	1656	0	0	672	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	2	138	395	53	0	24	153	1656	0	0	672	14

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	716	2774	1800	0	1750	1750	3800	1750	0	3527	73

Capacity Analysis Module:

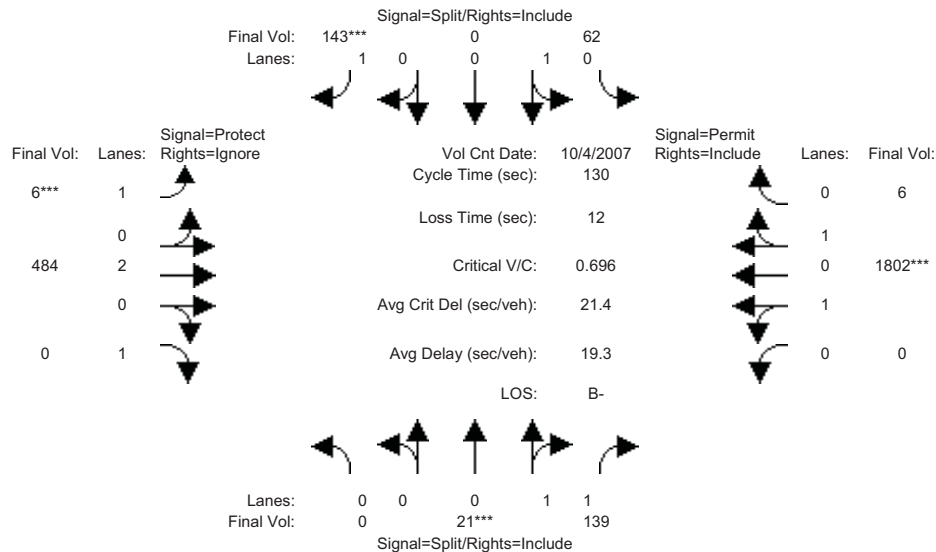
Vol/Sat:	0.19	0.19	0.14	0.03	0.00	0.01	0.09	0.44	0.00	0.00	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.6	26.6	26.6	5.0	0.0	5.0	59.9	86.4	0.0	0.0	26.5	26.5
Volume/Cap:	0.94	0.94	0.70	0.77	0.00	0.36	0.19	0.66	0.00	0.00	0.93	0.93
Delay/Veh:	75.3	75.3	50.7	101.0	0.0	64.2	20.8	13.6	0.0	0.0	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	75.3	50.7	101.0	0.0	64.2	20.8	13.6	0.0	0.0	70.0	70.0
LOS by Move:	E-	E-	D	F	A	E	C+	B	A	A	E	E
HCM2kAvgQ:	19	19	11	4	0	1	4	20	0	0	18	18

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

Stanford EIR

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

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



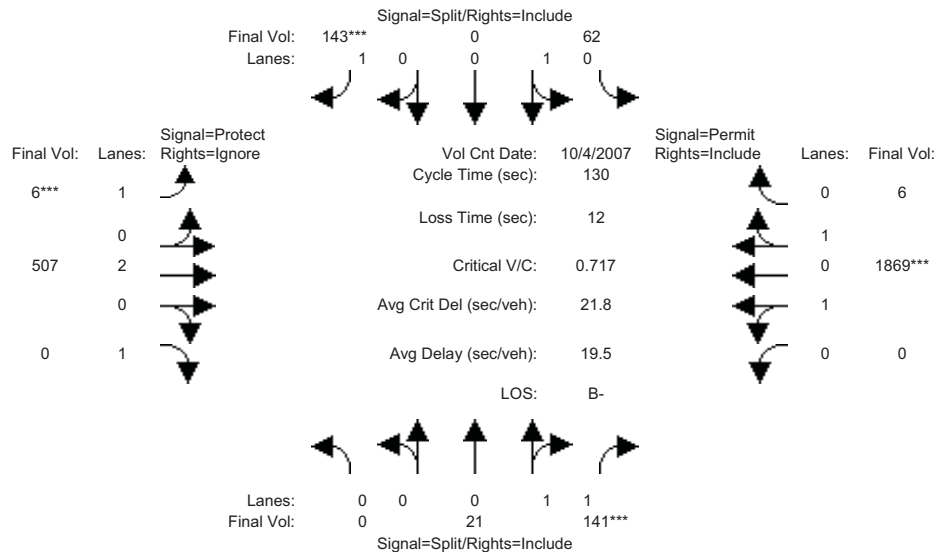
Street Name:	I-280 - Sand Hill Circle						Sand Hill Road										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Min. Green:	5		5		5	5	0		5	5	5	5	5		5		
Y+R:	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
Volume Module: >> Count Date: 4 Oct 2007 << 4:45-5:45pm																	
Base Vol:	0		21		139	62	0		143	6	484		58	0	1802	6	
Growth Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:	0		21		139	62	0		143	6	484		58	0	1802	6	
Added Vol:	0		0		0	0	0		0	0	0		0	0	0	0	
PasserByVol:	0		0		0	0	0		0	0	0		0	0	0	0	
Initial Fut:	0		21		139	62	0		143	6	484		58	0	1802	6	
User Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	1.00	
PHF Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	1.00	
PHF Volume:	0		21		139	62	0		143	6	484		0	0	1802	6	
Reduct Vol:	0		0		0	0	0		0	0	0		0	0	0	0	
Reduced Vol:	0		21		139	62	0		143	6	484		0	0	1802	6	
PCE Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	1.00	
MLF Adj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	1.00	
FinalVolume:	0		21		139	62	0		143	6	484		0	0	1802	6	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	1900	
Adjustment:	0.92		0.95		0.95	0.95	0.95		0.92	0.92	1.00		0.92	0.92	0.95	0.95	
Lanes:	0.00		0.26		1.74	1.00	0.00		1.00	1.00	2.00		1.00	0.00	1.99	0.01	
Final Sat.:	0		472		3127	1800	0		1750	1750	3800		1750	0	3588	12	
Capacity Analysis Module:																	
Vol/Sat:	0.00		0.04		0.04	0.03	0.00		0.08	0.00	0.13		0.00	0.00	0.50	0.50	
Crit Moves:	****			****			****			****			****			****	
Green Time:	0.0		8.0		8.0	14.7	0.0		14.7	5.0	95.3		0.0	0.0	90.3	90.3	
Volume/Cap:	0.00		0.72		0.72	0.30	0.00		0.72	0.09	0.17		0.00	0.00	0.72	0.72	
Delay/Veh:	0.0		71.1		71.1	53.8	0.0		68.0	60.9	5.3		0.0	0.0	13.2	13.2	
User DelAdj:	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0		71.1		71.1	53.8	0.0		68.0	60.9	5.3		0.0	0.0	13.2	13.2	
LOS by Move:	A		E		E	D-	A		E	E	A		A	A	B	B	
HCM2kAvgQ:	0		5		5	3	0		7	0	3		0	0	24	24	
Note: Queue reported is the number of cars per lane.																	

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd

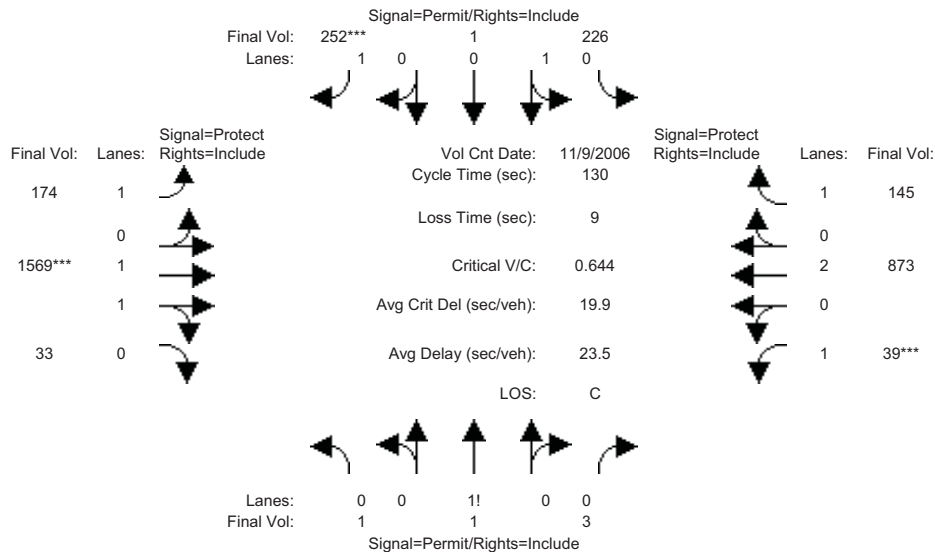


Street Name:	I-280 - Sand Hill Circle						Sand Hill Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	5		5		5	5	0		5	5	5	5	5		5
Y+R:	4.0		4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2007 << 4:45-5:45pm															
Base Vol:	0	21	139	62	0	143	6	484	58	0	1802	6			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	21	139	62	0	143	6	484	58	0	1802	6			
Added Vol:	0	0	2	0	0	0	0	23	0	0	67	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	21	141	62	0	143	6	507	58	0	1869	6			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Volume:	0	21	141	62	0	143	6	507	0	0	1869	6			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	21	141	62	0	143	6	507	0	0	1869	6			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
FinalVolume:	0	21	141	62	0	143	6	507	0	0	1869	6			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95			
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01			
Final Sat.:	0	467	3133	1800	0	1750	1750	3800	1750	0	3588	12			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.05	0.05	0.03	0.00	0.08	0.00	0.13	0.00	0.00	0.52	0.52			
Crit Moves:	****			****			****			****					
Green Time:	0.0	7.9	7.9	14.3	0.0	14.3	5.0	95.9	0.0	0.0	90.9	90.9			
Volume/Cap:	0.00	0.74	0.74	0.31	0.00	0.74	0.09	0.18	0.00	0.00	0.74	0.74			
Delay/Veh:	0.0	73.2	73.2	54.3	0.0	70.8	60.9	5.2	0.0	0.0	13.5	13.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	73.2	73.2	54.3	0.0	70.8	60.9	5.2	0.0	0.0	13.5	13.5			
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B			
HCM2kAvgQ:	0	5	5	3	0	8	0	3	0	0	25	25			
Note: Queue reported is the number of cars per lane.															

Stanford EIR

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

Intersection #29: Sharon Park Dr / Sand Hill Rd

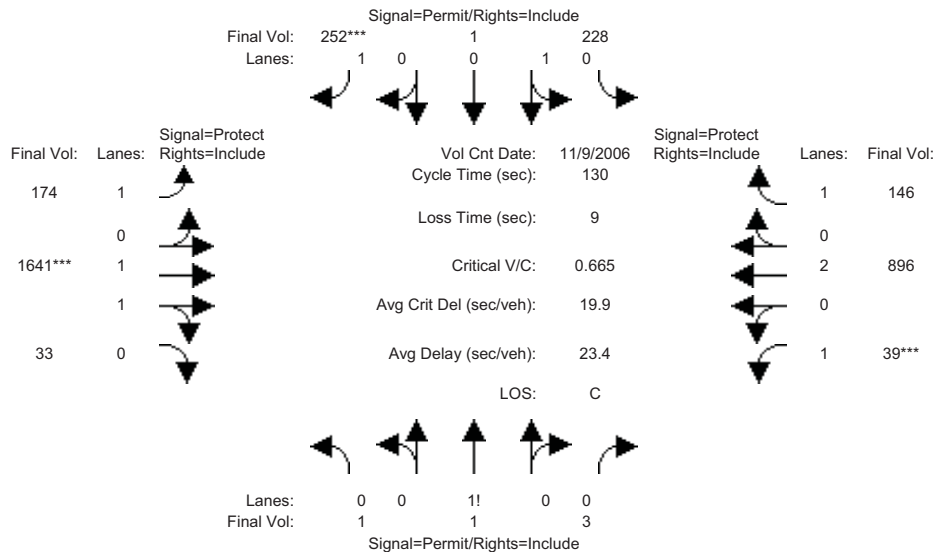


Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << 07:45 - 08:45												
Base Vol:	1	1	3	226	1	252	174	1569	33	39	873	145
Growth Adj:	1.00	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	3	226	1	252	174	1569	33	39	873	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	226	1	252	174	1569	33	39	873	145
User Adj:	1.00	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	3	226	1	252	174	1569	33	39	873	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	226	1	252	174	1569	33	39	873	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	226	1	252	174	1569	33	39	873	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1792	8	1750	1750	3624	76	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.14	0.10	0.43	0.43	0.02	0.23	0.08
Crit Moves:						****		****		****		
Green Time:	28.5	28.5	28.5	28.5	28.5	28.5	28.0	85.5	85.5	7.0	64.6	64.6
Volume/Cap:	0.01	0.01	0.01	0.58	0.58	0.66	0.46	0.66	0.66	0.41	0.46	0.17
Delay/Veh:	39.8	39.8	39.8	47.5	47.5	50.5	45.4	14.1	14.1	62.4	21.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	39.8	39.8	47.5	47.5	50.5	45.4	14.1	14.1	62.4	21.5	18.0
LOS by Move:	D	D	D	D	D	D	D	B	B	E	C+	B-
HCM2kAvgQ:	0	0	0	9	9	11	6	18	18	2	11	3
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #29: Sharon Park Dr / Sand Hill Rd

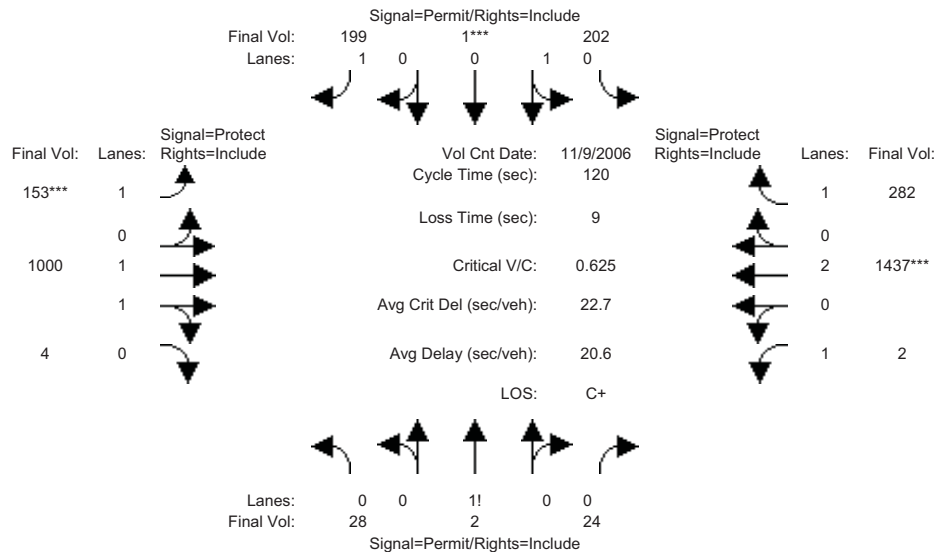


Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << 07:45 - 08:45												
Base Vol:	1	1	3	226	1	252	174	1569	33	39	873	145
Growth Adj:	1.00	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	3	226	1	252	174	1569	33	39	873	145
Added Vol:	0	0	0	2	0	0	0	72	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	228	1	252	174	1641	33	39	896	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	228	1	252	174	1641	33	39	896	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	228	1	252	174	1641	33	39	896	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	228	1	252	174	1641	33	39	896	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1792	8	1750	1750	3627	73	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.14	0.10	0.45	0.45	0.02	0.24	0.08
Crit Moves:				****			****			****		
Green Time:	27.5	27.5	27.5	27.5	27.5	27.5	27.7	86.5	86.5	7.0	65.8	65.8
Volume/Cap:	0.01	0.01	0.01	0.60	0.60	0.68	0.47	0.68	0.68	0.41	0.47	0.16
Delay/Veh:	40.5	40.5	40.5	49.0	49.0	52.3	45.6	14.1	14.1	62.4	21.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	40.5	49.0	49.0	52.3	45.6	14.1	14.1	62.4	21.0	17.4
LOS by Move:	D	D	D	D	D	D-	D	B	B	E	C+	B
HCM2kAvgQ:	0	0	0	9	9	11	6	19	19	2	11	3
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #29: Sharon Park Dr / Sand Hill Rd



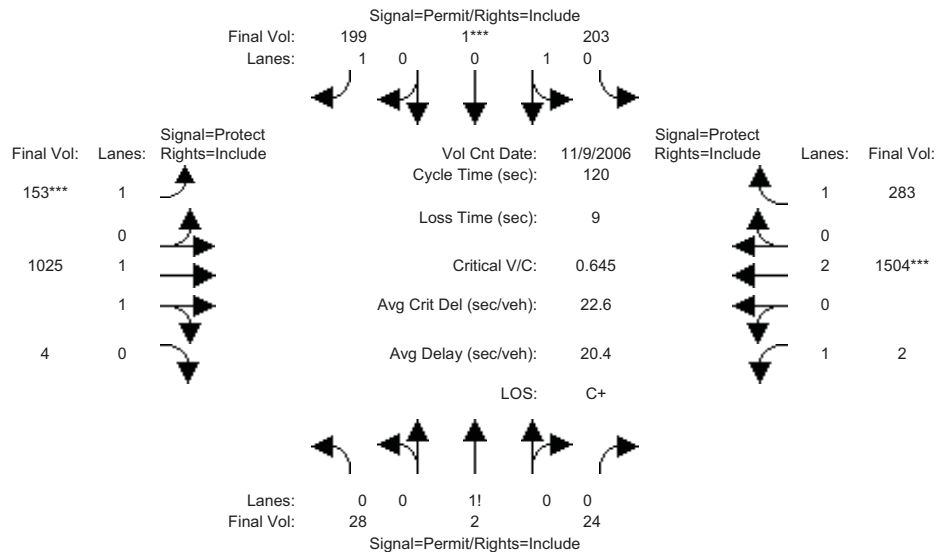
Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << 17:00 - 18:00												
Base Vol:	28	2	24	202	1	199	153	1000	4	2	1437	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	202	1	199	153	1000	4	2	1437	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	202	1	199	153	1000	4	2	1437	282
User Adj:	1.00	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:	28	2	24	202	1	199	153	1000	4	2	1437	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	202	1	199	153	1000	4	2	1437	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	202	1	199	153	1000	4	2	1437	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1791	9	1750	1750	3685	15	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.11	0.09	0.27	0.27	0.00	0.38	0.16
Crit Moves:				****			****			****		
Green Time:	21.6	21.6	21.6	21.6	21.6	21.6	16.8	73.5	73.5	15.8	72.6	72.6
Volume/Cap:	0.17	0.17	0.17	0.63	0.63	0.63	0.63	0.44	0.44	0.01	0.63	0.27
Delay/Veh:	41.8	41.8	41.8	49.2	49.2	49.6	53.7	12.5	12.5	45.3	15.6	11.3
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:	41.8	41.8	41.8	49.2	49.2	49.6	53.7	12.5	12.5	45.3	15.6	11.3
LOS by Move:	D	D	D	D	D	D	D-	B	B	D	B	B+
HCM2kAvgQ:	2	2	2	8	8	8	5	9	9	0	16	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #29: Sharon Park Dr / Sand Hill Rd



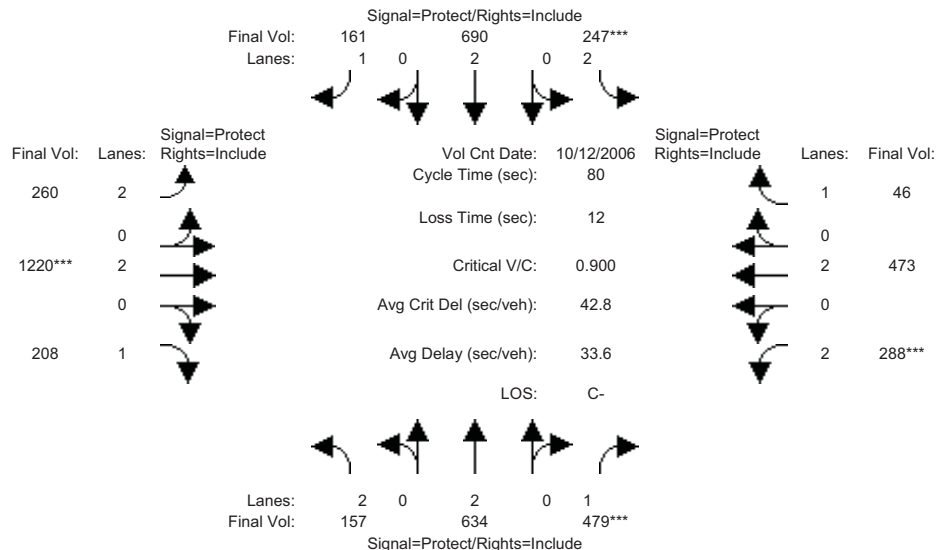
Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2006 << 17:00 - 18:00												
Base Vol:	28	2	24	202	1	199	153	1000	4	2	1437	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	202	1	199	153	1000	4	2	1437	282
Added Vol:	0	0	0	1	0	0	0	25	0	0	67	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	203	1	199	153	1025	4	2	1504	283
User Adj:	1.00	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:	28	2	24	203	1	199	153	1025	4	2	1504	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	203	1	199	153	1025	4	2	1504	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	203	1	199	153	1025	4	2	1504	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1791	9	1750	1750	3686	14	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.11	0.11	0.11	0.09	0.28	0.28	0.00	0.40	0.16
Crit Moves:				****			****			****		
Green Time:	21.1	21.1	21.1	21.1	21.1	21.1	16.3	74.3	74.3	15.6	73.6	73.6
Volume/Cap:	0.18	0.18	0.18	0.64	0.64	0.65	0.64	0.45	0.45	0.01	0.64	0.26
Delay/Veh:	42.3	42.3	42.3	50.5	50.5	50.7	55.1	12.2	12.2	45.5	15.4	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:	42.3	42.3	42.3	50.5	50.5	50.7	55.1	12.2	12.2	45.5	15.4	10.8
LOS by Move:	D	D	D	D	D	D	E+	B	B	D	B	B+
HCM2kAvgQ:	2	2	2	8	8	8	5	10	10	0	17	5

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

Stanford EIR

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

Intersection #30: Santa Cruz Ave / Sand Hill Rd

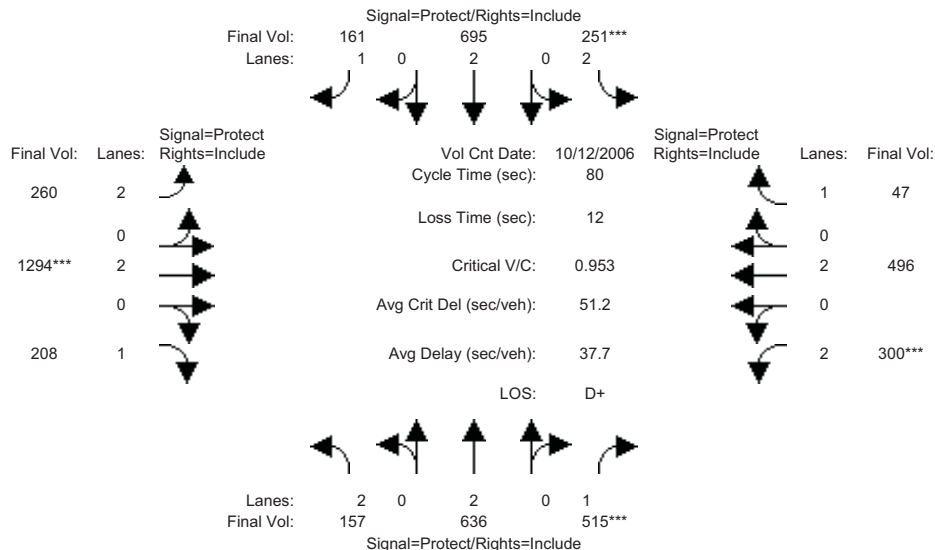


Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 7:45-8:45 AM											
Base Vol:	157	634	479	247	690	321	260	1220	208	288	473	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	634	479	247	690	321	260	1220	208	288	473	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	634	479	247	690	321	260	1220	208	288	473	46
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	157	634	479	247	690	161	260	1220	208	288	473	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	634	479	247	690	161	260	1220	208	288	473	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	634	479	247	690	161	260	1220	208	288	473	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.27	0.08	0.18	0.09	0.08	0.32	0.12	0.09	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.2	24.3	24.3	7.0	21.1	21.1	15.1	28.5	28.5	8.1	21.6	21.6
Volume/Cap:	0.39	0.55	0.90	0.90	0.69	0.35	0.44	0.90	0.33	0.90	0.46	0.10
Delay/Veh:	32.7	23.8	44.9	65.1	28.5	24.3	29.2	32.8	19.1	62.2	24.7	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	23.8	44.9	65.1	28.5	24.3	29.2	32.8	19.1	62.2	24.7	22.0
LOS by Move:	C-	C	D	E	C	C	C	C-	B-	E	C	C+
HCM2kAvgQ:	2	6	14	7	9	4	3	15	4	7	5	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #30: Santa Cruz Ave / Sand Hill Rd



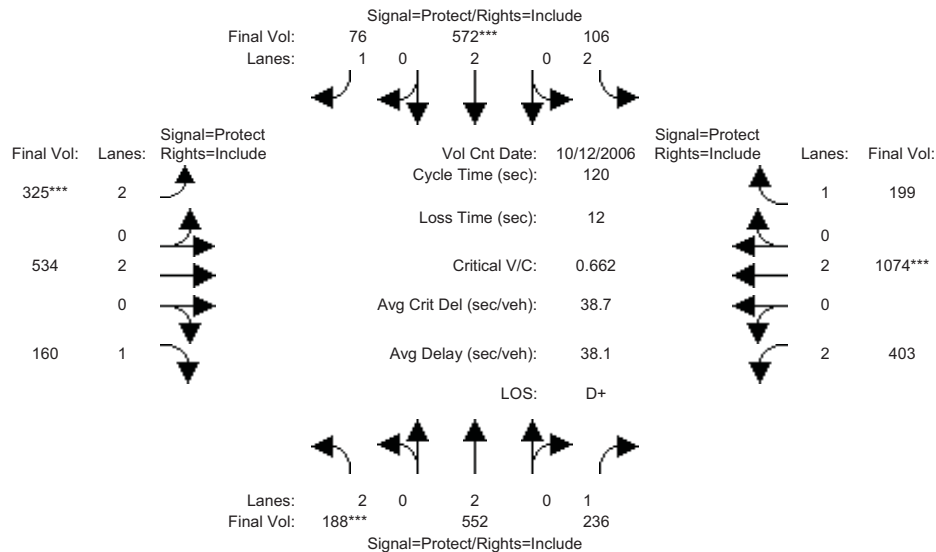
Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 7:45-8:45 AM											
Base Vol:	157	634	479	247	690	321	260	1220	208	288	473	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	634	479	247	690	321	260	1220	208	288	473	46
Added Vol:	0	2	36	4	5	0	0	74	0	12	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	636	515	251	695	321	260	1294	208	300	496	47
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	157	636	515	251	695	161	260	1294	208	300	496	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	636	515	251	695	161	260	1294	208	300	496	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	636	515	251	695	161	260	1294	208	300	496	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.29	0.08	0.18	0.09	0.08	0.34	0.12	0.10	0.13	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.2	24.6	24.6	7.0	21.4	21.4	14.6	28.5	28.5	8.0	21.8	21.8
Volume/Cap:	0.39	0.54	0.96	0.91	0.68	0.34	0.45	0.96	0.33	0.96	0.48	0.10
Delay/Veh:	32.7	23.6	55.5	68.0	28.3	24.1	29.7	40.6	19.2	75.2	24.7	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	23.6	55.5	68.0	28.3	24.1	29.7	40.6	19.2	75.2	24.7	21.8
LOS by Move:	C-	C	E+	E	C	C	C	D	B-	E-	C	C+
HCM2kAvgQ:	2	6	17	7	9	4	3	18	4	8	6	1

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

Stanford EIR

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

Intersection #30: Santa Cruz Ave / Sand Hill Rd

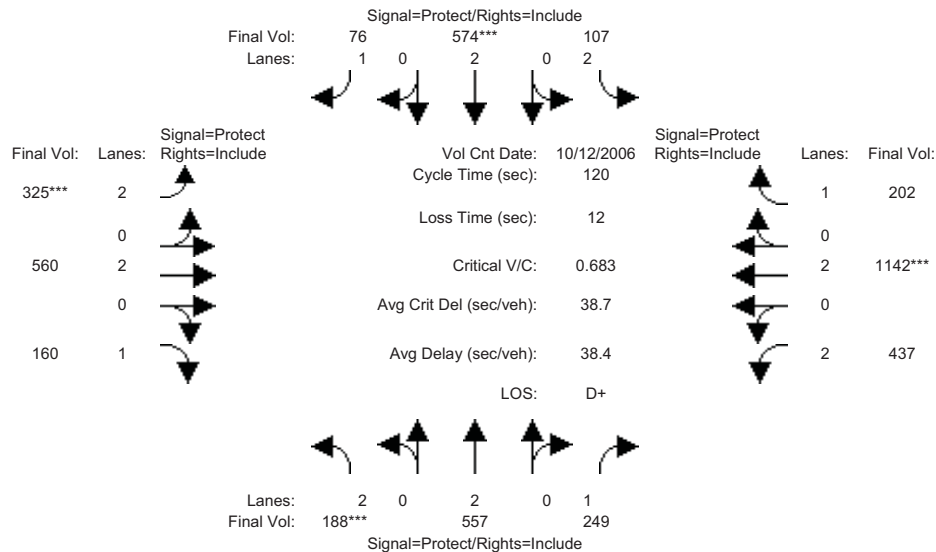


Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2006 << 5:00-6:00 PM												
Base Vol:	188	552	236	106	572	151	325	534	160	403	1074	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	552	236	106	572	151	325	534	160	403	1074	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	552	236	106	572	151	325	534	160	403	1074	199
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	188	552	236	106	572	76	325	534	160	403	1074	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	552	236	106	572	76	325	534	160	403	1074	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	552	236	106	572	76	325	534	160	403	1074	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.13	0.03	0.15	0.04	0.10	0.14	0.09	0.13	0.28	0.11
Crit Moves:	***				***		***				***	
Green Time:	10.8	27.2	27.2	10.9	27.3	27.3	18.7	36.6	36.6	33.3	51.2	51.2
Volume/Cap:	0.66	0.64	0.60	0.37	0.66	0.19	0.66	0.46	0.30	0.46	0.66	0.27
Delay/Veh:	58.6	43.7	44.0	52.1	44.1	37.7	51.1	34.0	32.2	36.3	28.5	22.4
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:	58.6	43.7	44.0	52.1	44.1	37.7	51.1	34.0	32.2	36.3	28.5	22.4
LOS by Move:	E+	D	D	D-	D	D+	D-	C-	C-	D+	C	C+
HCM2kAvgQ:	4	9	8	3	10	2	7	8	5	8	16	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #30: Santa Cruz Ave / Sand Hill Rd

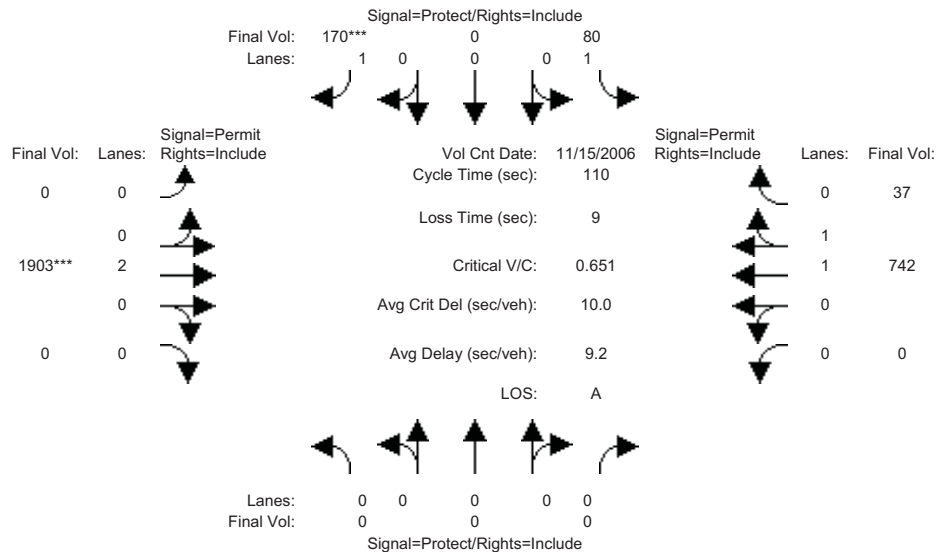


Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	12 Oct 2006 << 5:00-6:00 PM											
Base Vol:	188	552	236	106	572	151	325	534	160	403	1074	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	552	236	106	572	151	325	534	160	403	1074	199
Added Vol:	0	5	13	1	2	0	0	26	0	34	68	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	557	249	107	574	151	325	560	160	437	1142	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	188	557	249	107	574	76	325	560	160	437	1142	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	557	249	107	574	76	325	560	160	437	1142	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	557	249	107	574	76	325	560	160	437	1142	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.14	0.03	0.15	0.04	0.10	0.15	0.09	0.14	0.30	0.12
Crit Moves:	***				***		***				***	
Green Time:	10.5	26.5	26.5	10.5	26.6	26.6	18.1	36.6	36.6	34.4	52.8	52.8
Volume/Cap:	0.68	0.66	0.64	0.39	0.68	0.19	0.68	0.48	0.30	0.48	0.68	0.26
Delay/Veh:	60.0	44.7	46.2	52.6	45.2	38.3	52.3	34.4	32.3	35.9	28.1	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	44.7	46.2	52.6	45.2	38.3	52.3	34.4	32.3	35.9	28.1	21.4
LOS by Move:	E	D	D	D-	D	D+	D-	C-	C-	D+	C	C+
HCM2kAvgQ:	4	9	9	3	11	2	7	8	5	8	17	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #31: Oak Ave / Sand Hill Rd

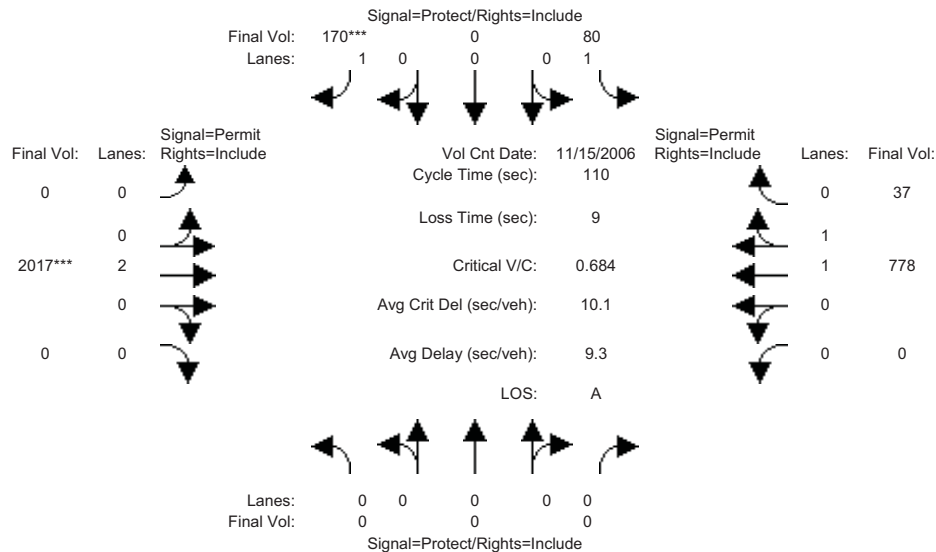


Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2006 << 8:00-9:00											
Base Vol:	0	0	0	80	0	170	0	1903	0	0	742	37
Growth Adj:	1.00	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	80	0	170	0	1903	0	0	742	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	1903	0	0	742	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	170	0	1903	0	0	742	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	1903	0	0	742	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	170	0	1903	0	0	742	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3524	176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.50	0.00	0.00	0.21	0.21
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	16.4	0.0	16.4	0.0	84.6	0.0	0.0	84.6	84.6
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.65	0.00	0.65	0.00	0.00	0.27	0.27
Delay/Veh:	0.0	0.0	0.0	42.4	0.0	49.8	0.0	6.4	0.0	0.0	3.8	3.8
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	0.0	0.0	42.4	0.0	49.8	0.0	6.4	0.0	0.0	3.8	3.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	7	0	15	0	0	4	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #31: Oak Ave / Sand Hill Rd



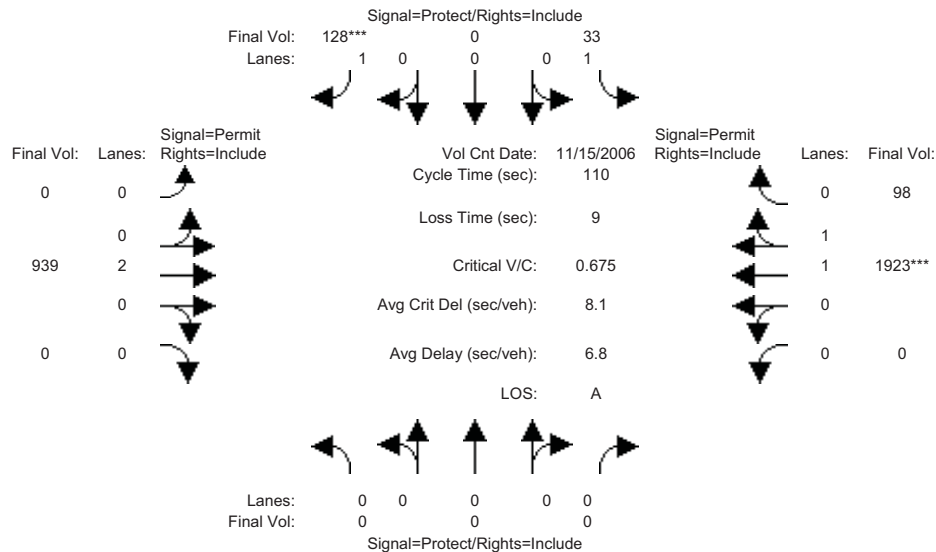
Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2006 << 8:00-9:00											
Base Vol:	0	0	0	80	0	170	0	1903	0	0	742	37
Growth Adj:	1.00	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	80	0	170	0	1903	0	0	742	37
Added Vol:	0	0	0	0	0	0	0	114	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2017	0	0	778	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	170	0	2017	0	0	778	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2017	0	0	778	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	80	0	170	0	2017	0	0	778	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3532	168
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.53	0.00	0.00	0.22	0.22
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	15.6	0.0	15.6	0.0	85.4	0.0	0.0	85.4	85.4
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.68	0.00	0.68	0.00	0.00	0.28	0.28
Delay/Veh:	0.0	0.0	0.0	43.2	0.0	52.5	0.0	6.6	0.0	0.0	3.6	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.2	0.0	52.5	0.0	6.6	0.0	0.0	3.6	3.6
LOS by Move:	A	A	A	D	A	D-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	7	0	17	0	0	4	4

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

Stanford EIR

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

Intersection #31: Oak Ave / Sand Hill Rd



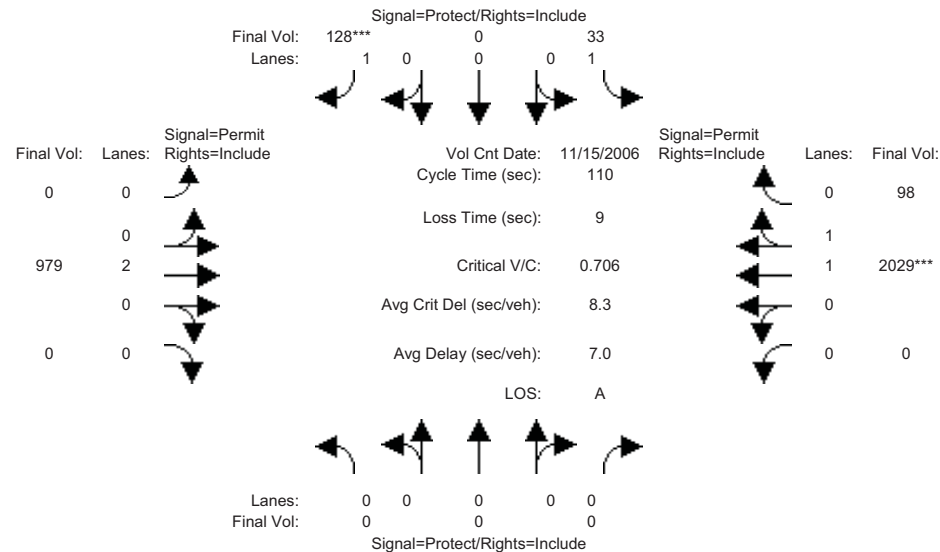
Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2006 << 5:00-6:00											
Base Vol:	0	0	0	33	0	128	0	939	0	0	1923	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	128	0	939	0	0	1923	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	939	0	0	1923	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	33	0	128	0	939	0	0	1923	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	939	0	0	1923	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	33	0	128	0	939	0	0	1923	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3520	179
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.25	0.00	0.00	0.55	0.55
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	11.9	0.0	11.9	0.0	89.1	0.0	0.0	89.1	89.1
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.67	0.00	0.31	0.00	0.00	0.67	0.67
Delay/Veh:	0.0	0.0	0.0	45.0	0.0	56.4	0.0	2.7	0.0	0.0	5.0	5.0
User DelAdj:	1.00	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	45.0	0.0	56.4	0.0	2.7	0.0	0.0	5.0	5.0
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	6	0	4	0	0	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #31: Oak Ave / Sand Hill Rd



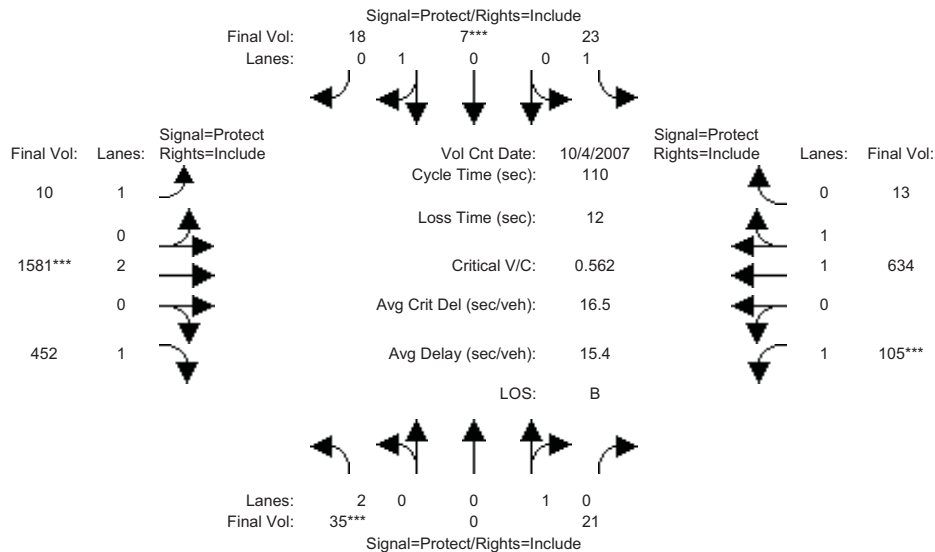
Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2006 << 5:00-6:00											
Base Vol:	0	0	0	33	0	128	0	939	0	0	1923	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	128	0	939	0	0	1923	98
Added Vol:	0	0	0	0	0	0	0	40	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	979	0	0	2029	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	33	0	128	0	979	0	0	2029	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	979	0	0	2029	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	33	0	128	0	979	0	0	2029	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3529	170
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.26	0.00	0.00	0.57	0.57
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	11.4	0.0	11.4	0.0	89.6	0.0	0.0	89.6	89.6
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.71	0.00	0.32	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	45.5	0.0	59.6	0.0	2.6	0.0	0.0	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.5	0.0	59.6	0.0	2.6	0.0	0.0	5.2	5.2
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	6	0	4	0	0	16	16

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

Stanford EIR

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

Intersection #32: Stock Farm Rd / Sand Hill Rd



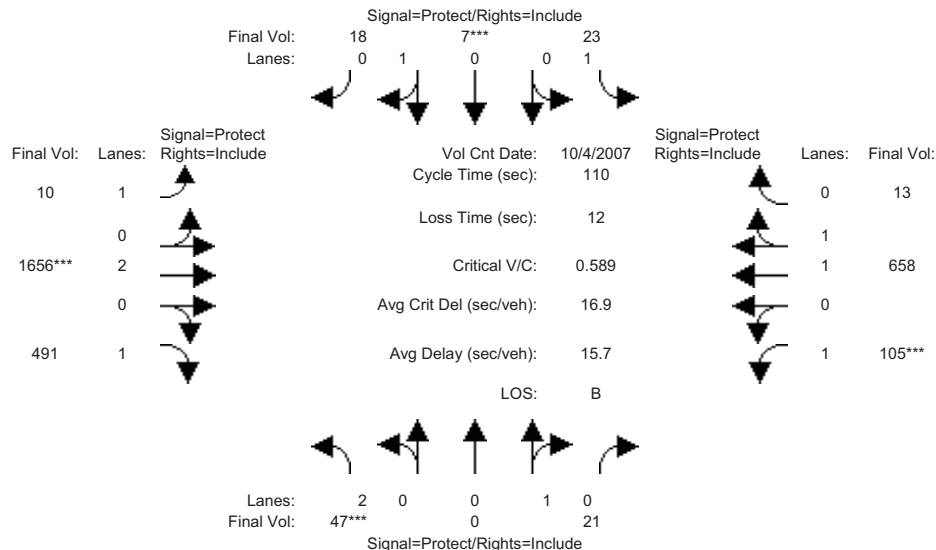
Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 7:45-8:45am												
Base Vol:	35	0	21	23	7	18	10	1581	452	105	634	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	10	1581	452	105	634	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	23	7	18	10	1581	452	105	634	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:	35	0	21	23	7	18	10	1581	452	105	634	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	21	23	7	18	10	1581	452	105	634	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	0	21	23	7	18	10	1581	452	105	634	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3626	74
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.42	0.26	0.06	0.17	0.17
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	21.6	70.8	70.8	10.2	59.4	59.4
Volume/Cap:	0.17	0.00	0.13	0.21	0.15	0.15	0.03	0.65	0.40	0.65	0.32	0.32
Delay/Veh:	49.2	0.0	46.3	49.8	46.5	46.5	35.7	12.6	9.7	56.9	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	0.0	46.3	49.8	46.5	46.5	35.7	12.6	9.7	56.9	14.2	14.2
LOS by Move:	D	A	D	D	D	D	D+	B	A	E+	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	16	8	4	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #32: Stock Farm Rd / Sand Hill Rd

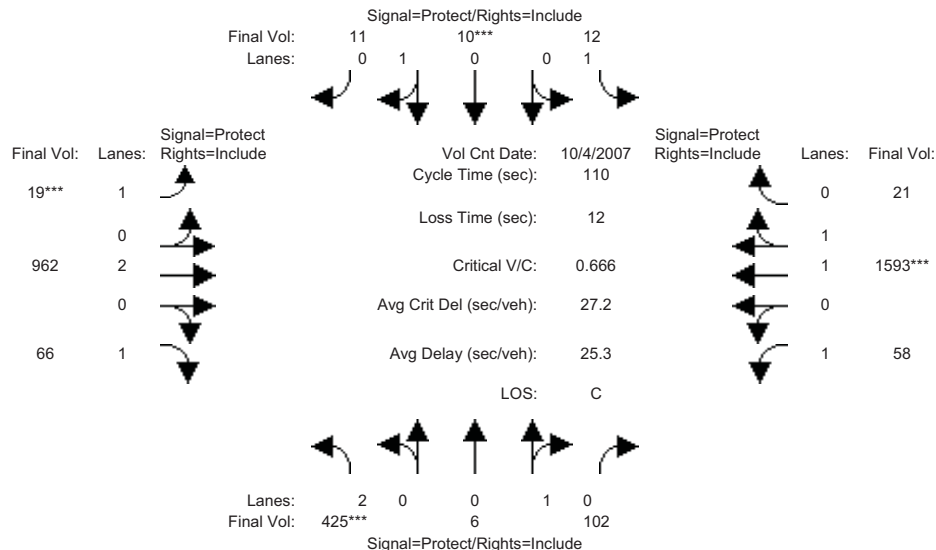


Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 7:45-8:45am												
Base Vol:	35	0	21	23	7	18	10	1581	452	105	634	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	10	1581	452	105	634	13
Added Vol:	12	0	0	0	0	0	0	75	39	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	21	23	7	18	10	1656	491	105	658	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:	47	0	21	23	7	18	10	1656	491	105	658	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	21	23	7	18	10	1656	491	105	658	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	0	21	23	7	18	10	1656	491	105	658	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3628	72
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.44	0.28	0.06	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	21.0	71.2	71.2	9.8	60.0	60.0
Volume/Cap:	0.23	0.00	0.13	0.21	0.15	0.15	0.03	0.67	0.43	0.67	0.33	0.33
Delay/Veh:	49.6	0.0	46.3	49.8	46.5	46.5	36.2	12.9	9.8	59.6	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	0.0	46.3	49.8	46.5	46.5	36.2	12.9	9.8	59.6	14.0	14.0
LOS by Move:	D	A	D	D	D	D	D+	B	A	E+	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	17	8	4	6	6
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #32: Stock Farm Rd / Sand Hill Rd



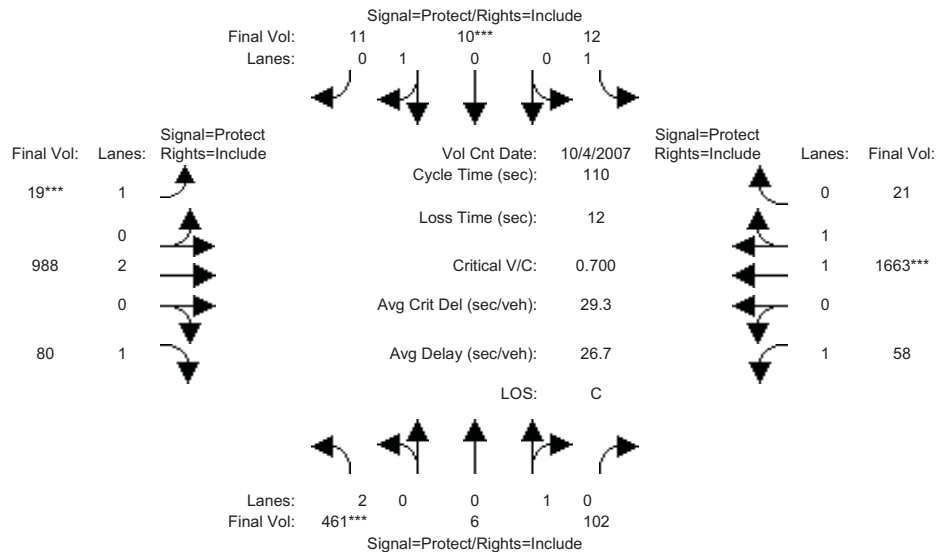
Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	425	6	102	12	10	11	19	962	66	58	1593	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	6	102	12	10	11	19	962	66	58	1593	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	6	102	12	10	11	19	962	66	58	1593	21
User Adj:	1.00	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:	425	6	102	12	10	11	19	962	66	58	1593	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	6	102	12	10	11	19	962	66	58	1593	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	6	102	12	10	11	19	962	66	58	1593	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	100	1700	1750	857	943	1750	3800	1750	1750	3652	48
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.06	0.01	0.01	0.01	0.01	0.25	0.04	0.03	0.44	0.44
Crit Moves:	***			***			***			***		
Green Time:	19.1	17.1	17.1	12.0	10.0	10.0	7.0	55.0	55.0	13.8	61.9	61.9
Volume/Cap:	0.78	0.39	0.39	0.06	0.13	0.13	0.17	0.51	0.08	0.26	0.78	0.78
Delay/Veh:	50.3	42.6	42.6	44.1	46.3	46.3	49.5	18.6	14.3	44.1	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	42.6	42.6	44.1	46.3	46.3	49.5	18.6	14.3	44.1	20.6	20.6
LOS by Move:	D	D	D	D	D	D	D	B-	B	D	C+	C+
HCM2kAvgQ:	10	4	4	0	1	1	1	11	1	2	21	21

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #32: Stock Farm Rd / Sand Hill Rd



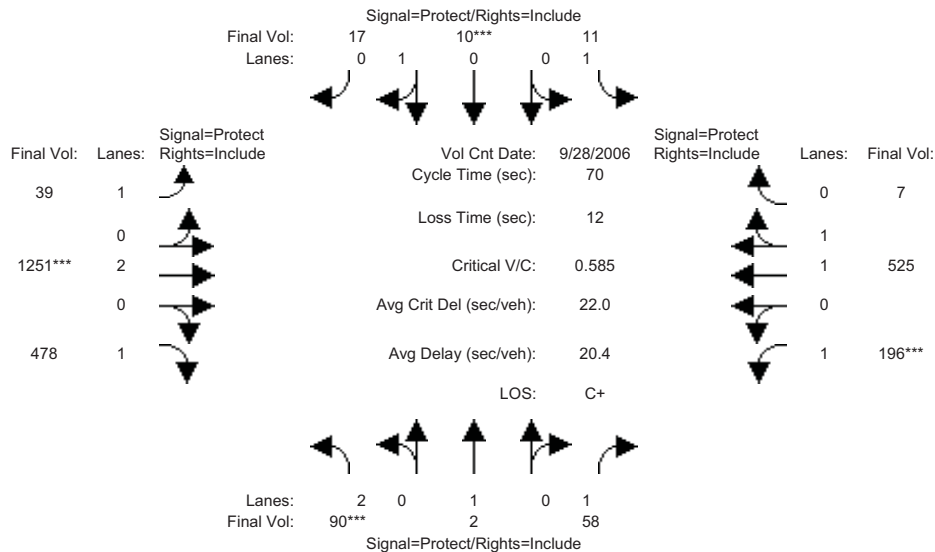
Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 5-6pm												
Base Vol:	425	6	102	12	10	11	19	962	66	58	1593	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	6	102	12	10	11	19	962	66	58	1593	21
Added Vol:	36	0	0	0	0	0	0	26	14	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	461	6	102	12	10	11	19	988	80	58	1663	21
User Adj:	1.00	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:	461	6	102	12	10	11	19	988	80	58	1663	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	6	102	12	10	11	19	988	80	58	1663	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	461	6	102	12	10	11	19	988	80	58	1663	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	100	1700	1750	857	943	1750	3800	1750	1750	3654	46
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.01	0.01	0.01	0.01	0.26	0.05	0.03	0.46	0.46
Crit Moves:	***			***			***			***		
Green Time:	19.7	17.5	17.5	12.2	10.0	10.0	7.0	54.9	54.9	13.4	61.3	61.3
Volume/Cap:	0.82	0.38	0.38	0.06	0.13	0.13	0.17	0.52	0.09	0.27	0.82	0.82
Delay/Veh:	52.5	42.2	42.2	43.9	46.3	46.3	49.5	18.9	14.5	44.5	22.5	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:	52.5	42.2	42.2	43.9	46.3	46.3	49.5	18.9	14.5	44.5	22.5	22.5
LOS by Move:	D-	D	D	D	D	D	D	B-	B	D	C+	C+
HCM2kAvgQ:	11	4	4	0	1	1	1	11	1	2	23	23

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

Stanford EIR

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

Intersection #33: Pasteur Dr / Sand Hill Rd

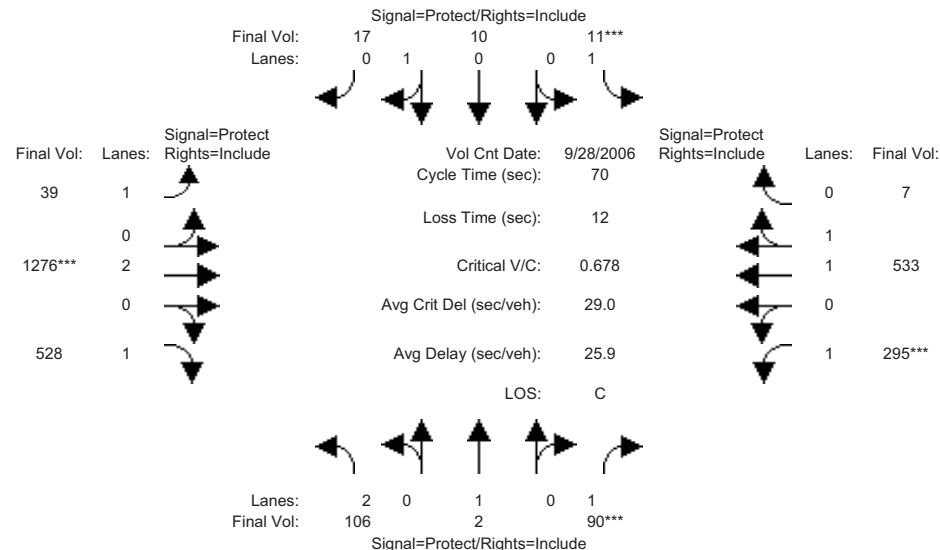


Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 8:00-9:00												
Base Vol:	90	2	58	11	10	17	39	1251	478	196	525	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:	90	2	58	11	10	17	39	1251	478	196	525	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	2	58	11	10	17	39	1251	478	196	525	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:	90	2	58	11	10	17	39	1251	478	196	525	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2	58	11	10	17	39	1251	478	196	525	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	2	58	11	10	17	39	1251	478	196	525	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	667	1133	1750	3800	1750	1750	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.02	0.02	0.02	0.33	0.27	0.11	0.14	0.14
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	16.8	30.6	30.6	10.4	24.2	24.2
Volume/Cap:	0.29	0.01	0.23	0.06	0.11	0.11	0.09	0.75	0.62	0.75	0.42	0.42
Delay/Veh:	29.7	25.8	27.1	28.7	26.3	26.3	20.8	18.5	16.9	40.3	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	25.8	27.1	28.7	26.3	26.3	20.8	18.5	16.9	40.3	17.7	17.7
LOS by Move:	C	C	C	C	C	C	C+	B-	B	D	B	B
HCM2kAvgQ:	1	0	1	0	1	1	1	11	8	5	4	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #33: Pasteur Dr / Sand Hill Rd

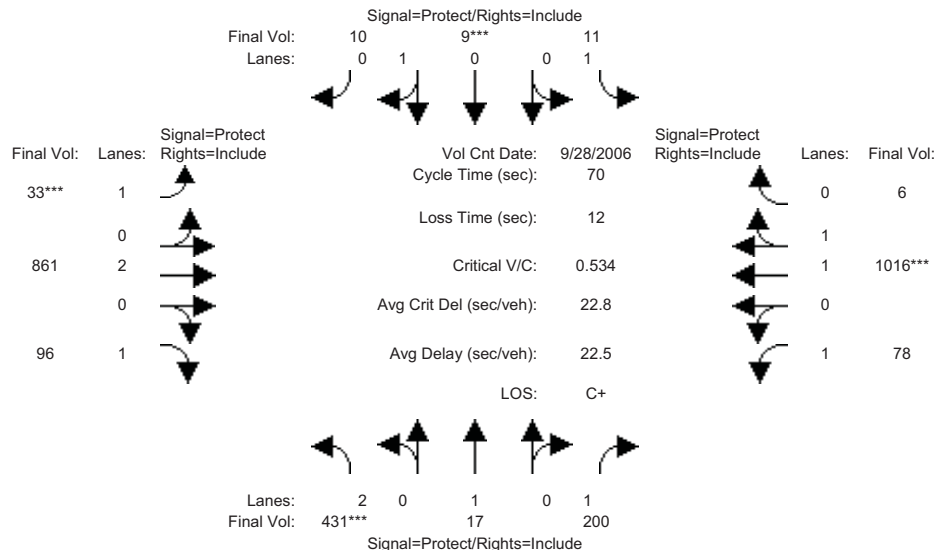


Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 8:00-9:00												
Base Vol:	90	2	58	11	10	17	39	1251	478	196	525	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:	90	2	58	11	10	17	39	1251	478	196	525	7
Added Vol:	16	0	32	0	0	0	0	25	50	99	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	2	90	11	10	17	39	1276	528	295	533	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:	106	2	90	11	10	17	39	1276	528	295	533	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	2	90	11	10	17	39	1276	528	295	533	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	2	90	11	10	17	39	1276	528	295	533	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	667	1133	1750	3800	1750	1750	3652	48
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.01	0.02	0.02	0.02	0.34	0.30	0.17	0.15	0.15
Crit Moves:	****											
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	16.7	27.3	27.3	13.7	24.3	24.3
Volume/Cap:	0.34	0.01	0.36	0.06	0.11	0.11	0.09	0.86	0.77	0.86	0.42	0.42
Delay/Veh:	30.0	25.8	28.0	28.7	26.3	26.3	20.9	25.0	24.2	46.6	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	25.8	28.0	28.7	26.3	26.3	20.9	25.0	24.2	46.6	17.7	17.7
LOS by Move:	C	C	C	C	C	C	C+	C	C	D	B	B
HCM2kAvgQ:	2	0	2	0	1	1	1	13	11	8	4	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #33: Pasteur Dr / Sand Hill Rd



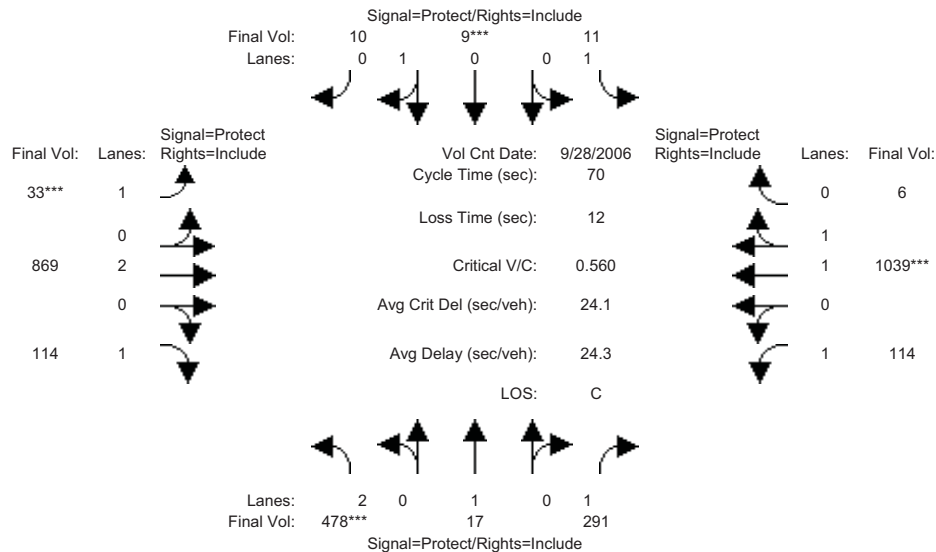
Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 16:45 - 17:45												
Base Vol:	431	17	200	11	9	10	33	861	96	78	1016	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	17	200	11	9	10	33	861	96	78	1016	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	17	200	11	9	10	33	861	96	78	1016	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	17	200	11	9	10	33	861	96	78	1016	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	17	200	11	9	10	33	861	96	78	1016	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	431	17	200	11	9	10	33	861	96	78	1016	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.47	0.53	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	853	947	1750	3800	1750	1750	3678	22
Capacity Analysis Module:												
Vol/Sat:	0.14	0.01	0.11	0.01	0.01	0.01	0.02	0.23	0.05	0.04	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	13.6	13.9	13.9	9.7	10.0	10.0	7.0	23.9	23.9	10.5	27.4	27.4
Volume/Cap:	0.71	0.05	0.58	0.05	0.07	0.07	0.19	0.66	0.16	0.30	0.71	0.71
Delay/Veh:	30.1	22.8	27.8	26.2	26.1	26.1	29.4	21.0	16.2	27.1	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	22.8	27.8	26.2	26.1	26.1	29.4	21.0	16.2	27.1	19.5	19.5
LOS by Move:	C	C+	C	C	C	C	C	C+	B	C	B-	B-
HCM2kAvgQ:	7	0	5	0	0	0	1	8	1	2	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #33: Pasteur Dr / Sand Hill Rd



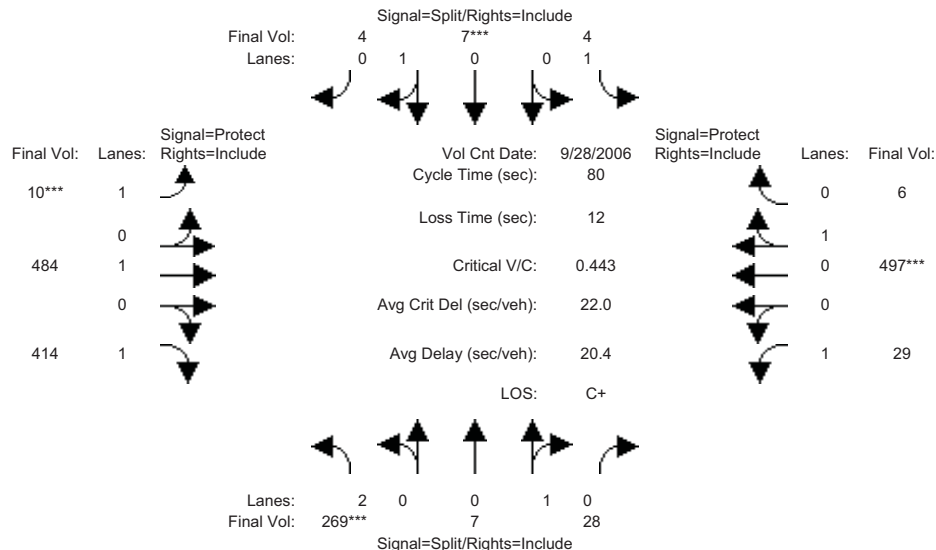
Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	28 Sep 2006 << 16:45 - 17:45											
Base Vol:	431	17	200	11	9	10	33	861	96	78	1016	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	17	200	11	9	10	33	861	96	78	1016	6
Added Vol:	47	0	91	0	0	0	0	8	18	36	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	478	17	291	11	9	10	33	869	114	114	1039	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	478	17	291	11	9	10	33	869	114	114	1039	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	17	291	11	9	10	33	869	114	114	1039	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	478	17	291	11	9	10	33	869	114	114	1039	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.47	0.53	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	853	947	1750	3800	1750	1750	3679	21
Capacity Analysis Module:												
Vol/Sat:	0.15	0.01	0.17	0.01	0.01	0.01	0.02	0.23	0.07	0.07	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	14.3	15.2	15.2	9.1	10.0	10.0	7.0	23.4	23.4	10.2	26.7	26.7
Volume/Cap:	0.74	0.04	0.77	0.05	0.07	0.07	0.19	0.68	0.19	0.45	0.74	0.74
Delay/Veh:	30.7	21.7	34.8	26.7	26.1	26.1	29.4	21.6	16.7	28.5	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	21.7	34.8	26.7	26.1	26.1	29.4	21.6	16.7	28.5	20.8	20.8
LOS by Move:	C	C+	C-	C	C	C	C	C+	B	C	C+	C+
HCM2kAvgQ:	8	0	8	0	0	0	1	8	2	2	10	10

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

Stanford EIR

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

Intersection #34: Arboretum Rd / Sand Hill Rd



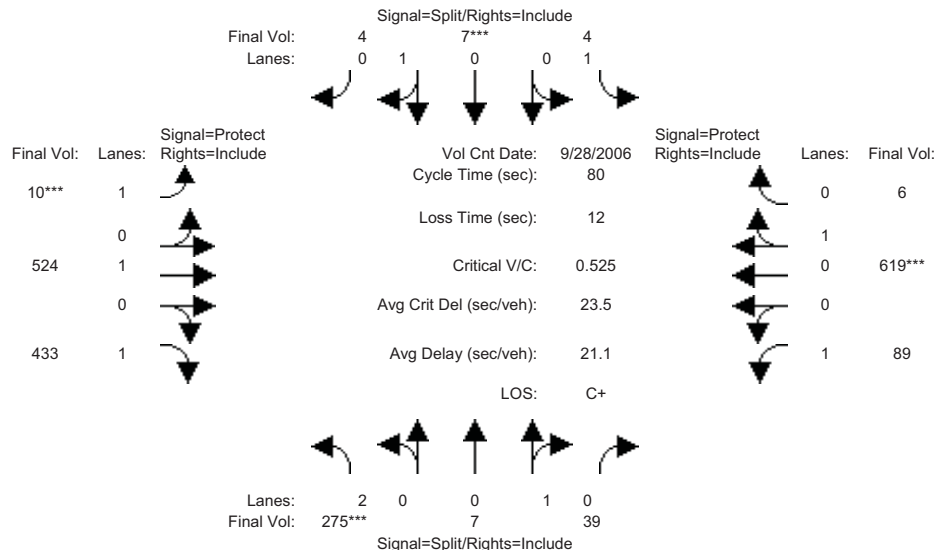
Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 8:00-9:00												
Base Vol:	269	7	28	4	7	4	10	484	414	29	497	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	7	28	4	7	4	10	484	414	29	497	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	7	28	4	7	4	10	484	414	29	497	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	7	28	4	7	4	10	484	414	29	497	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	7	28	4	7	4	10	484	414	29	497	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	7	28	4	7	4	10	484	414	29	497	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.20	0.80	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	360	1440	1750	1145	655	1750	1900	1750	1750	1779	21
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.00	0.01	0.01	0.01	0.25	0.24	0.02	0.28	0.28
Crit Moves:	***			***			***			***		
Green Time:	11.9	11.9	11.9	10.0	10.0	10.0	7.0	34.3	34.3	11.8	39.1	39.1
Volume/Cap:	0.57	0.13	0.13	0.02	0.05	0.05	0.07	0.59	0.55	0.11	0.57	0.57
Delay/Veh:	33.4	29.7	29.7	30.7	30.9	30.9	33.7	18.7	18.0	29.8	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	29.7	29.7	30.7	30.9	30.9	33.7	18.7	18.0	29.8	15.5	15.5
LOS by Move:	C-	C	C	C	C	C	C-	B-	B-	C	B	B
HCM2kAvgQ:	5	1	1	0	0	0	0	10	9	1	10	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #34: Arboretum Rd / Sand Hill Rd

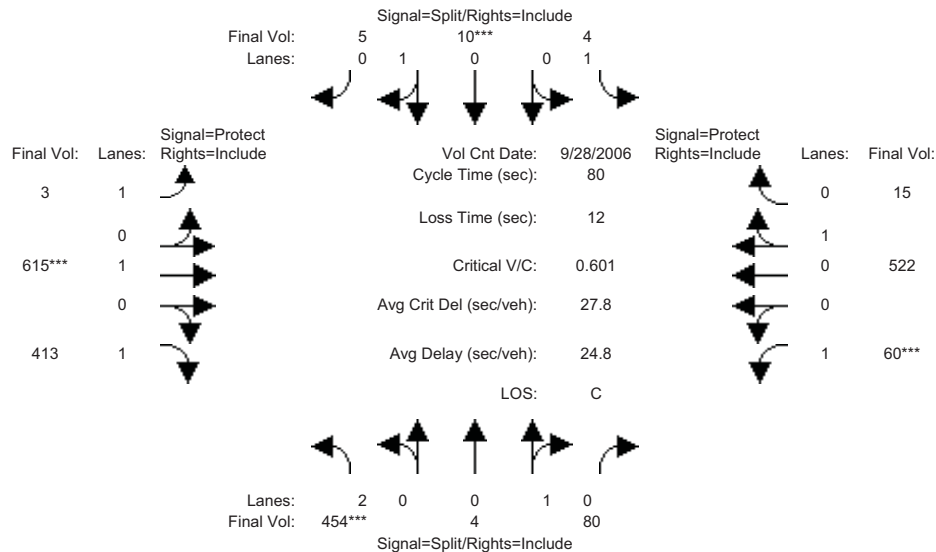


Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	28 Sep 2006 << 8:00-9:00											
Base Vol:	269	7	28	4	7	4	10	484	414	29	497	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	7	28	4	7	4	10	484	414	29	497	6
Added Vol:	6	0	11	0	0	0	0	40	19	60	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	7	39	4	7	4	10	524	433	89	619	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	7	39	4	7	4	10	524	433	89	619	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	7	39	4	7	4	10	524	433	89	619	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	275	7	39	4	7	4	10	524	433	89	619	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.15	0.85	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	274	1526	1750	1145	655	1750	1900	1750	1750	1783	17
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.00	0.01	0.01	0.01	0.28	0.25	0.05	0.35	0.35
Crit Moves:	***				***		***				***	
Green Time:	10.2	10.2	10.2	10.0	10.0	10.0	7.0	36.3	36.3	11.5	40.8	40.8
Volume/Cap:	0.68	0.20	0.20	0.02	0.05	0.05	0.07	0.61	0.55	0.35	0.68	0.68
Delay/Veh:	38.0	31.6	31.6	30.7	30.9	30.9	33.7	17.8	16.7	31.8	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	31.6	31.6	30.7	30.9	30.9	33.7	17.8	16.7	31.8	16.9	16.9
LOS by Move:	D+	C	C	C	C	C	C-	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	0	0	0	10	9	2	13	13
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #34: Arboretum Rd / Sand Hill Rd

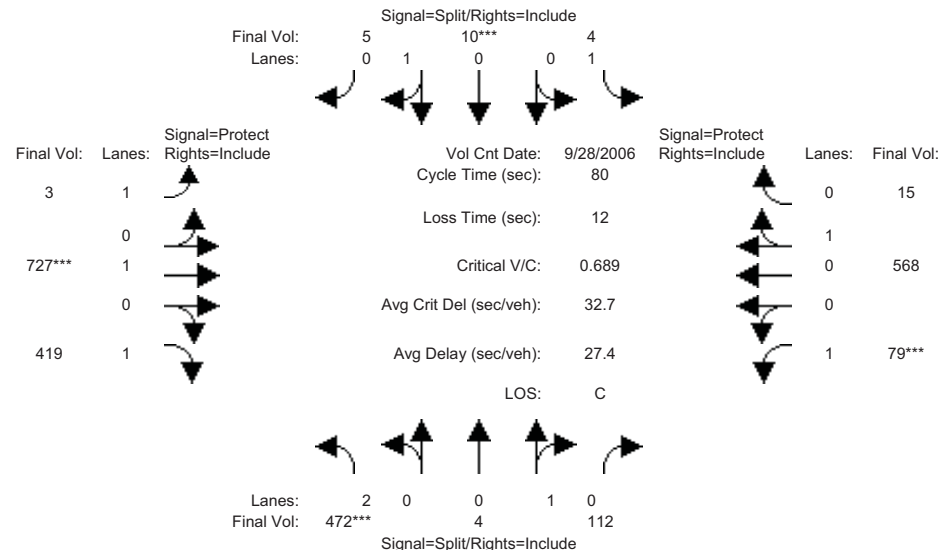


Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 16:45 - 17:45												
Base Vol:	454	4	80	4	10	5	3	615	413	60	522	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	80	4	10	5	3	615	413	60	522	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	4	80	4	10	5	3	615	413	60	522	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	4	80	4	10	5	3	615	413	60	522	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	4	80	4	10	5	3	615	413	60	522	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	454	4	80	4	10	5	3	615	413	60	522	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.05	0.95	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	86	1714	1750	1200	600	1750	1900	1750	1750	1750	50
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.05	0.00	0.01	0.01	0.00	0.32	0.24	0.03	0.30	0.30
Crit Moves:	***			***			***			***		
Green Time:	15.7	15.7	15.7	10.0	10.0	10.0	9.6	35.3	35.3	7.0	32.7	32.7
Volume/Cap:	0.73	0.24	0.24	0.02	0.07	0.07	0.01	0.73	0.54	0.39	0.73	0.73
Delay/Veh:	34.7	27.4	27.4	30.7	31.0	31.0	31.1	21.9	17.1	36.1	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	27.4	27.4	30.7	31.0	31.0	31.1	21.9	17.1	36.1	23.7	23.7
LOS by Move:	C-	C	C	C	C	C	C	C+	B	D+	C	C
HCM2kAvgQ:	8	2	2	0	0	0	0	14	8	2	13	13
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #34: Arboretum Rd / Sand Hill Rd

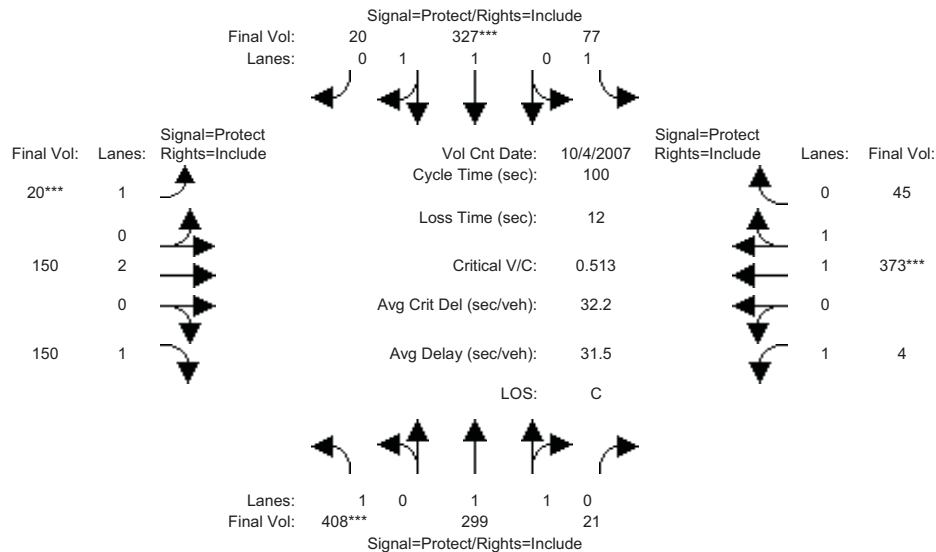


Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 16:45 - 17:45												
Base Vol:	454	4	80	4	10	5	3	615	413	60	522	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	80	4	10	5	3	615	413	60	522	15
Added Vol:	18	0	32	0	0	0	0	112	6	19	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	4	112	4	10	5	3	727	419	79	568	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	112	4	10	5	3	727	419	79	568	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	4	112	4	10	5	3	727	419	79	568	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	472	4	112	4	10	5	3	727	419	79	568	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.03	0.97	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	62	1738	1750	1200	600	1750	1900	1750	1750	1754	46
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.00	0.01	0.01	0.00	0.38	0.24	0.05	0.32	0.32
Crit Moves:	***			***			***			***		
Green Time:	14.4	14.4	14.4	10.0	10.0	10.0	9.3	36.6	36.6	7.0	34.4	34.4
Volume/Cap:	0.84	0.36	0.36	0.02	0.07	0.07	0.01	0.84	0.52	0.52	0.75	0.75
Delay/Veh:	42.1	29.5	29.5	30.7	31.0	31.0	31.3	26.1	16.1	37.9	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:	42.1	29.5	29.5	30.7	31.0	31.0	31.3	26.1	16.1	37.9	23.5	23.5
LOS by Move:	D	C	C	C	C	C	C	C	B	D+	C	C
HCM2kAvgQ:	10	3	3	0	0	0	0	18	8	3	14	14
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #35: Arboretum Rd / Quarry Rd



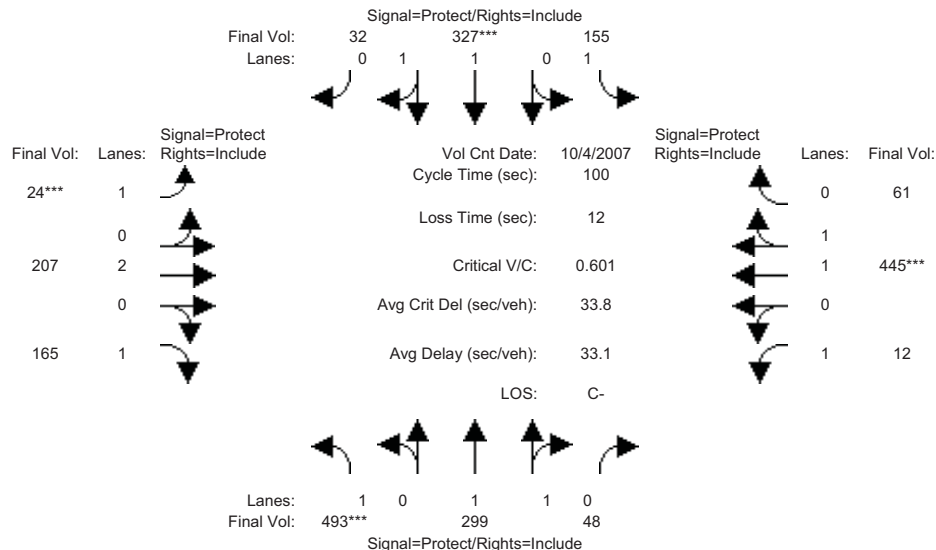
Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 08:00 - 09:00												
Base Vol:	408	299	21	77	327	20	20	150	273	4	373	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	299	21	77	327	20	20	150	273	4	373	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	299	21	77	327	20	20	150	273	4	373	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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	299	21	77	327	20	20	150	150	4	373	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	299	21	77	327	20	20	150	150	4	373	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	408	299	21	77	327	20	20	150	150	4	373	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	3457	243	1750	3487	213	1750	3800	1750	1750	3301	398
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.09	0.04	0.09	0.09	0.01	0.04	0.09	0.00	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	42.9	35.4	35.4	24.8	17.3	17.3	7.0	16.4	16.4	11.4	20.8	20.8
Volume/Cap:	0.54	0.24	0.24	0.18	0.54	0.54	0.16	0.24	0.52	0.02	0.54	0.54
Delay/Veh:	22.1	22.9	22.9	29.8	38.7	38.7	44.4	36.6	40.1	39.3	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.9	22.9	29.8	38.7	38.7	44.4	36.6	40.1	39.3	36.2	36.2
LOS by Move:	C+	C+	C+	C	D+	D+	D	D+	D	D	D+	D+
HCM2kAvgQ:	10	3	3	2	6	6	1	2	5	0	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #35: Arboretum Rd / Quarry Rd



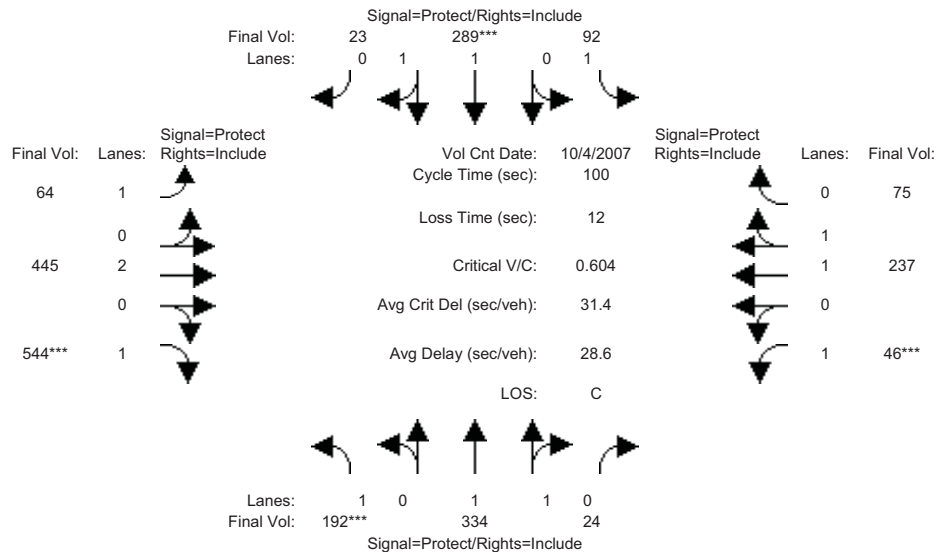
Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 08:00 - 09:00												
Base Vol:	408	299	21	77	327	20	20	150	273	4	373	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	299	21	77	327	20	20	150	273	4	373	45
Added Vol:	85	0	27	78	0	12	4	57	27	8	72	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	493	299	48	155	327	32	24	207	300	12	445	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	493	299	48	155	327	32	24	207	165	12	445	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	299	48	155	327	32	24	207	165	12	445	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	493	299	48	155	327	32	24	207	165	12	445	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.82	0.18	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1750	3188	512	1750	3370	330	1750	3800	1750	1750	3254	446
Capacity Analysis Module:												
Vol/Sat:	0.28	0.09	0.09	0.09	0.10	0.10	0.01	0.05	0.09	0.01	0.14	0.14
Crit Moves:	***				***		***				***	
Green Time:	44.3	31.6	31.6	28.0	15.2	15.2	7.0	16.8	16.8	11.7	21.5	21.5
Volume/Cap:	0.64	0.30	0.30	0.32	0.64	0.64	0.20	0.33	0.56	0.06	0.64	0.64
Delay/Veh:	23.4	26.0	26.0	28.9	42.2	42.2	44.6	36.9	40.7	39.3	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	26.0	26.0	28.9	42.2	42.2	44.6	36.9	40.7	39.3	37.4	37.4
LOS by Move:	C	C	C	C	D	D	D	D+	D	D	D+	D+
HCM2kAvgQ:	12	4	4	4	6	6	1	3	6	0	8	8

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

Stanford EIR

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

Intersection #35: Arboretum Rd / Quarry Rd

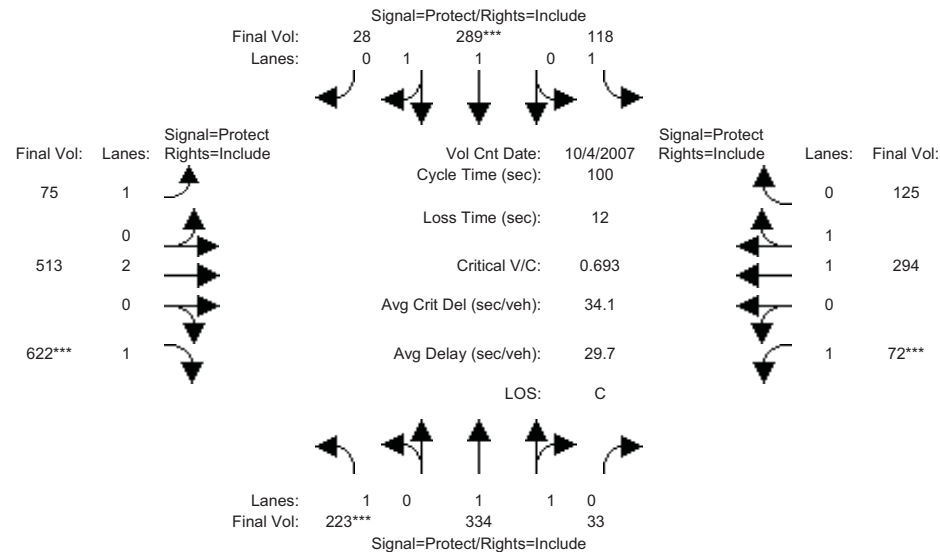


Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 16:45 - 17:45												
Base Vol:	192	334	24	92	289	23	64	445	544	46	237	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:	192	334	24	92	289	23	64	445	544	46	237	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	334	24	92	289	23	64	445	544	46	237	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:	192	334	24	92	289	23	64	445	544	46	237	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	334	24	92	289	23	64	445	544	46	237	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
Final Volume:	192	334	24	92	289	23	64	445	544	46	237	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	1.00	1.85	0.15	1.00	2.00	1.00	1.00	1.51	0.49
Final Sat.:	1750	3452	248	1750	3427	273	1750	3800	1750	1750	2810	889
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.05	0.08	0.08	0.04	0.12	0.31	0.03	0.08	0.08
Crit Moves:	***			***			***		***	***		
Green Time:	17.6	18.3	18.3	12.8	13.5	13.5	23.4	49.9	49.9	7.0	33.5	33.5
Volume/Cap:	0.62	0.53	0.53	0.41	0.62	0.62	0.16	0.23	0.62	0.38	0.25	0.25
Delay/Veh:	42.1	37.7	37.7	41.3	43.3	43.3	30.6	14.3	19.6	46.3	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	37.7	37.7	41.3	43.3	43.3	30.6	14.3	19.6	46.3	24.3	24.3
LOS by Move:	D	D+	D+	D	D	D	C	B	B-	D	C	C
HCM2kAvgQ:	6	5	5	3	6	6	2	4	14	2	4	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #35: Arboretum Rd / Quarry Rd

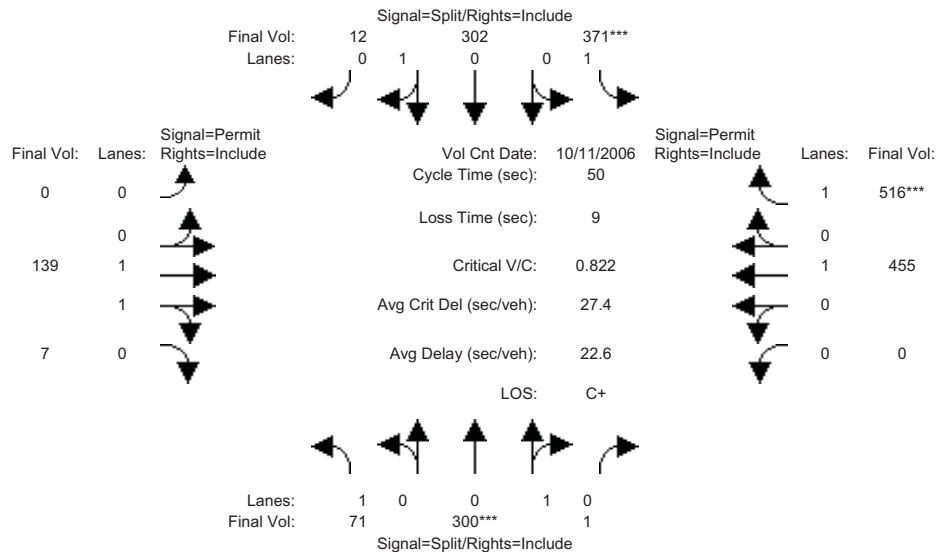


Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 16:45 - 17:45												
Base Vol:	192	334	24	92	289	23	64	445	544	46	237	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:	192	334	24	92	289	23	64	445	544	46	237	75
Added Vol:	31	0	9	26	0	5	11	68	78	26	57	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	334	33	118	289	28	75	513	622	72	294	125
User Adj:	1.00	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:	223	334	33	118	289	28	75	513	622	72	294	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	334	33	118	289	28	75	513	622	72	294	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	334	33	118	289	28	75	513	622	72	294	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.82	0.18	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1750	3367	333	1750	3373	327	1750	3800	1750	1750	2595	1103
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.07	0.09	0.09	0.04	0.14	0.36	0.04	0.11	0.11
Crit Moves:	***			***					***	***		
Green Time:	18.2	17.9	17.9	12.5	12.2	12.2	22.0	50.6	50.6	7.0	35.6	35.6
Volume/Cap:	0.70	0.56	0.56	0.54	0.70	0.70	0.19	0.27	0.70	0.59	0.32	0.32
Delay/Veh:	45.3	38.5	38.5	43.7	47.1	47.1	32.0	14.2	21.4	52.4	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:	45.3	38.5	38.5	43.7	47.1	47.1	32.0	14.2	21.4	52.4	23.5	23.5
LOS by Move:	D	D+	D+	D	D	D	C-	B	C+	D-	C	C
HCM2kAvgQ:	7	5	5	4	6	6	2	4	17	3	5	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #36: Arboretum Rd / Palm Dr



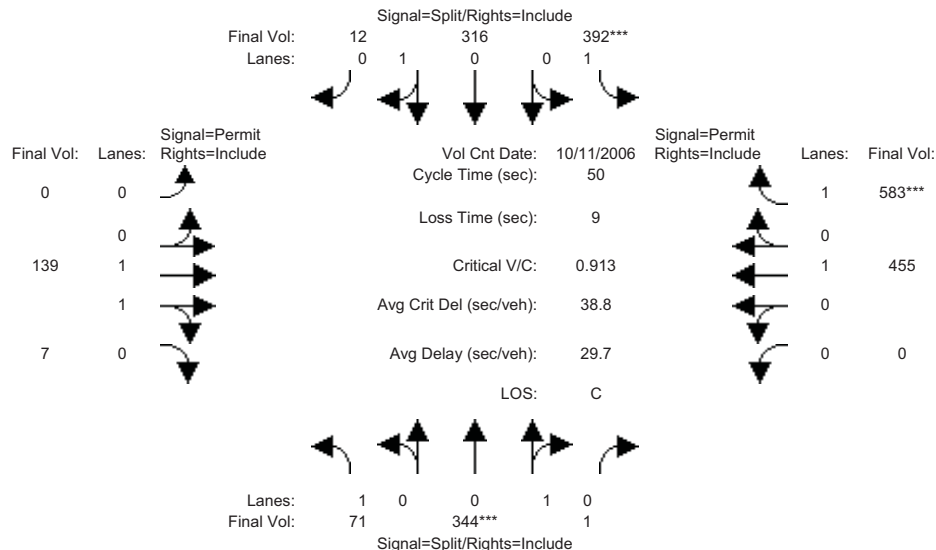
Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Oct 2006 << 08:00 - 09:00											
Base Vol:	71	300	1	371	302	12	0	139	7	0	455	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	371	302	12	0	139	7	0	455	516
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	300	1	371	302	12	0	139	7	0	455	516
User Adj:	1.00	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:	71	300	1	371	302	12	0	139	7	0	455	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	300	1	371	302	12	0	139	7	0	455	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	300	1	371	302	12	0	139	7	0	455	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.00	1.90	0.10	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1731	69	0	3522	177	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.21	0.17	0.17	0.00	0.04	0.04	0.00	0.24	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.2	10.2	10.2	12.9	12.9	12.9	0.0	17.9	17.9	0.0	17.9	17.9
Volume/Cap:	0.20	0.82	0.82	0.82	0.68	0.68	0.00	0.11	0.11	0.00	0.67	0.82
Delay/Veh:	16.8	32.9	32.9	29.0	20.6	20.6	0.0	10.7	10.7	0.0	16.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	32.9	32.9	29.0	20.6	20.6	0.0	10.7	10.7	0.0	16.1	23.1
LOS by Move:	B	C-	C-	C	C+	C+	A	B+	B+	A	B	C
HCM2kAvgQ:	1	8	8	6	5	5	0	1	1	0	6	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #36: Arboretum Rd / Palm Dr



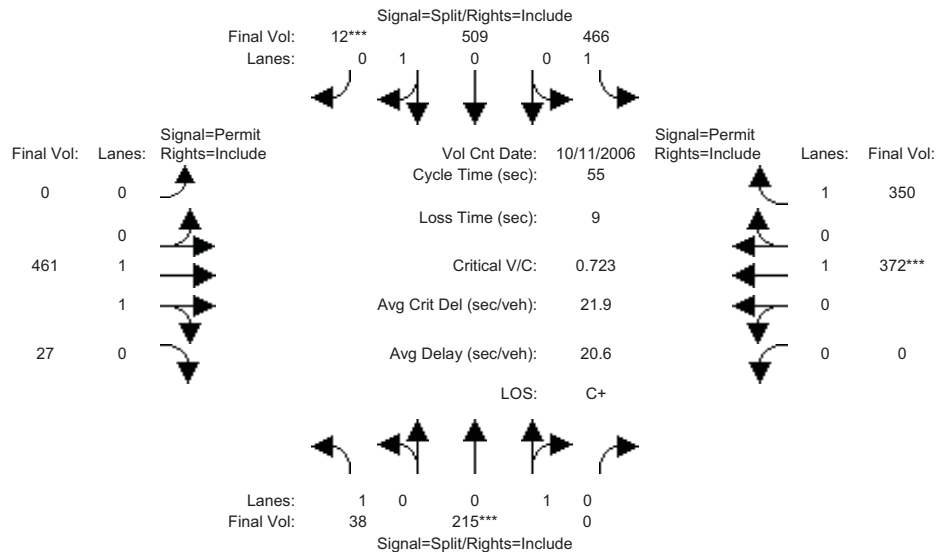
Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Oct 2006 << 08:00 - 09:00											
Base Vol:	71	300	1	371	302	12	0	139	7	0	455	516
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	371	302	12	0	139	7	0	455	516
Added Vol:	0	44	0	21	14	0	1	0	0	0	0	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	344	1	392	316	12	1	139	7	0	455	583
User Adj:	1.00	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:	71	344	1	392	316	12	1	139	7	0	455	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	344	1	392	316	12	1	139	7	0	455	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	344	1	392	316	12	1	139	7	0	455	583
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.01	1.89	0.10	0.00	1.00	1.00
Final Sat.:	1750	1795	5	1750	1734	66	24	3404	171	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.22	0.18	0.18	0.04	0.04	0.04	0.00	0.24	0.33
Crit Moves:	****			****						****		
Green Time:	10.5	10.5	10.5	12.3	12.3	12.3	18.2	18.2	18.2	0.0	18.2	18.2
Volume/Cap:	0.19	0.91	0.91	0.91	0.74	0.74	0.11	0.11	0.11	0.00	0.66	0.91
Delay/Veh:	16.5	45.2	45.2	42.0	24.1	24.1	10.6	10.6	10.6	0.0	15.6	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	45.2	45.2	42.0	24.1	24.1	10.6	10.6	10.6	0.0	15.6	32.7
LOS by Move:	B	D	D	D	C	C	B+	B+	B+	A	B	C-
HCM2kAvgQ:	1	10	10	7	5	5	1	1	1	0	6	11

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

Stanford EIR

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

Intersection #36: Arboretum Rd / Palm Dr



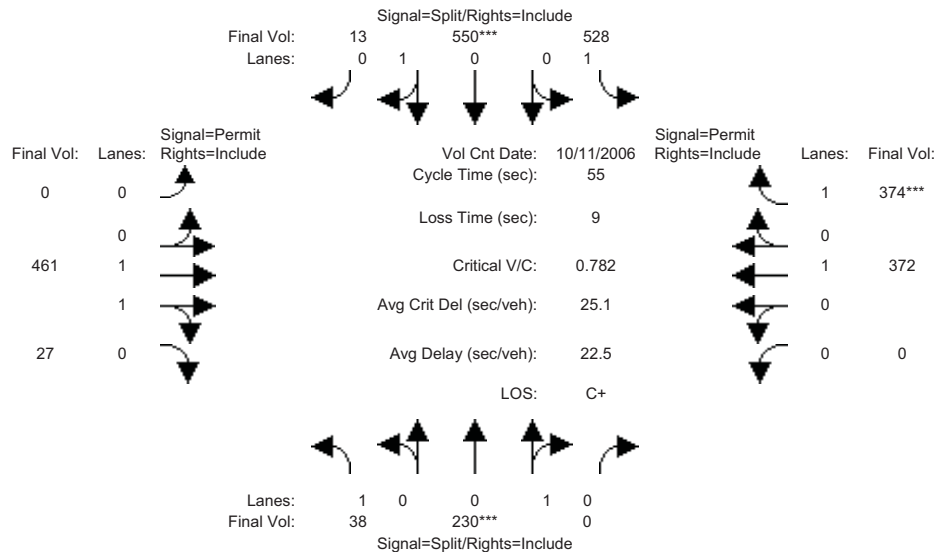
Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Oct 2006 << 17:00 - 18:00											
Base Vol:	38	215	0	466	509	12	0	461	27	0	372	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	215	0	466	509	12	0	461	27	0	372	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	215	0	466	509	12	0	461	27	0	372	350
User Adj:	1.00	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:	38	215	0	466	509	12	0	461	27	0	372	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	215	0	466	509	12	0	461	27	0	372	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	215	0	466	509	12	0	461	27	0	372	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.89	0.11	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1759	41	0	3495	205	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.27	0.29	0.29	0.00	0.13	0.13	0.00	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	21.5	21.5	21.5	0.0	14.5	14.5	0.0	14.5	14.5
Volume/Cap:	0.12	0.66	0.00	0.68	0.74	0.74	0.00	0.50	0.50	0.00	0.74	0.76
Delay/Veh:	19.0	25.7	0.0	16.8	18.6	18.6	0.0	17.6	17.6	0.0	24.4	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:	19.0	25.7	0.0	16.8	18.6	18.6	0.0	17.6	17.6	0.0	24.4	25.7
LOS by Move:	B-	C	A	B	B-	B-	A	B	B	A	C	C
HCM2kAvgQ:	1	5	0	7	8	8	0	4	4	0	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #36: Arboretum Rd / Palm Dr



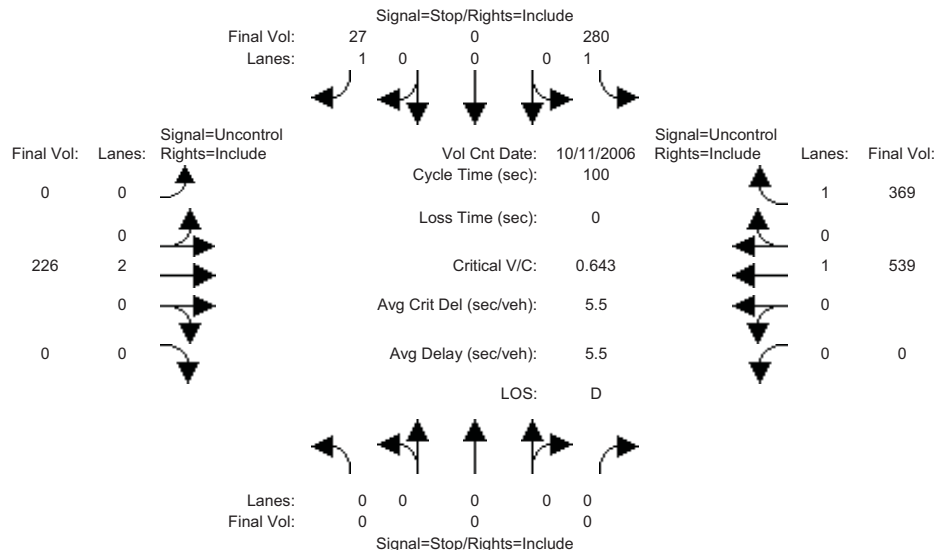
Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	11 Oct 2006 << 17:00 - 18:00											
Base Vol:	38	215	0	466	509	12	0	461	27	0	372	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	215	0	466	509	12	0	461	27	0	372	350
Added Vol:	0	15	0	62	41	1	0	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	230	0	528	550	13	0	461	27	0	372	374
User Adj:	1.00	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:	38	230	0	528	550	13	0	461	27	0	372	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	230	0	528	550	13	0	461	27	0	372	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	230	0	528	550	13	0	461	27	0	372	374
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.89	0.11	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1758	42	0	3495	205	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.30	0.31	0.31	0.00	0.13	0.13	0.00	0.20	0.21
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	21.4	21.4	21.4	0.0	14.6	14.6	0.0	14.6	14.6
Volume/Cap:	0.12	0.70	0.00	0.78	0.80	0.80	0.00	0.50	0.50	0.00	0.74	0.80
Delay/Veh:	19.0	27.8	0.0	20.3	21.7	21.7	0.0	17.5	17.5	0.0	24.1	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	27.8	0.0	20.3	21.7	21.7	0.0	17.5	17.5	0.0	24.1	28.7
LOS by Move:	B-	C	A	C+	C+	C+	A	B	B	A	C	C
HCM2kAvgQ:	1	6	0	9	9	9	0	4	4	0	6	7

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

Stanford EIR

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

Intersection #37: Arboretum Rd / Galvez St



Street Name:	Arboretum Road						Galvez Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module: >> Count Date:	11 Oct 2006 <<			8:00-9:00											
Base Vol:	0	0	0	280	0	27	0	226	0	0	539	369			
Growth Adj:	1.00	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	280	0	27	0	226	0	0	539	369			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	280	0	27	0	226	0	0	539	369			
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	280	0	27	0	226	0	0	539	369			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	280	0	27	0	226	0	0	539	369			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:xxxxx	xxxx	xxxxx	6.4			xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:xxxxx	xxxx	xxxxx	3.5			xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	652	xxxx	539	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	436	xxxx	546	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	436	xxxx	546	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.64	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	4.4	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:xxxxx	xxxx	xxxxx	26.9	xxxx	11.9	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	D	*	B	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			25.6			xxxxxx			xxxxxx					
ApproachLOS:	*			D			*			*					

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

Peak Hour Delay Signal Warrant Report

 Intersection #37 Arboretum Rd / Galvez St

 Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      280 0 27      0 226 0      0 539 369
ApproachDel:    xxxxxx          25.6          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=307]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1441]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      280 0 27      0 226 0      0 539 369
-----|-----|-----|-----|-----|

```

Major Street Volume: 1134

Minor Approach Volume: 307

Minor Approach Volume Threshold: 320

SIGNAL WARRANT DISCLAIMER

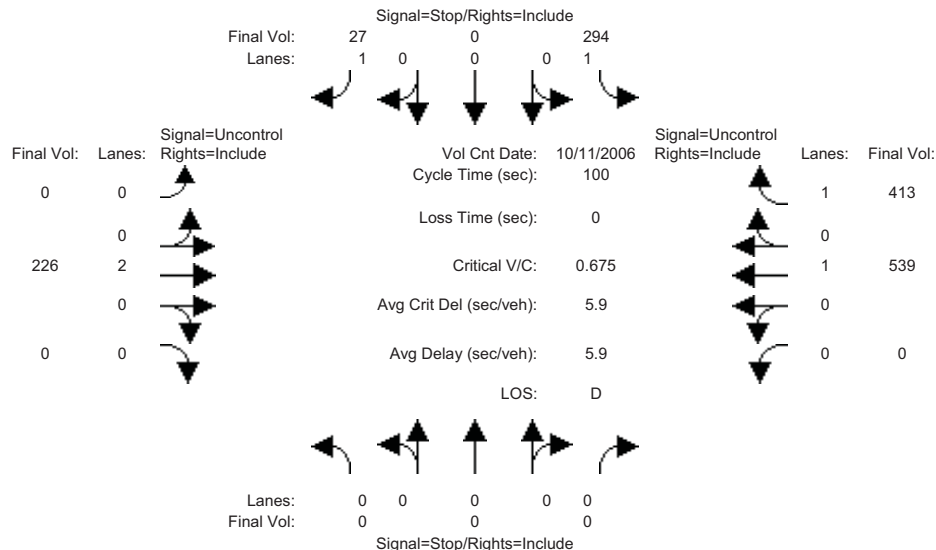
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 11 Oct 2006 << 8:00-9:00

Base Vol:	0	0	0	280	0	27	0	226	0	0	539	369
Growth Adj:	1.00	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	280	0	27	0	226	0	0	539	369
Added Vol:	0	0	0	14	0	0	0	0	0	0	0	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	294	0	27	0	226	0	0	539	413
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	294	0	27	0	226	0	0	539	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	294	0	27	0	226	0	0	539	413

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	652	xxxx	539	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	436	xxxx	546	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	436	xxxx	546	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.67	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	4.9	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	28.8	xxxx	11.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.3			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      294 0 27      0 226 0      0 539 413
ApproachDel:    xxxxxx          27.3          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=321]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1499]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      294 0 27      0 226 0      0 539 413
-----|-----|-----|-----|-----|

```

Major Street Volume: 1178

Minor Approach Volume: 321

Minor Approach Volume Threshold: 304

SIGNAL WARRANT DISCLAIMER

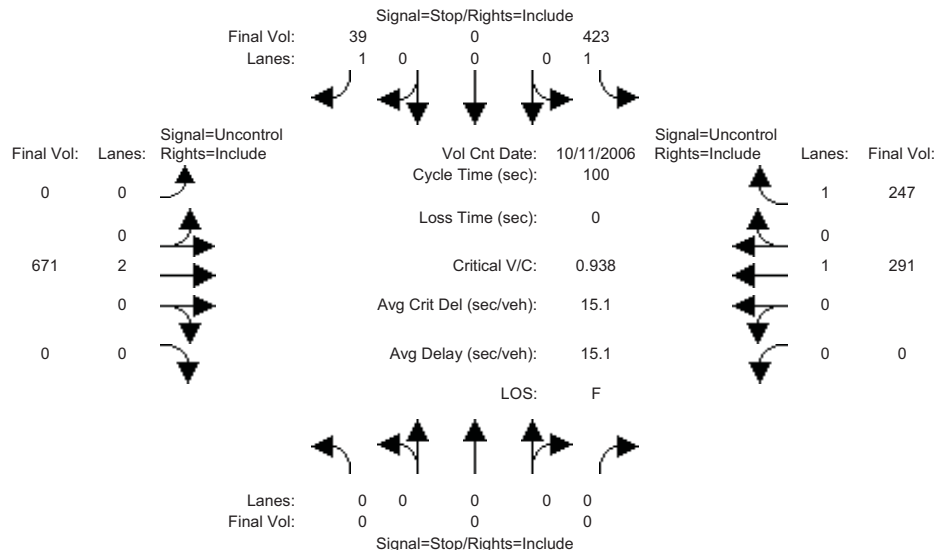
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Stanford EIR

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

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 11 Oct 2006 << 4:30-5:30

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	423	0	39	0	671	0	0	291	247
Growth Adj:	1.00	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	423	0	39	0	671	0	0	291	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	423	0	39	0	671	0	0	291	247
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	423	0	39	0	671	0	0	291	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	423	0	39	0	671	0	0	291	247

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gap:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	627	xxxx	291	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	451	xxxx	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	451	xxxx	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.94	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	11.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	58.8	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx		54.6	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		
ApproachLOS:	*		F	*		*		*		*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      423 0 39      0 671 0      0 291 247
ApproachDel:    xxxxxx          54.6          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=462]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1671]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      423 0 39      0 671 0      0 291 247
-----|-----|-----|-----|-----|

```

Major Street Volume: 1209

Minor Approach Volume: 462

Minor Approach Volume Threshold: 292

SIGNAL WARRANT DISCLAIMER

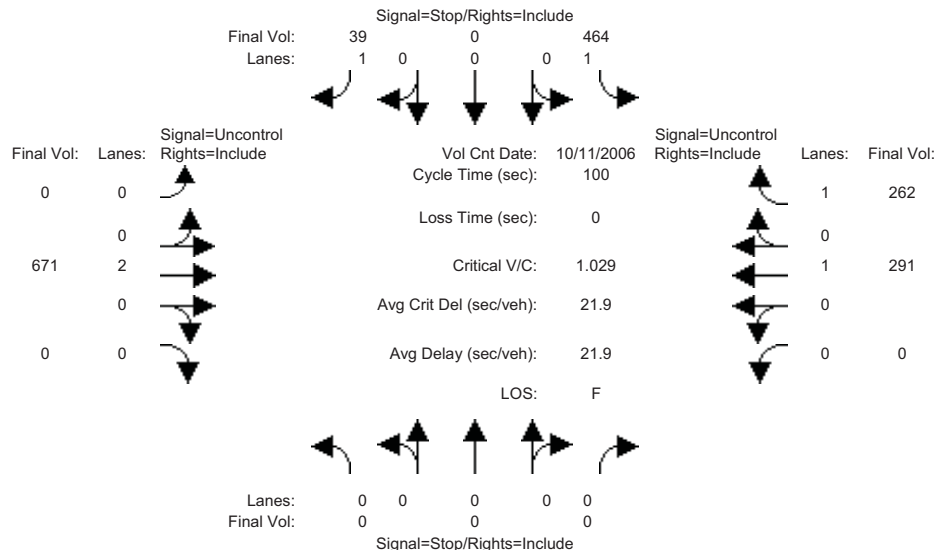
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 11 Oct 2006 << 4:30-5:30

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	423	0	39	0	671	0	0	291	247
Growth Adj:	1.00	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	423	0	39	0	671	0	0	291	247
Added Vol:	0	0	0	41	0	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	464	0	39	0	671	0	0	291	262
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	464	0	39	0	671	0	0	291	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	464	0	39	0	671	0	0	291	262

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gap:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	627	xxxx	291	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	451	xxxx	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	451	xxxx	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.03	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	14.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	80.7	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			75.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      464 0 39      0 671 0      0 291 262
ApproachDel:    xxxxxx          75.2          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=10.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=503]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1727]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      464 0 39      0 671 0      0 291 262
-----|-----|-----|-----|-----|

```

Major Street Volume: 1224

Minor Approach Volume: 503

Minor Approach Volume Threshold: 287

SIGNAL WARRANT DISCLAIMER

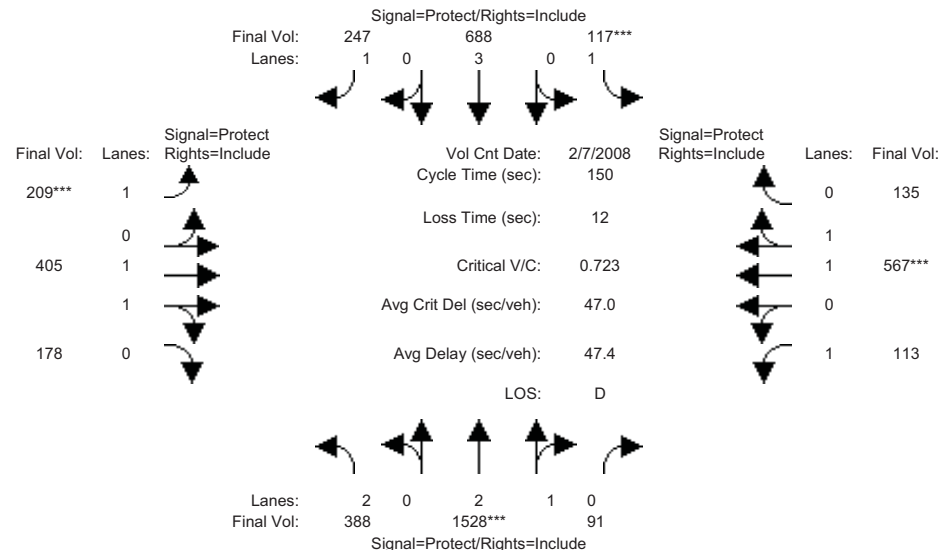
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #38: El Camino Real / Charleston Rd

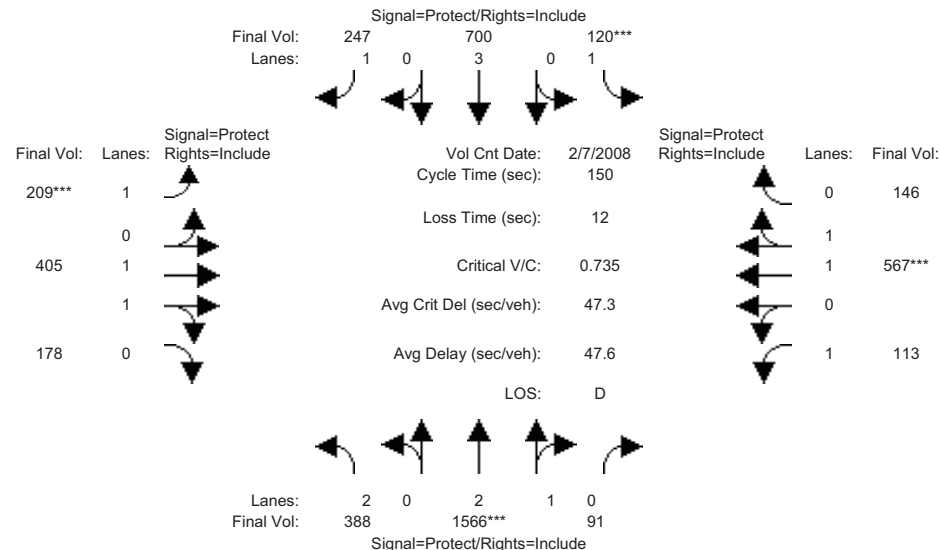


Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2008 << 7:30-8:30AM												
Base Vol:	388	1528	91	117	688	247	209	405	178	113	567	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	1528	91	117	688	247	209	405	178	113	567	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1528	91	117	688	247	209	405	178	113	567	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	1528	91	117	688	247	209	405	178	113	567	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1528	91	117	688	247	209	405	178	113	567	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	388	1528	91	117	688	247	209	405	178	113	567	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.60	0.40
Final Sat.:	3150	5285	315	1750	5700	1750	1750	2569	1129	1750	2988	711
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.07	0.12	0.14	0.12	0.16	0.16	0.06	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.4	60.0	60.0	13.9	39.4	39.4	24.8	45.5	45.5	18.6	39.4	39.4
Volume/Cap:	0.54	0.72	0.72	0.72	0.46	0.54	0.72	0.52	0.52	0.52	0.72	0.72
Delay/Veh:	51.6	39.2	39.2	81.0	46.6	48.7	68.1	43.6	43.6	63.7	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	39.2	39.2	81.0	46.6	48.7	68.1	43.6	43.6	63.7	53.1	53.1
LOS by Move:	D-	D	D	F	D	D	E	D	D	E	D-	D-
HCM2kAvgQ:	10	22	22	6	8	10	9	10	10	5	15	15
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #38: El Camino Real / Charleston Rd

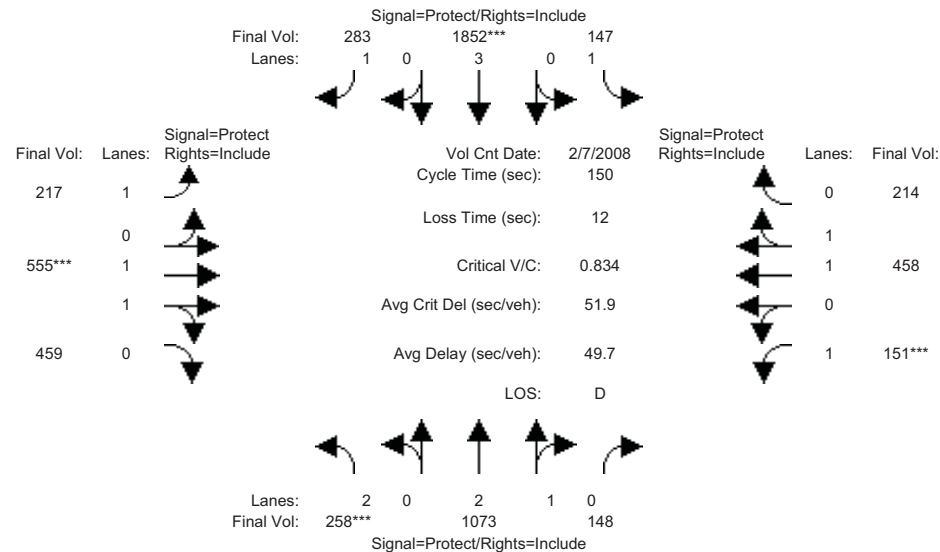


Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2008 << 7:30-8:30AM												
Base Vol:	388	1528	91	117	688	247	209	405	178	113	567	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	1528	91	117	688	247	209	405	178	113	567	135
Added Vol:	0	38	0	3	12	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1566	91	120	700	247	209	405	178	113	567	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	388	1566	91	120	700	247	209	405	178	113	567	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1566	91	120	700	247	209	405	178	113	567	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	388	1566	91	120	700	247	209	405	178	113	567	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.58	0.42
Final Sat.:	3150	5292	308	1750	5700	1750	1750	2569	1129	1750	2942	757
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.07	0.12	0.14	0.12	0.16	0.16	0.06	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	34.6	60.4	60.4	14.0	39.7	39.7	24.4	45.2	45.2	18.5	39.3	39.3
Volume/Cap:	0.53	0.74	0.74	0.74	0.46	0.53	0.74	0.52	0.52	0.52	0.74	0.74
Delay/Veh:	51.4	39.3	39.3	82.2	46.5	48.4	69.4	43.9	43.9	64.0	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	39.3	39.3	82.2	46.5	48.4	69.4	43.9	43.9	64.0	53.6	53.6
LOS by Move:	D-	D	D	F	D	D	E	D	D	E	D-	D-
HCM2kAvgQ:	10	22	22	6	9	10	9	10	10	5	15	15
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #38: El Camino Real / Charleston Rd

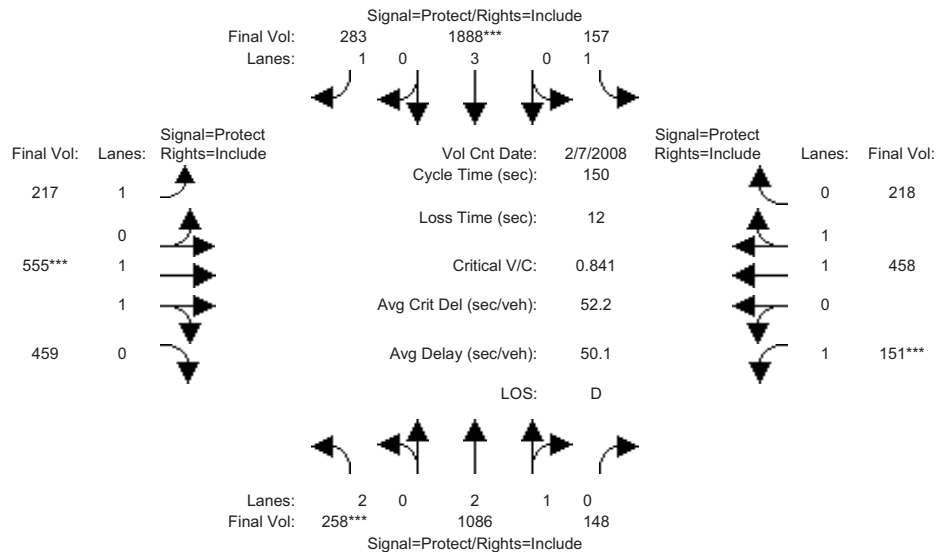


Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2008 << 5:00-6:00PM												
Base Vol:	258	1073	148	147	1852	283	217	555	459	151	458	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1073	148	147	1852	283	217	555	459	151	458	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1073	148	147	1852	283	217	555	459	151	458	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1073	148	147	1852	283	217	555	459	151	458	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1073	148	147	1852	283	217	555	459	151	458	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	258	1073	148	147	1852	283	217	555	459	151	458	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.62	0.38	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.35	0.65
Final Sat.:	3150	4920	679	1750	5700	1750	1750	2024	1674	1750	2521	1178
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.08	0.32	0.16	0.12	0.27	0.27	0.09	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	14.7	52.8	52.8	20.3	58.4	58.4	26.3	49.3	49.3	15.5	38.5	38.5
Volume/Cap:	0.83	0.62	0.62	0.62	0.83	0.42	0.71	0.83	0.83	0.83	0.71	0.71
Delay/Veh:	83.9	40.9	40.9	66.1	44.3	33.8	65.6	51.7	51.7	92.9	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	40.9	40.9	66.1	44.3	33.8	65.6	51.7	51.7	92.9	53.1	53.1
LOS by Move:	F	D	D	E	D	C-	E	D-	D-	F	D-	D-
HCM2kAvgQ:	9	16	16	7	25	10	10	21	21	7	14	14
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #38: El Camino Real / Charleston Rd

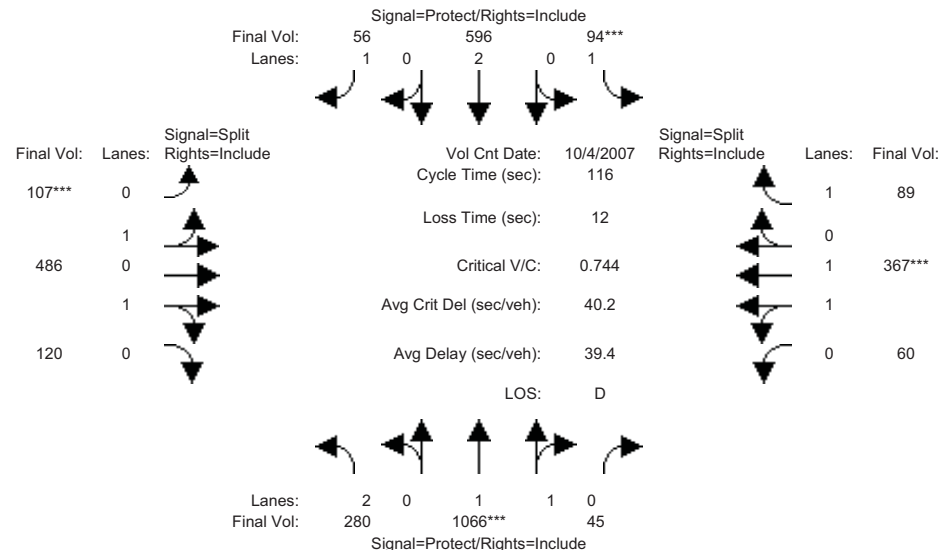


Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2008 << 5:00-6:00PM												
Base Vol:	258	1073	148	147	1852	283	217	555	459	151	458	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1073	148	147	1852	283	217	555	459	151	458	214
Added Vol:	0	13	0	10	36	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1086	148	157	1888	283	217	555	459	151	458	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1086	148	157	1888	283	217	555	459	151	458	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1086	148	157	1888	283	217	555	459	151	458	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	258	1086	148	157	1888	283	217	555	459	151	458	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.34	0.66
Final Sat.:	3150	4927	672	1750	5700	1750	1750	2024	1674	1750	2506	1193
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.09	0.33	0.16	0.12	0.27	0.27	0.09	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	14.6	52.4	52.4	21.3	59.1	59.1	26.0	48.9	48.9	15.4	38.3	38.3
Volume/Cap:	0.84	0.63	0.63	0.63	0.84	0.41	0.72	0.84	0.84	0.84	0.72	0.72
Delay/Veh:	84.9	41.4	41.4	65.8	44.2	33.3	66.4	52.4	52.4	94.4	53.5	53.5
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:	84.9	41.4	41.4	65.8	44.2	33.3	66.4	52.4	52.4	94.4	53.5	53.5
LOS by Move:	F	D	D	E	D	C-	E	D-	D-	F	D-	D-
HCM2kAvgQ:	9	16	16	7	26	10	10	21	21	7	14	14
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #39: Alma St / Charleston Rd

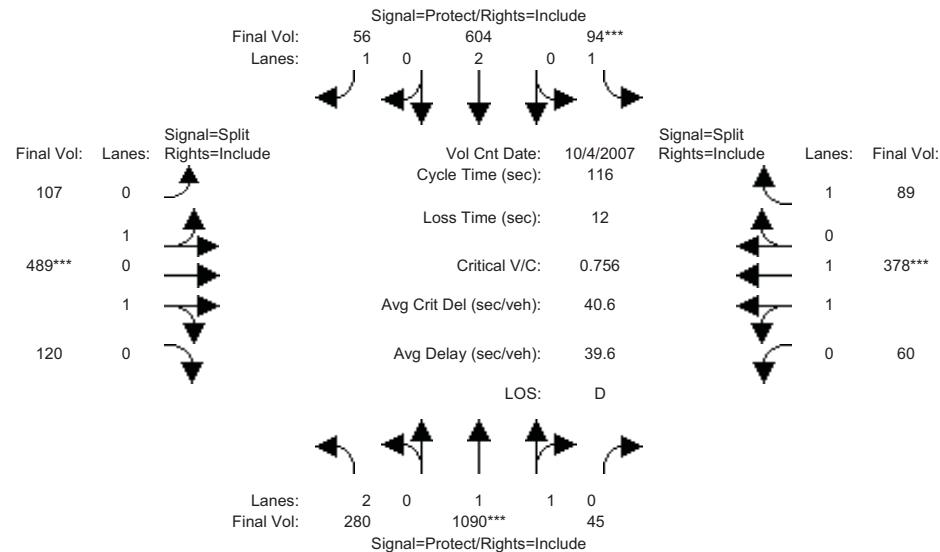


Street Name:	Alma Street						Charleston Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			10	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module: >> Count Date: 4 Oct 2007 << 08:00 - 09:00															
Base Vol:	280	1066	45			94	596	56	107	486	120	60	367	89	
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	280	1066	45			94	596	56	107	486	120	60	367	89	
Added Vol:	0	0	0			0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0			0	0	0	0	0	0	0	0	0	
Initial Fut:	280	1066	45			94	596	56	107	486	120	60	367	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:	280	1066	45			94	596	56	107	486	120	60	367	89	
Reduct Vol:	0	0	0			0	0	0	0	0	0	0	0	0	
Reduced Vol:	280	1066	45			94	596	56	107	486	120	60	367	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:	280	1066	45			94	596	56	107	486	120	60	367	89	
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	0.97	0.95			0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92	
Lanes:	2.00	1.92	0.08			1.00	2.00	1.00	0.30	1.36	0.34	0.29	1.71	1.00	
Final Sat.:	3150	3550	150			1750	3800	1750	540	2454	606	520	3180	1750	
Capacity Analysis Module:															
Vol/Sat:	0.09	0.30	0.30			0.05	0.16	0.03	0.20	0.20	0.20	0.12	0.12	0.05	
Crit Moves:	****					****			****			****			
Green Time:	20.0	46.8	46.8			8.4	35.2	35.2	30.9	30.9	30.9	18.0	18.0	18.0	
Volume/Cap:	0.52	0.74	0.74			0.74	0.52	0.11	0.74	0.74	0.74	0.74	0.74	0.33	
Delay/Veh:	44.5	31.6	31.6			73.9	33.8	29.2	42.2	42.2	42.2	52.1	52.1	44.3	
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	44.5	31.6	31.6			73.9	33.8	29.2	42.2	42.2	42.2	52.1	52.1	44.3	
LOS by Move:	D	C	C			E	C-	C	D	D	D	D-	D-	D	
HCM2kAvgQ:	6	18	18			5	9	2	12	12	12	8	8	3	
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #39: Alma St / Charleston Rd

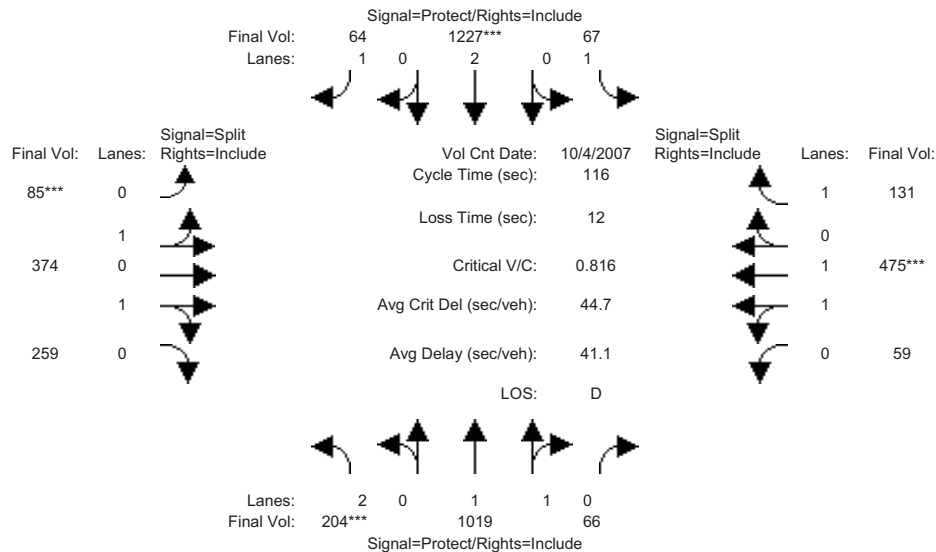


Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 08:00 - 09:00												
Base Vol:	280	1066	45	94	596	56	107	486	120	60	367	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1066	45	94	596	56	107	486	120	60	367	89
Added Vol:	0	24	0	0	8	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1090	45	94	604	56	107	489	120	60	378	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:	280	1090	45	94	604	56	107	489	120	60	378	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1090	45	94	604	56	107	489	120	60	378	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
Final Volume:	280	1090	45	94	604	56	107	489	120	60	378	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.37	0.33	0.28	1.72	1.00
Final Sat.:	3150	3553	147	1750	3800	1750	538	2459	603	507	3193	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.05	0.16	0.03	0.20	0.20	0.20	0.12	0.12	0.05
Crit Moves:	****			****			****			****		
Green Time:	19.8	47.1	47.1	8.2	35.5	35.5	30.5	30.5	30.5	18.2	18.2	18.2
Volume/Cap:	0.52	0.76	0.76	0.76	0.52	0.10	0.76	0.76	0.76	0.76	0.76	0.32
Delay/Veh:	44.7	31.8	31.8	75.8	33.7	29.0	42.8	42.8	42.8	52.5	52.5	44.2
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:	44.7	31.8	31.8	75.8	33.7	29.0	42.8	42.8	42.8	52.5	52.5	44.2
LOS by Move:	D	C	C	E-	C-	C	D	D	D	D-	D-	D
HCM2kAvgQ:	6	19	19	5	9	2	12	12	12	8	8	3
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #39: Alma St / Charleston Rd

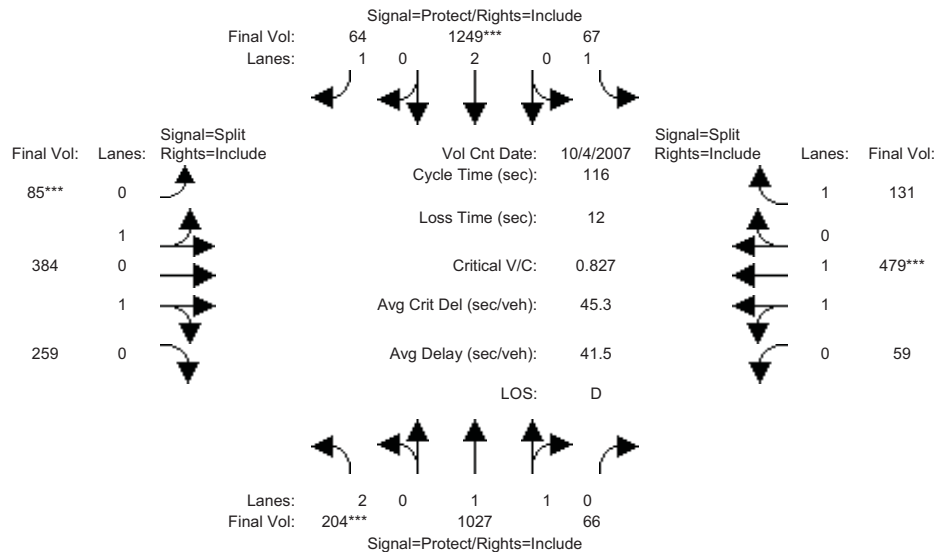


Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	4 Oct 2007 << 17:15 - 18:15											
Base Vol:	204	1019	66	67	1227	64	85	374	259	59	475	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1019	66	67	1227	64	85	374	259	59	475	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1019	66	67	1227	64	85	374	259	59	475	131
User Adj:	1.00	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:	204	1019	66	67	1227	64	85	374	259	59	475	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1019	66	67	1227	64	85	374	259	59	475	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1019	66	67	1227	64	85	374	259	59	475	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.24	1.04	0.72	0.23	1.77	1.00
Final Sat.:	3150	3475	225	1750	3800	1750	426	1875	1299	409	3291	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.04	0.32	0.04	0.20	0.20	0.20	0.14	0.14	0.07
Crit Moves:	***				***		***				***	
Green Time:	9.2	45.7	45.7	9.4	45.9	45.9	28.4	28.4	28.4	20.5	20.5	20.5
Volume/Cap:	0.82	0.74	0.74	0.47	0.82	0.09	0.82	0.82	0.82	0.82	0.82	0.42
Delay/Veh:	71.0	32.3	32.3	53.4	34.9	22.0	47.3	47.3	47.3	53.8	53.8	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	32.3	32.3	53.4	34.9	22.0	47.3	47.3	47.3	53.8	53.8	43.4
LOS by Move:	E	C-	C-	D-	C-	C+	D	D	D	D-	D-	D
HCM2kAvgQ:	6	18	18	3	21	2	12	12	12	10	10	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #39: Alma St / Charleston Rd



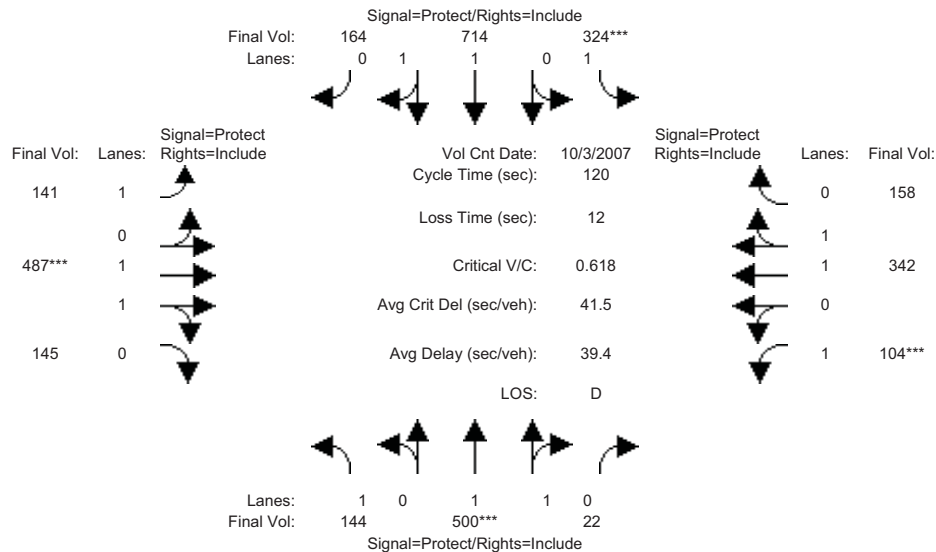
Street Name:	Alma Street			Charleston Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2007 << 17:15 - 18:15						
Base Vol:	204	1019	66	67	1227	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1019	66	67	1227	64
Added Vol:	0	8	0	0	22	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	204	1027	66	67	1249	64
User Adj:	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
PHF Volume:	204	1027	66	67	1249	64
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	204	1027	66	67	1249	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	1027	66	67	1249	64
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	3150	3476	223	1750	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.06	0.30	0.30	0.04	0.33	0.04
Crit Moves:	***			***		
Green Time:	9.1	45.8	45.8	9.4	46.1	46.1
Volume/Cap:	0.83	0.75	0.75	0.47	0.83	0.09
Delay/Veh:	72.7	32.3	32.3	53.5	35.3	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	32.3	32.3	53.5	35.3	21.9
LOS by Move:	E	C-	C-	D-	D+	C+
HCM2kAvgQ:	7	18	18	3	22	2

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

Stanford EIR

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

Intersection #40: Middlefield Rd / Charleston Rd

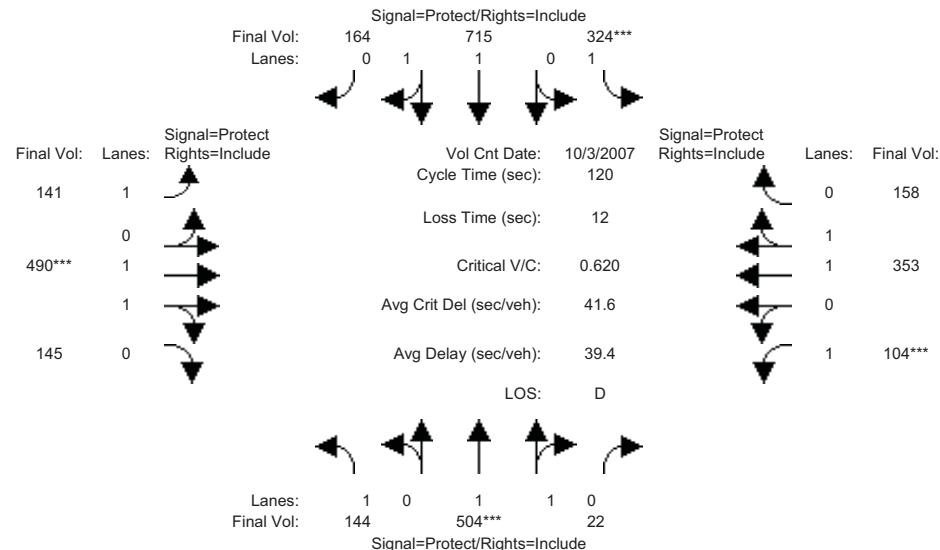


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 08:00 - 09:00												
Base Vol:	144	500	22	324	714	164	141	487	145	104	342	158
Growth Adj:	1.00	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	500	22	324	714	164	141	487	145	104	342	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	500	22	324	714	164	141	487	145	104	342	158
User Adj:	1.00	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	500	22	324	714	164	141	487	145	104	342	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	500	22	324	714	164	141	487	145	104	342	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	500	22	324	714	164	141	487	145	104	342	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.35	0.65
Final Sat.:	1750	3544	156	1750	3008	691	1750	2850	849	1750	2530	1169
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.19	0.24	0.24	0.08	0.17	0.17	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	16.3	27.4	27.4	35.9	47.0	47.0	16.7	33.2	33.2	11.5	28.0	28.0
Volume/Cap:	0.61	0.62	0.62	0.62	0.61	0.61	0.58	0.62	0.62	0.62	0.58	0.58
Delay/Veh:	53.2	43.0	43.0	38.4	29.8	29.8	51.8	39.1	39.1	58.9	41.8	41.8
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:	53.2	43.0	43.0	38.4	29.8	29.8	51.8	39.1	39.1	58.9	41.8	41.8
LOS by Move:	D-	D	D	D+	C	C	D-	D	D	E+	D	D
HCM2kAvgQ:	6	10	10	12	13	13	5	10	10	5	9	9
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #40: Middlefield Rd / Charleston Rd

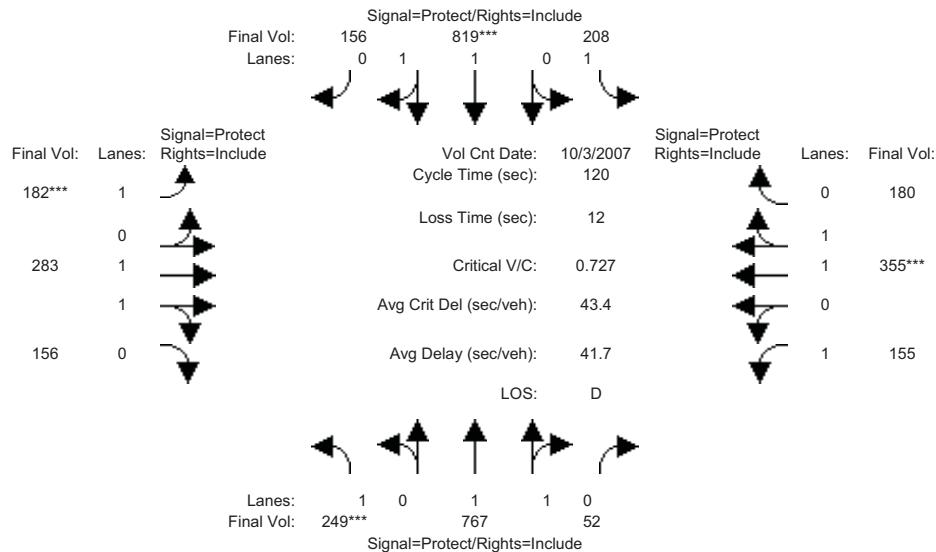


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	3 Oct 2007 << 08:00 - 09:00											
Base Vol:	144	500	22	324	714	164	141	487	145	104	342	158
Growth Adj:	1.00	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	500	22	324	714	164	141	487	145	104	342	158
Added Vol:	0	4	0	0	1	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	504	22	324	715	164	141	490	145	104	353	158
User Adj:	1.00	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	504	22	324	715	164	141	490	145	104	353	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	504	22	324	715	164	141	490	145	104	353	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	504	22	324	715	164	141	490	145	104	353	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.36	0.64
Final Sat.:	1750	3545	155	1750	3009	690	1750	2854	845	1750	2555	1144
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.19	0.24	0.24	0.08	0.17	0.17	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	16.3	27.5	27.5	35.8	47.0	47.0	16.5	33.2	33.2	11.5	28.2	28.2
Volume/Cap:	0.61	0.62	0.62	0.62	0.61	0.61	0.59	0.62	0.62	0.62	0.59	0.59
Delay/Veh:	53.3	43.0	43.0	38.5	29.9	29.9	52.3	39.1	39.1	59.1	41.8	41.8
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:	53.3	43.0	43.0	38.5	29.9	29.9	52.3	39.1	39.1	59.1	41.8	41.8
LOS by Move:	D-	D	D	D+	C	C	D-	D	D	E+	D	D
HCM2kAvgQ:	6	10	10	12	13	13	5	10	10	5	9	9
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #40: Middlefield Rd / Charleston Rd



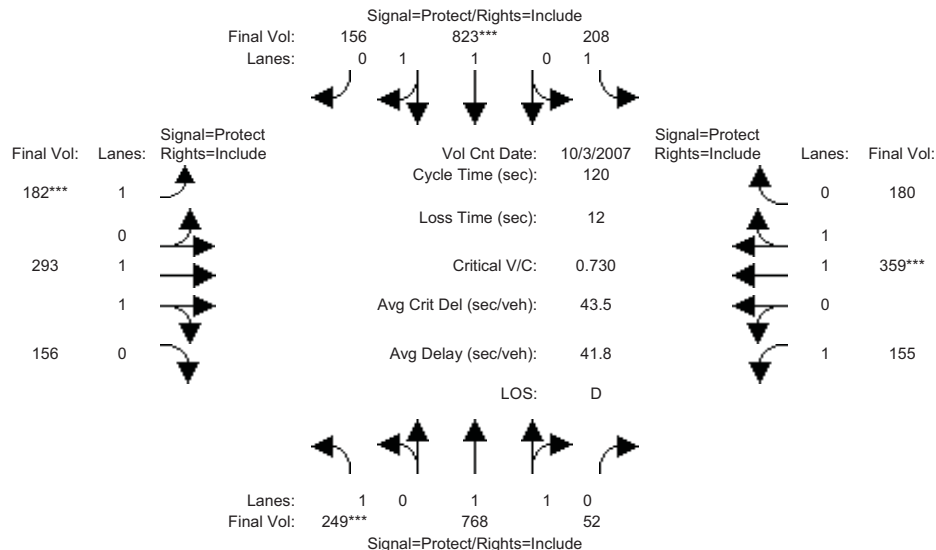
Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 17:15 - 18:15												
Base Vol:	249	767	52	208	819	156	182	283	156	155	355	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	767	52	208	819	156	182	283	156	155	355	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	767	52	208	819	156	182	283	156	155	355	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	767	52	208	819	156	182	283	156	155	355	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	767	52	208	819	156	182	283	156	155	355	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	249	767	52	208	819	156	182	283	156	155	355	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.27	0.73	1.00	1.31	0.69
Final Sat.:	1750	3465	235	1750	3108	592	1750	2384	1314	1750	2454	1244
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.12	0.26	0.26	0.10	0.12	0.12	0.09	0.14	0.14
Crit Moves:	***			***			***			***		
Green Time:	23.5	43.6	43.6	23.4	43.5	43.5	17.2	23.5	23.5	17.5	23.9	23.9
Volume/Cap:	0.73	0.61	0.61	0.61	0.73	0.73	0.73	0.61	0.61	0.61	0.73	0.73
Delay/Veh:	52.9	32.1	32.1	47.3	35.2	35.2	59.4	45.5	45.5	52.1	48.7	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:	52.9	32.1	32.1	47.3	35.2	35.2	59.4	45.5	45.5	52.1	48.7	48.7
LOS by Move:	D-	C-	C-	D	D+	D+	E+	D	D	D-	D	D
HCM2kAvgQ:	11	13	13	8	17	17	7	7	7	7	11	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #40: Middlefield Rd / Charleston Rd

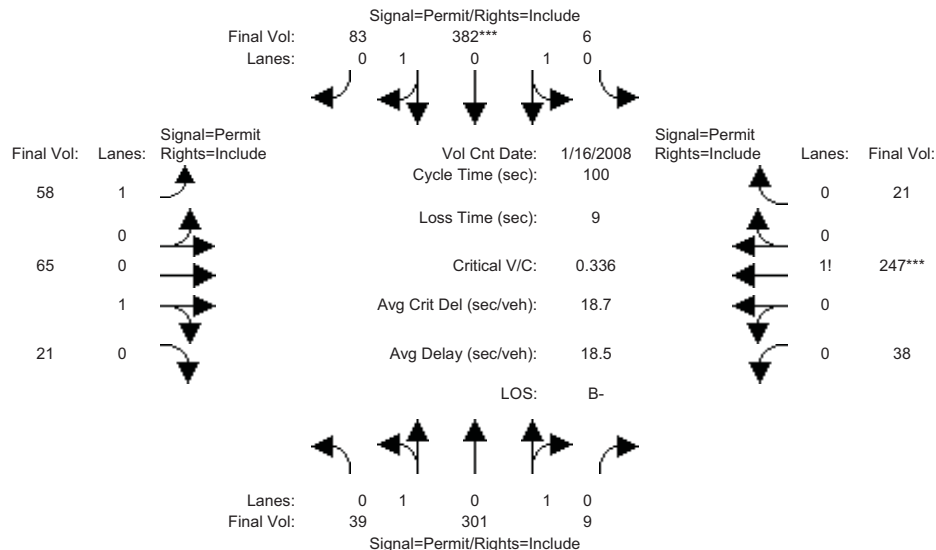


Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2007 << 17:15 - 18:15												
Base Vol:	249	767	52	208	819	156	182	283	156	155	355	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	767	52	208	819	156	182	283	156	155	355	180
Added Vol:	0	1	0	0	4	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	768	52	208	823	156	182	293	156	155	359	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	768	52	208	823	156	182	293	156	155	359	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	768	52	208	823	156	182	293	156	155	359	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	249	768	52	208	823	156	182	293	156	155	359	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.29	0.71	1.00	1.31	0.69
Final Sat.:	1750	3465	235	1750	3110	589	1750	2414	1285	1750	2463	1235
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.12	0.26	0.26	0.10	0.12	0.12	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.4	43.6	43.6	23.4	43.5	43.5	17.1	23.7	23.7	17.3	24.0	24.0
Volume/Cap:	0.73	0.61	0.61	0.61	0.73	0.73	0.73	0.61	0.61	0.61	0.73	0.73
Delay/Veh:	53.1	32.1	32.1	47.4	35.2	35.2	59.7	45.5	45.5	52.6	48.7	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:	53.1	32.1	32.1	47.4	35.2	35.2	59.7	45.5	45.5	52.6	48.7	48.7
LOS by Move:	D-	C-	C-	D	D+	D+	E+	D	D	D-	D	D
HCM2kAvgQ:	11	13	13	8	17	17	7	7	7	7	11	11
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #41: Middlefield Rd / Hamilton Ave



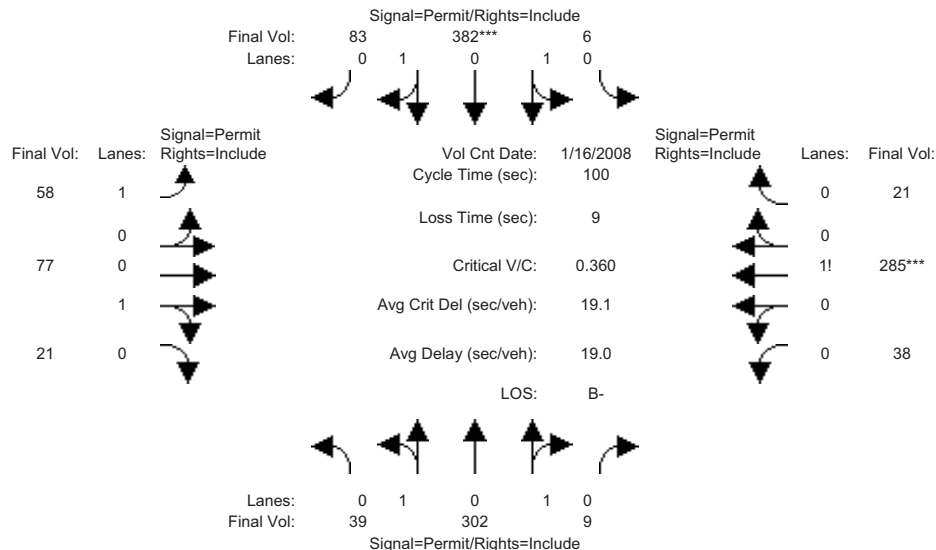
Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 08:00 - 09:00AM											
Base Vol:	39	301	9	6	382	83	58	65	21	38	247	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	301	9	6	382	83	58	65	21	38	247	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	301	9	6	382	83	58	65	21	38	247	21
User Adj:	1.00	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:	39	301	9	6	382	83	58	65	21	38	247	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	301	9	6	382	83	58	65	21	38	247	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	301	9	6	382	83	58	65	21	38	247	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.76	0.24	0.12	0.81	0.07
Final Sat.:	402	3105	93	46	2920	634	1750	1360	440	217	1413	120
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.03	0.05	0.05	0.17	0.17	0.17
Crit Moves:	*****											
Green Time:	38.9	38.9	38.9	38.9	38.9	38.9	52.1	52.1	52.1	52.1	52.1	52.1
Volume/Cap:	0.25	0.25	0.25	0.34	0.34	0.34	0.06	0.09	0.09	0.34	0.34	0.34
Delay/Veh:	20.7	20.7	20.7	21.6	21.6	21.6	11.9	12.1	12.1	14.2	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	20.7	20.7	21.6	21.6	21.6	11.9	12.1	12.1	14.2	14.2	14.2
LOS by Move:	C+	C+	C+	C+	C+	C+	B+	B	B	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	1	1	1	6	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #41: Middlefield Rd / Hamilton Ave



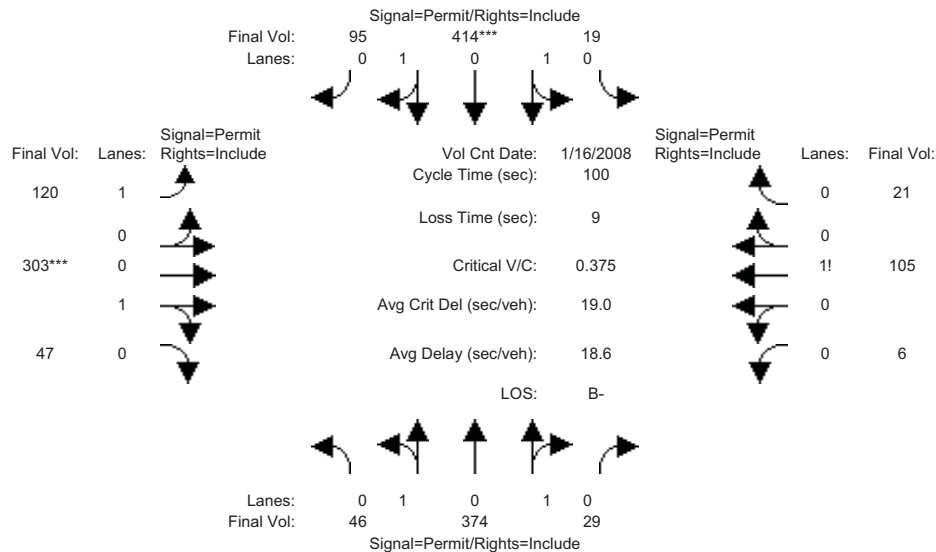
Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 08:00 - 09:00AM											
Base Vol:	39	301	9	6	382	83	58	65	21	38	247	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	301	9	6	382	83	58	65	21	38	247	21
Added Vol:	0	1	0	0	0	0	0	12	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	302	9	6	382	83	58	77	21	38	285	21
User Adj:	1.00	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:	39	302	9	6	382	83	58	77	21	38	285	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	302	9	6	382	83	58	77	21	38	285	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	302	9	6	382	83	58	77	21	38	285	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.79	0.21	0.11	0.83	0.06
Final Sat.:	401	3106	93	46	2920	634	1750	1414	386	193	1450	107
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.03	0.05	0.05	0.20	0.20	0.20
Crit Moves:	*****											
Green Time:	36.4	36.4	36.4	36.4	36.4	36.4	54.6	54.6	54.6	54.6	54.6	54.6
Volume/Cap:	0.27	0.27	0.27	0.36	0.36	0.36	0.06	0.10	0.10	0.36	0.36	0.36
Delay/Veh:	22.5	22.5	22.5	23.5	23.5	23.5	10.7	10.9	10.9	13.0	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	22.5	22.5	23.5	23.5	23.5	10.7	10.9	10.9	13.0	13.0	13.0
LOS by Move:	C+	C+	C+	C	C	C	B+	B+	B+	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	1	1	1	6	6	6

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

Stanford EIR

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

Intersection #41: Middlefield Rd / Hamilton Ave



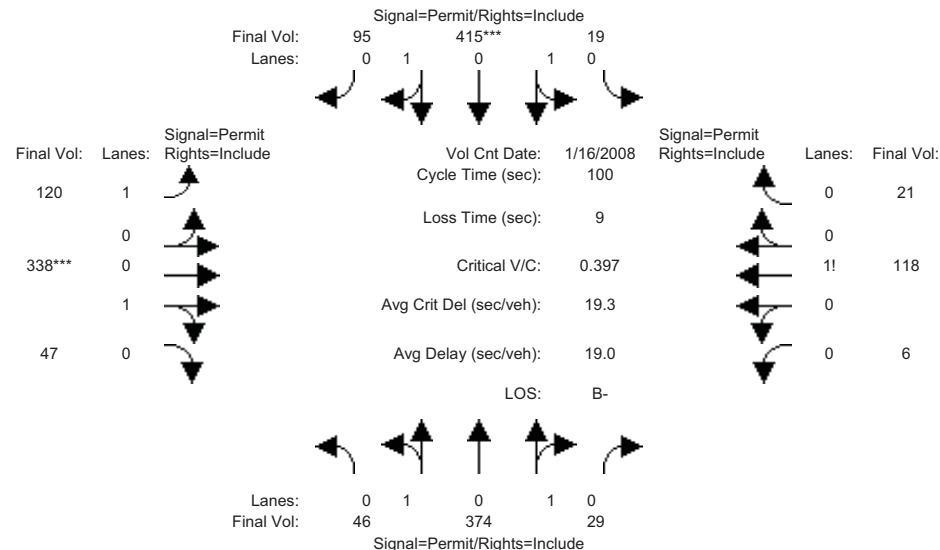
Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 16 Jan 2008 << 5:00-6:00PM												
Base Vol:	46	374	29	19	414	95	120	303	47	6	105	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	374	29	19	414	95	120	303	47	6	105	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	374	29	19	414	95	120	303	47	6	105	21
User Adj:	1.00	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:	46	374	29	19	414	95	120	303	47	6	105	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	374	29	19	414	95	120	303	47	6	105	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	374	29	19	414	95	120	303	47	6	105	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.87	0.13	0.04	0.80	0.16
Final Sat.:	369	2999	233	130	2823	648	1750	1558	242	80	1392	278
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.15	0.15	0.15	0.07	0.19	0.19	0.08	0.08	0.08
Crit Moves:	****											
Green Time:	39.1	39.1	39.1	39.1	39.1	39.1	51.9	51.9	51.9	51.9	51.9	51.9
Volume/Cap:	0.32	0.32	0.32	0.37	0.37	0.37	0.13	0.37	0.37	0.15	0.15	0.15
Delay/Veh:	21.3	21.3	21.3	21.9	21.9	21.9	12.5	14.6	14.6	12.6	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	21.9	21.9	21.9	12.5	14.6	14.6	12.6	12.6	12.6
LOS by Move:	C+	C+	C+	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	6	6	6	2	7	7	2	2	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #41: Middlefield Rd / Hamilton Ave



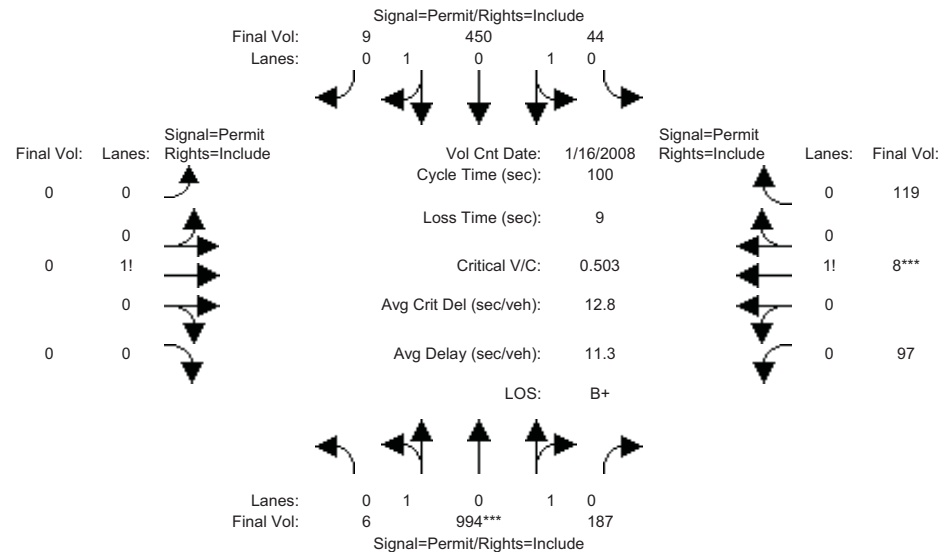
Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 16 Jan 2008 << 5:00-6:00PM												
Base Vol:	46	374	29	19	414	95	120	303	47	6	105	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	374	29	19	414	95	120	303	47	6	105	21
Added Vol:	0	0	0	0	0	1	0	0	35	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	374	29	19	415	95	120	338	47	6	118	21
User Adj:	1.00	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:	46	374	29	19	415	95	120	338	47	6	118	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	374	29	19	415	95	120	338	47	6	118	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	374	29	19	415	95	120	338	47	6	118	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.88	0.12	0.04	0.82	0.14
Final Sat.:	369	2999	233	129	2824	647	1750	1580	220	72	1424	253
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.15	0.15	0.15	0.07	0.21	0.21	0.08	0.08	0.08
Crit Moves:	****											
Green Time:	37.1	37.1	37.1	37.1	37.1	37.1	53.9	53.9	53.9	53.9	53.9	53.9
Volume/Cap:	0.34	0.34	0.34	0.40	0.40	0.40	0.13	0.40	0.40	0.15	0.15	0.15
Delay/Veh:	22.8	22.8	22.8	23.4	23.4	23.4	11.4	13.8	13.8	11.6	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	23.4	23.4	23.4	11.4	13.8	13.8	11.6	11.6	11.6
LOS by Move:	C+	C+	C+	C	C	C	B+	B	B	B+	B+	B+
HCM2kAvgQ:	5	5	5	6	6	6	2	7	7	2	2	2

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

Stanford EIR

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

Intersection #42: Alma St / Hamilton Ave

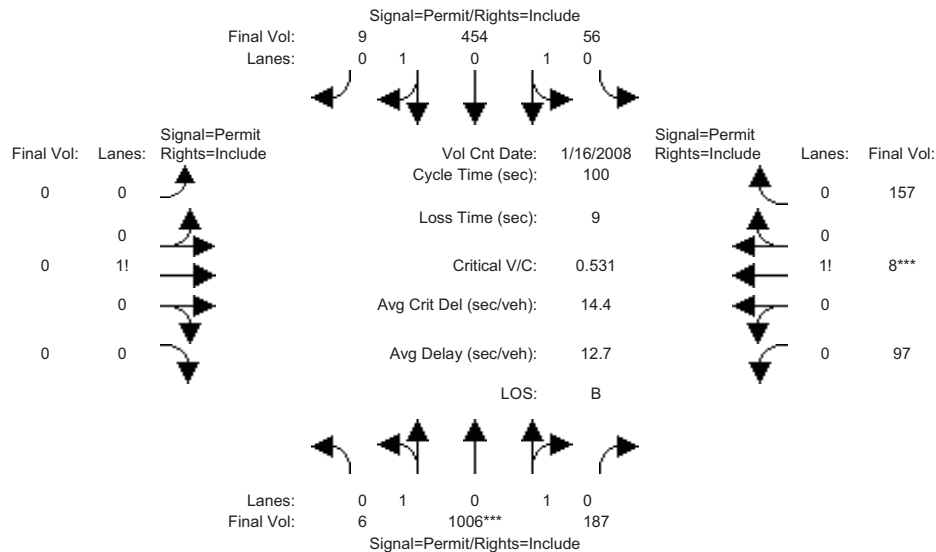


Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 8:00-9:00AM											
Base Vol:	6	994	187	44	450	9	0	0	0	97	8	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	994	187	44	450	9	0	0	0	97	8	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	994	187	44	450	9	0	0	0	97	8	119
User Adj:	1.00	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:	6	994	187	44	450	9	0	0	0	97	8	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	994	187	44	450	9	0	0	0	97	8	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	994	187	44	450	9	0	0	0	97	8	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.67	0.32	0.17	1.79	0.04	0.00	1.00	0.00	0.43	0.04	0.53
Final Sat.:	18	3015	567	315	3221	64	0	1750	0	758	63	930
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.14	0.14	0.14	0.00	0.00	0.00	0.13	0.13	0.13
Crit Moves:	****											
Green Time:	65.6	65.6	65.6	65.6	65.6	65.6	0.0	0.0	0.0	25.4	25.4	25.4
Volume/Cap:	0.50	0.50	0.50	0.21	0.21	0.21	0.00	0.00	0.00	0.50	0.50	0.50
Delay/Veh:	9.0	9.0	9.0	6.9	6.9	6.9	0.0	0.0	0.0	32.8	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	6.9	6.9	6.9	0.0	0.0	0.0	32.8	32.8	32.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C-	C-	C-
HCM2kAvgQ:	10	10	10	3	3	3	0	0	0	6	6	6
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #42: Alma St / Hamilton Ave



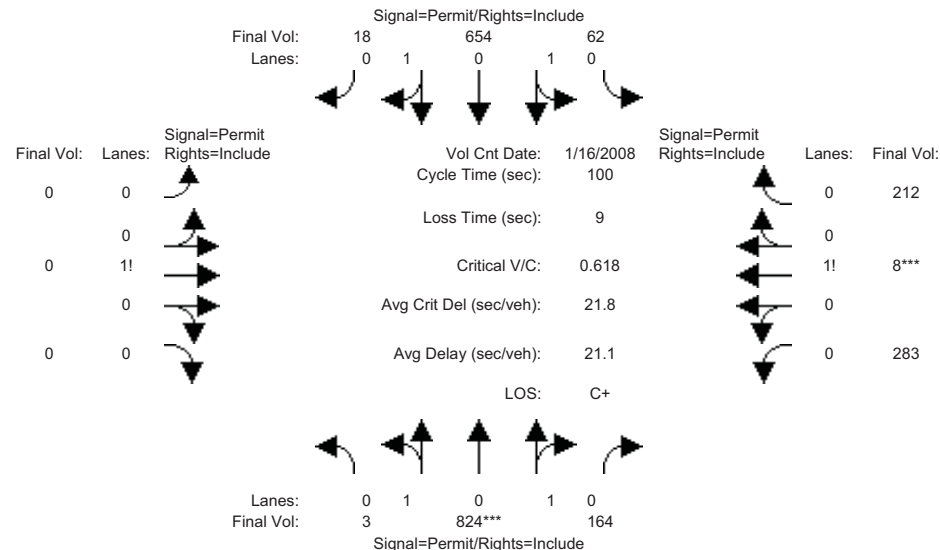
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 8:00-9:00AM											
Base Vol:	6	994	187	44	450	9	0	0	0	97	8	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	994	187	44	450	9	0	0	0	97	8	119
Added Vol:	0	12	0	12	4	0	0	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1006	187	56	454	9	0	0	0	97	8	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1006	187	56	454	9	0	0	0	97	8	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1006	187	56	454	9	0	0	0	97	8	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1006	187	56	454	9	0	0	0	97	8	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.68	0.31	0.22	1.75	0.03	0.00	1.00	0.00	0.37	0.03	0.60
Final Sat.:	18	3021	561	388	3149	62	0	1750	0	648	53	1049
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.14	0.14	0.14	0.00	0.00	0.00	0.15	0.15	0.15
Crit Moves:	****											
Green Time:	62.8	62.8	62.8	62.8	62.8	62.8	0.0	0.0	0.0	28.2	28.2	28.2
Volume/Cap:	0.53	0.53	0.53	0.23	0.23	0.23	0.00	0.00	0.00	0.53	0.53	0.53
Delay/Veh:	10.6	10.6	10.6	8.1	8.1	8.1	0.0	0.0	0.0	31.4	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	8.1	8.1	8.1	0.0	0.0	0.0	31.4	31.4	31.4
LOS by Move:	B+	B+	B+	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	11	11	11	4	4	4	0	0	0	7	7	7

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

Stanford EIR

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

Intersection #42: Alma St / Hamilton Ave



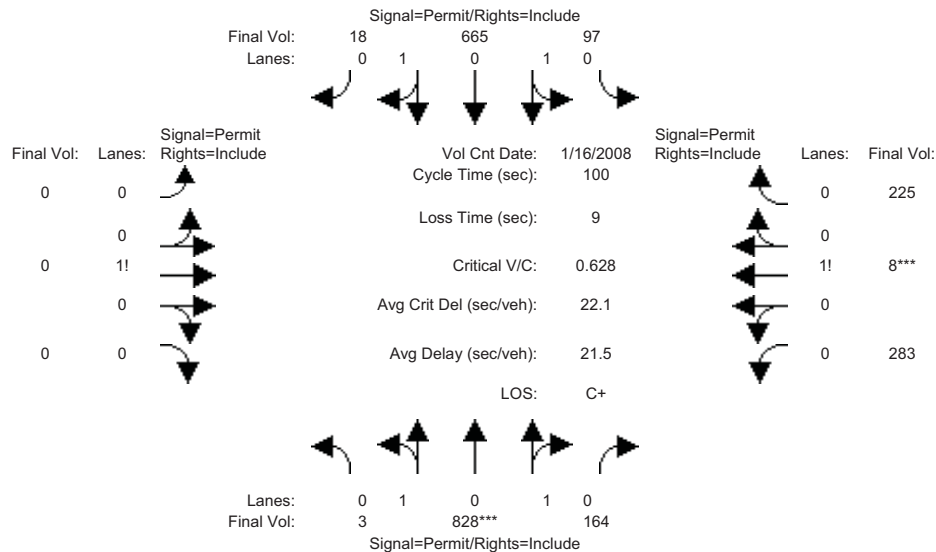
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 5:00-6:00PM											
Base Vol:	3	824	164	62	654	18	0	0	0	283	8	212
Growth Adj:	1.00	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	824	164	62	654	18	0	0	0	283	8	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	824	164	62	654	18	0	0	0	283	8	212
User Adj:	1.00	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	824	164	62	654	18	0	0	0	283	8	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	824	164	62	654	18	0	0	0	283	8	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	824	164	62	654	18	0	0	0	283	8	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.17	1.78	0.05	0.00	1.00	0.00	0.56	0.02	0.42
Final Sat.:	11	2993	596	304	3208	88	0	1750	0	985	28	738
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.20	0.20	0.20	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****											
Green Time:	44.5	44.5	44.5	44.5	44.5	44.5	0.0	0.0	0.0	46.5	46.5	46.5
Volume/Cap:	0.62	0.62	0.62	0.46	0.46	0.46	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	22.0	22.0	22.0	19.5	19.5	19.5	0.0	0.0	0.0	21.6	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	19.5	19.5	19.5	0.0	0.0	0.0	21.6	21.6	21.6
LOS by Move:	C+	C+	C+	B-	B-	B-	A	A	A	C+	C+	C+
HCM2kAvgQ:	13	13	13	8	8	8	0	0	0	12	12	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #42: Alma St / Hamilton Ave



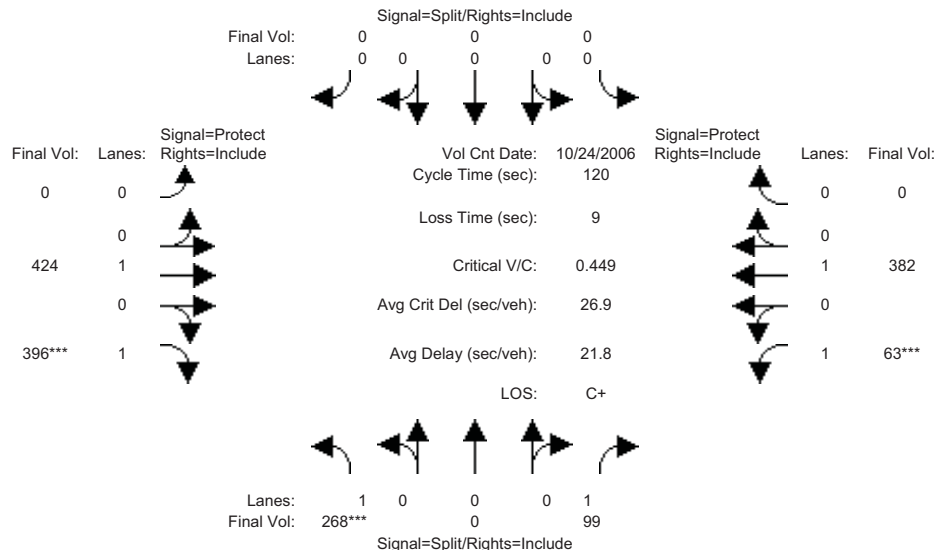
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Jan 2008 << 5:00-6:00PM												
Base Vol:	3	824	164	62	654	18	0	0	0	283	8	212
Growth Adj:	1.00	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	824	164	62	654	18	0	0	0	283	8	212
Added Vol:	0	4	0	35	11	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	828	164	97	665	18	0	0	0	283	8	225
User Adj:	1.00	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	828	164	97	665	18	0	0	0	283	8	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	828	164	97	665	18	0	0	0	283	8	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	828	164	97	665	18	0	0	0	283	8	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.25	1.70	0.05	0.00	1.00	0.00	0.55	0.01	0.44
Final Sat.:	11	2996	593	448	3069	83	0	1750	0	960	27	763
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.22	0.22	0.22	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****											
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0	0.0	0.0	0.0	47.0	47.0	47.0
Volume/Cap:	0.63	0.63	0.63	0.49	0.49	0.49	0.00	0.00	0.00	0.63	0.63	0.63
Delay/Veh:	22.5	22.5	22.5	20.2	20.2	20.2	0.0	0.0	0.0	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	22.5	22.5	20.2	20.2	20.2	0.0	0.0	0.0	21.5	21.5	21.5
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	C+	C+	C+
HCM2kAvgQ:	13	13	13	9	9	9	0	0	0	13	13	13

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

Stanford EIR

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

Intersection #43: University Dr / Santa Cruz Avenue

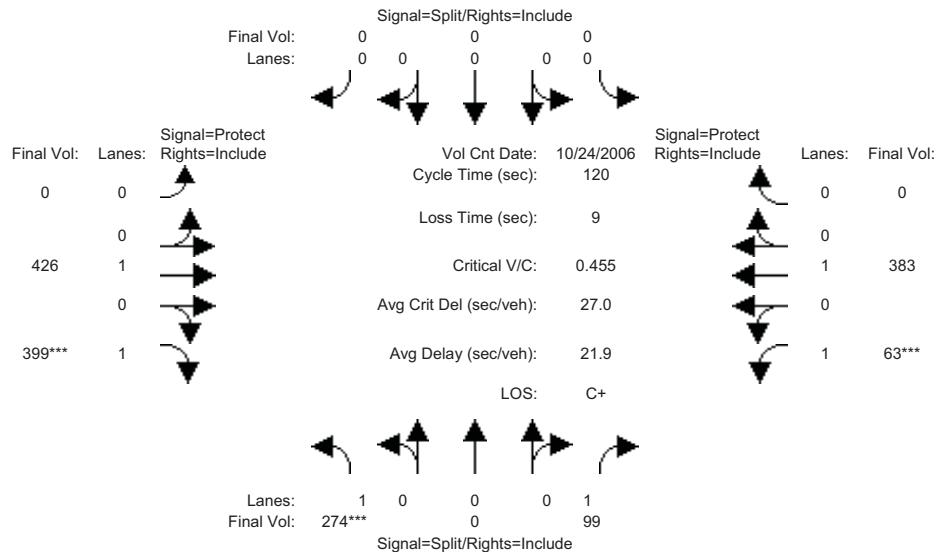


Street Name:			University Drive						Santa Cruz Avenue								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----					
Min. Green:			10		0		10		0		0		10		10		0
Y+R:			4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0
			-----			-----			-----			-----					
Volume Module: >>			Count	Date: 24 Oct 2006 <<			7:30-8:30 AM										
Base Vol:			268		0		99		0		0		424		396		63 382 0
Growth Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
Initial Bse:			268		0		99		0		0		424		396		63 382 0
Added Vol:			0		0		0		0		0		0		0		0 0 0
PasserByVol:			0		0		0		0		0		0		0		0 0 0
Initial Fut:			268		0		99		0		0		424		396		63 382 0
User Adj:			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
PHF Volume:			268		0		99		0		0		424		396		63 382 0
Reduct Vol:			0		0		0		0		0		0		0		0 0 0
Reduced Vol:			268		0		99		0		0		424		396		63 382 0
PCE Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
MLF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
FinalVolume:			268		0		99		0		0		424		396		63 382 0
			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:			0.92		1.00		0.92		1.00		0.92		1.00		0.92		1.00 0.92
Lanes:			1.00		0.00		1.00		0.00		0.00		1.00		1.00		1.00 0.00
Final Sat.:			1750		0		1750		0		0		1900		1750		1750 1900 0
			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.15		0.00		0.06		0.00		0.00		0.22		0.23		0.04 0.20 0.00
Crit Moves:			****	****													
Green Time:			40.9		0.0		40.9		0.0		0.0		0.0		60.5		60.5 9.6 70.1 0.0
Volume/Cap:			0.45		0.00		0.17		0.00		0.00		0.44		0.45		0.45 0.34 0.00
Delay/Veh:			31.3		0.0		27.8		0.0		0.0		0.0		19.3		19.5 54.9 13.2 0.0
User DelAdj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00 1.00 1.00
AdjDel/Veh:			31.3		0.0		27.8		0.0		0.0		0.0		19.3		19.5 54.9 13.2 0.0
LOS by Move:			C		A		C		A		A		B-		B-		D- B A
HCM2kAvgQ:			8		0		3		0		0		0		10		10 3 7 0
Note: Queue reported is the number of cars per lane.																	

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #43: University Dr / Santa Cruz Avenue

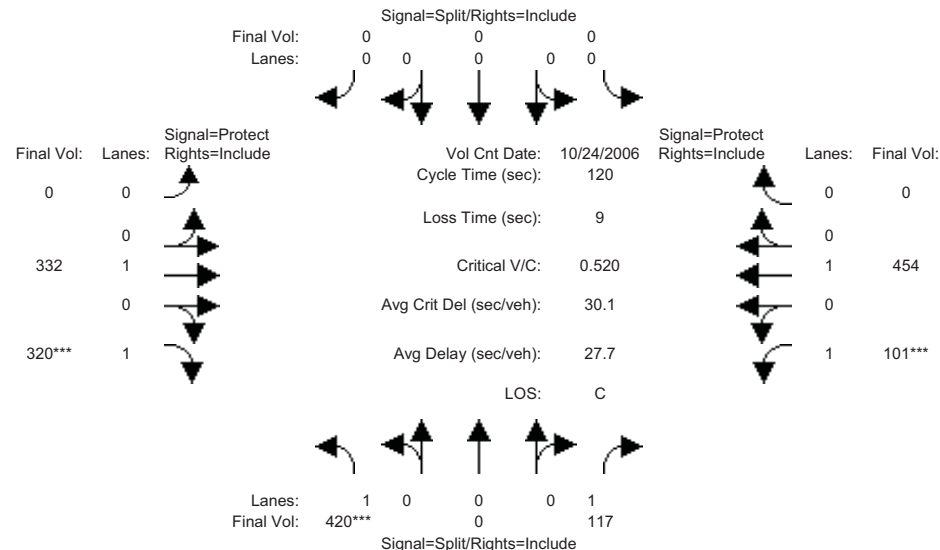


Street Name:			University Drive						Santa Cruz Avenue								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----					
Min. Green:			10		0		10		0		0		10		10		0
Y+R:			4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0
			-----			-----			-----			-----					
Volume Module: >>			Count	Date: 24 Oct 2006 <<			7:30-8:30 AM										
Base Vol:			268		0		99		0		0		424		396		63 382 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	1.00	1.00	1.00
Initial Bse:			268		0		99		0		0		424		396		63 382 0
Added Vol:			6		0		0		0		0		2		3		0 1 0
PasserByVol:			0		0		0		0		0		0		0		0 0 0
Initial Fut:			274		0		99		0		0		426		399		63 383 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	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	1.00	1.00	1.00
PHF Volume:			274		0		99		0		0		426		399		63 383 0
Reduct Vol:			0		0		0		0		0		0		0		0 0 0
Reduced Vol:			274		0		99		0		0		426		399		63 383 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	1.00	1.00	1.00
MLF Adj:			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
FinalVolume:			274		0		99		0		0		426		399		63 383 0
			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:			0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	0.92
Lanes:			1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Final Sat.:			1750		0		1750		0		0		1900		1750		1750 1900 0
			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.16	0.00	0.06	0.00	0.00	0.00	0.00	0.22	0.23	0.04	0.20	0.00	0.00	0.00	0.00
Crit Moves:			****								****	****					
Green Time:			41.3	0.0	41.3	0.0	0.0	0.0	0.0	60.2	60.2	9.5	69.7	0.0	0.0	0.0	0.0
Volume/Cap:			0.45	0.00	0.16	0.00	0.00	0.00	0.00	0.45	0.45	0.45	0.35	0.00	0.00	0.00	0.00
Delay/Veh:			31.1	0.0	27.5	0.0	0.0	0.0	0.0	19.6	19.7	55.1	13.4	0.0	0.0	0.0	0.0
User DelAdj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:			31.1	0.0	27.5	0.0	0.0	0.0	0.0	19.6	19.7	55.1	13.4	0.0	0.0	0.0	0.0
LOS by Move:			C	A	C	A	A	A	A	B-	B-	E+	B	A	A	A	A
HCM2kAvgQ:			9	0	3	0	0	0	0	10	10	3	7	0	0	0	0
Note: Queue reported is the number of cars per lane.																	

Stanford EIR

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

Intersection #43: University Dr / Santa Cruz Avenue

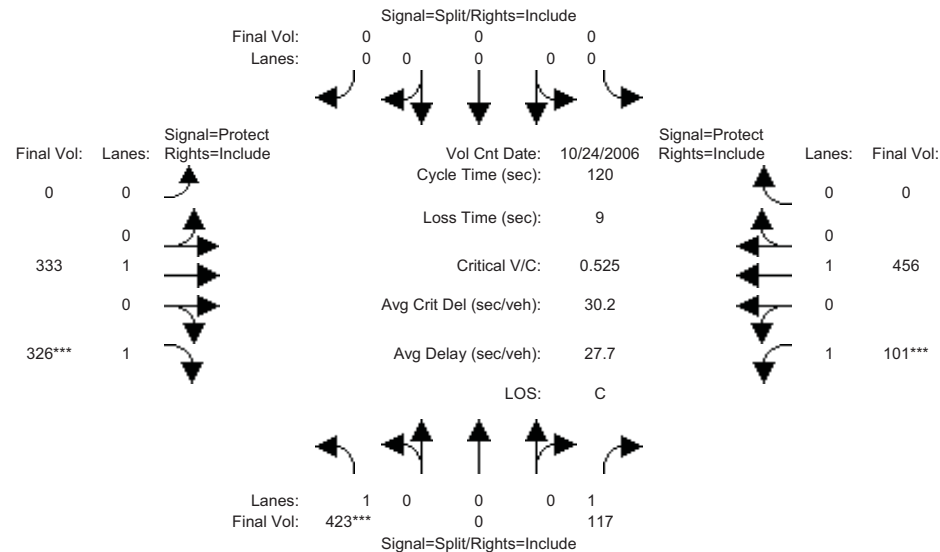


Street Name:	University Drive						Santa Cruz Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module:	>>	Count	Date:	24	Oct	2006	<<	5:00-6:00	PM						
Base Vol:	420	0	117	0	0	0	0	332	320	101	454	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:	420	0	117	0	0	0	0	332	320	101	454	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	420	0	117	0	0	0	0	332	320	101	454	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:	420	0	117	0	0	0	0	332	320	101	454	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	420	0	117	0	0	0	0	332	320	101	454	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:	420	0	117	0	0	0	0	332	320	101	454	0			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.24	0.00	0.07	0.00	0.00	0.00	0.00	0.17	0.18	0.06	0.24	0.00			
Crit Moves:	****								****	****					
Green Time:	55.4	0.0	55.4	0.0	0.0	0.0	0.0	42.2	42.2	13.3	55.6	0.0			
Volume/Cap:	0.52	0.00	0.14	0.00	0.00	0.00	0.00	0.50	0.52	0.52	0.52	0.00			
Delay/Veh:	23.5	0.0	18.7	0.0	0.0	0.0	0.0	31.1	31.6	52.8	23.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	23.5	0.0	18.7	0.0	0.0	0.0	0.0	31.1	31.6	52.8	23.3	0.0			
LOS by Move:	C	A	B-	A	A	A	A	C	C	D-	C	A			
HCM2kAvgQ:	12	0	3	0	0	0	0	10	10	4	12	0			
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #43: University Dr / Santa Cruz Avenue

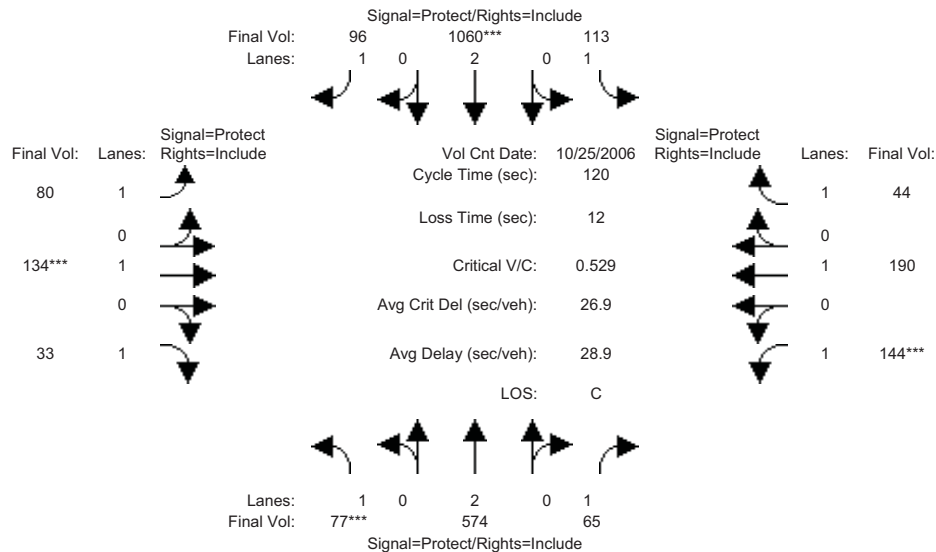


Street Name:	University Drive						Santa Cruz Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	24 Oct 2006	<<	5:00-6:00 PM										
Base Vol:	420	0	117	0	0	0	0	332	320	101	454	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:	420	0	117	0	0	0	0	332	320	101	454	0			
Added Vol:	3	0	0	0	0	0	0	1	6	0	2	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	423	0	117	0	0	0	0	333	326	101	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:	423	0	117	0	0	0	0	333	326	101	456	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	423	0	117	0	0	0	0	333	326	101	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:	423	0	117	0	0	0	0	333	326	101	456	0			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.24	0.00	0.07	0.00	0.00	0.00	0.00	0.18	0.19	0.06	0.24	0.00			
Crit Moves:	****								****	****					
Green Time:	55.2	0.0	55.2	0.0	0.0	0.0	0.0	42.6	42.6	13.2	55.8	0.0			
Volume/Cap:	0.53	0.00	0.15	0.00	0.00	0.00	0.00	0.49	0.53	0.53	0.52	0.00			
Delay/Veh:	23.7	0.0	18.8	0.0	0.0	0.0	0.0	30.9	31.5	53.1	23.2	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:	23.7	0.0	18.8	0.0	0.0	0.0	0.0	30.9	31.5	53.1	23.2	0.0			
LOS by Move:	C	A	B-	A	A	A	A	C	C	D-	C	A			
HCM2kAvgQ:	12	0	3	0	0	0	0	10	10	4	12	0			
Note: Queue reported is the number of cars per lane.															

Stanford EIR

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

Intersection #44: El Camino Real / Oak Grove Ave

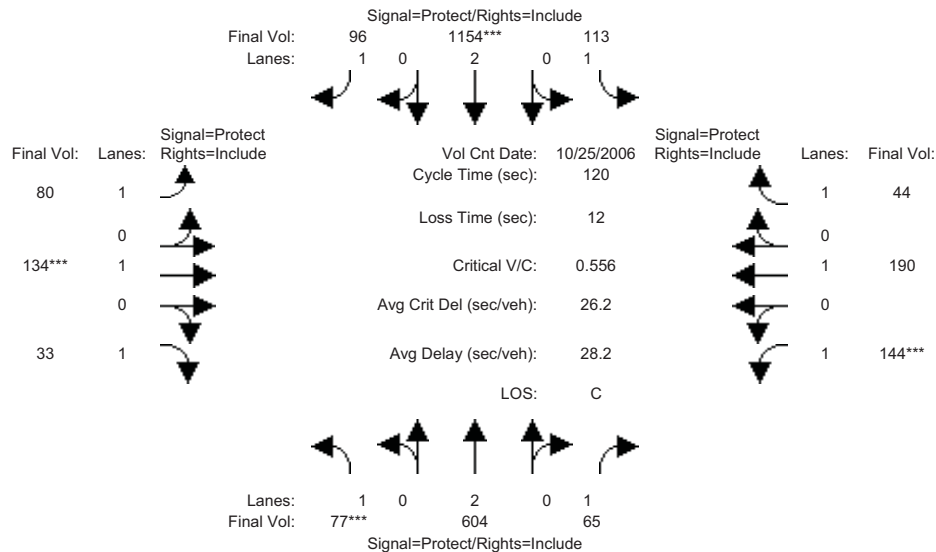


Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 7:45-8:45 AM												
Base Vol:	77	574	65	113	1060	96	80	134	33	144	190	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	574	65	113	1060	96	80	134	33	144	190	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	574	65	113	1060	96	80	134	33	144	190	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	574	65	113	1060	96	80	134	33	144	190	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	574	65	113	1060	96	80	134	33	144	190	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	574	65	113	1060	96	80	134	33	144	190	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.04	0.06	0.28	0.05	0.05	0.07	0.02	0.08	0.10	0.03
Crit Moves:	***			***			***			***		
Green Time:	10.0	51.4	51.4	22.0	63.3	63.3	12.8	16.0	16.0	18.7	21.9	21.9
Volume/Cap:	0.53	0.35	0.09	0.35	0.53	0.10	0.43	0.53	0.14	0.53	0.55	0.14
Delay/Veh:	56.4	23.3	20.4	43.5	18.8	14.2	51.8	50.6	46.2	48.6	46.4	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	23.3	20.4	43.5	18.8	14.2	51.8	50.6	46.2	48.6	46.4	41.3
LOS by Move:	E+	C	C+	D	B-	B	D-	D	D	D	D	D
HCM2kAvgQ:	3	7	1	4	12	2	3	5	1	6	7	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #44: El Camino Real / Oak Grove Ave



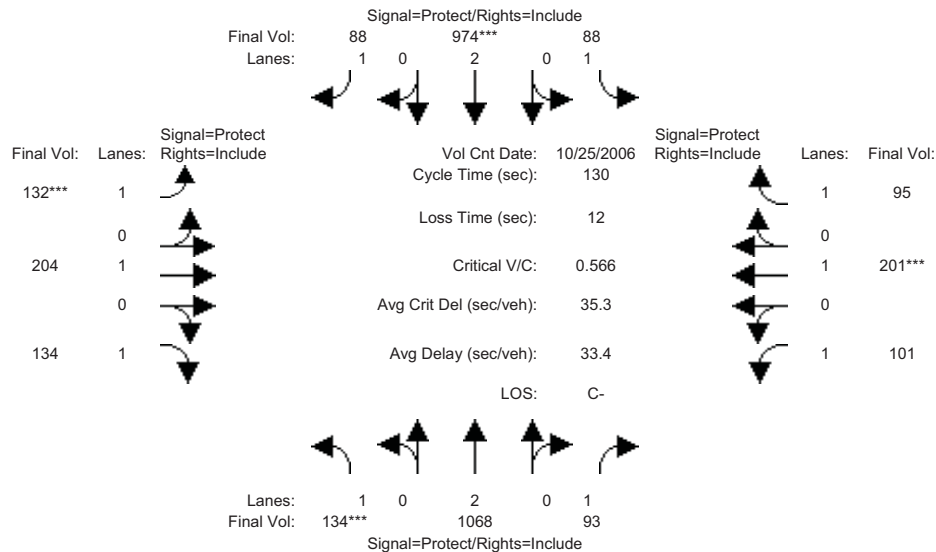
Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 7:45-8:45 AM												
Base Vol:	77	574	65	113	1060	96	80	134	33	144	190	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	574	65	113	1060	96	80	134	33	144	190	44
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	604	65	113	1154	96	80	134	33	144	190	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	604	65	113	1154	96	80	134	33	144	190	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	604	65	113	1154	96	80	134	33	144	190	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	604	65	113	1154	96	80	134	33	144	190	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.04	0.06	0.30	0.05	0.05	0.07	0.02	0.08	0.10	0.03
Crit Moves:	***			***			***			***		
Green Time:	9.5	53.4	53.4	21.7	65.5	65.5	12.1	15.2	15.2	17.8	20.8	20.8
Volume/Cap:	0.56	0.36	0.08	0.36	0.56	0.10	0.45	0.56	0.15	0.56	0.58	0.14
Delay/Veh:	58.1	22.1	19.3	43.8	18.1	13.1	52.6	52.1	46.9	50.1	48.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	22.1	19.3	43.8	18.1	13.1	52.6	52.1	46.9	50.1	48.0	42.3
LOS by Move:	E+	C+	B-	D	B-	B	D-	D-	D	D	D	D
HCM2kAvgQ:	3	7	1	4	13	2	4	5	1	6	7	2

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

Stanford EIR

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

Intersection #44: El Camino Real / Oak Grove Ave

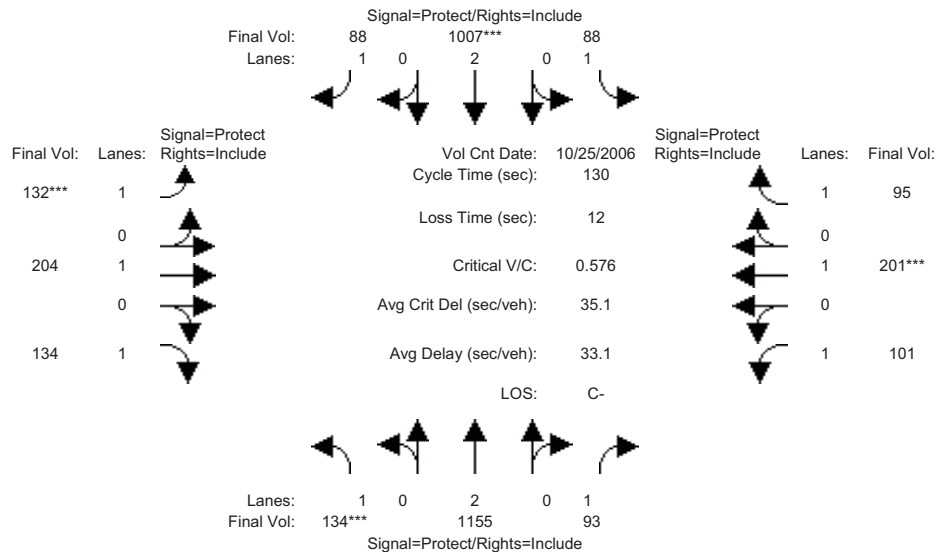


Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 5:00-6:00 PM												
Base Vol:	134	1068	93	88	974	88	132	204	134	101	201	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:	134	1068	93	88	974	88	132	204	134	101	201	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1068	93	88	974	88	132	204	134	101	201	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:	134	1068	93	88	974	88	132	204	134	101	201	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1068	93	88	974	88	132	204	134	101	201	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
Final Volume:	134	1068	93	88	974	88	132	204	134	101	201	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.05	0.05	0.26	0.05	0.08	0.11	0.08	0.06	0.11	0.05
Crit Moves:	***				***		***				***	
Green Time:	17.6	64.1	64.1	12.3	58.8	58.8	17.3	27.1	27.1	14.5	24.3	24.3
Volume/Cap:	0.57	0.57	0.11	0.53	0.57	0.11	0.57	0.52	0.37	0.52	0.57	0.29
Delay/Veh:	55.8	23.6	17.7	59.4	26.6	20.6	56.1	46.9	44.8	56.8	50.2	45.9
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:	55.8	23.6	17.7	59.4	26.6	20.6	56.1	46.9	44.8	56.8	50.2	45.9
LOS by Move:	E+	C	B	E+	C	C+	E+	D	D	E+	D	D
HCM2kAvgQ:	5	14	2	4	14	2	6	8	5	5	8	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #44: El Camino Real / Oak Grove Ave

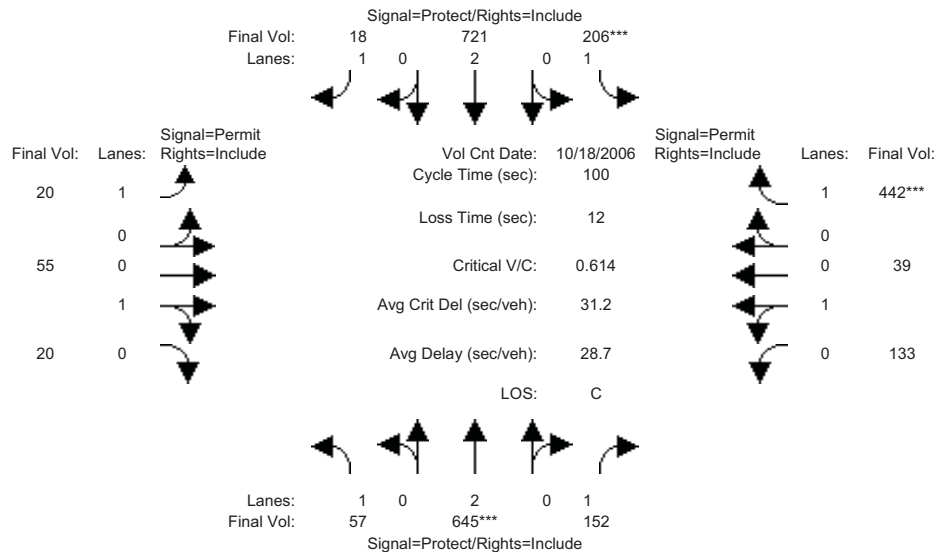


Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2006 << 5:00-6:00 PM												
Base Vol:	134	1068	93	88	974	88	132	204	134	101	201	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:	134	1068	93	88	974	88	132	204	134	101	201	95
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1155	93	88	1007	88	132	204	134	101	201	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:	134	1155	93	88	1007	88	132	204	134	101	201	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1155	93	88	1007	88	132	204	134	101	201	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
Final Volume:	134	1155	93	88	1007	88	132	204	134	101	201	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.05	0.05	0.27	0.05	0.08	0.11	0.08	0.06	0.11	0.05
Crit Moves:	***				***		***				***	
Green Time:	17.3	65.5	65.5	11.6	59.8	59.8	17.0	26.6	26.6	14.3	23.9	23.9
Volume/Cap:	0.58	0.60	0.11	0.56	0.58	0.11	0.58	0.52	0.37	0.52	0.58	0.30
Delay/Veh:	56.4	23.5	17.0	61.4	26.3	20.0	56.7	47.4	45.2	57.3	50.8	46.3
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:	56.4	23.5	17.0	61.4	26.3	20.0	56.7	47.4	45.2	57.3	50.8	46.3
LOS by Move:	E+	C	B	E	C	C+	E+	D	D	E+	D	D
HCM2kAvgQ:	5	16	2	4	14	2	6	8	5	5	8	4
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #45: Middlefield Rd / Ringwood Ave



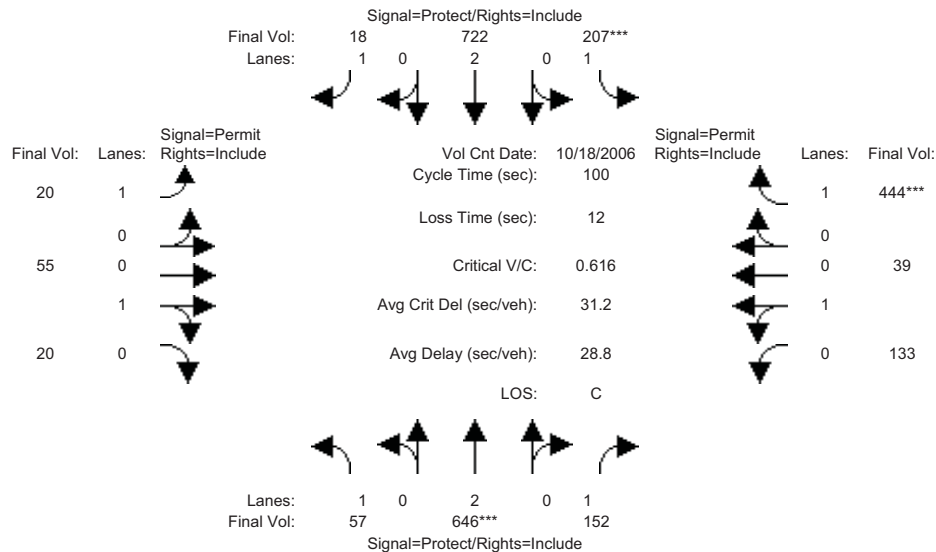
Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Oct 2006 << 7:30-8:30 AM											
Base Vol:	57	645	152	206	721	18	20	55	20	133	39	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	645	152	206	721	18	20	55	20	133	39	442
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	645	152	206	721	18	20	55	20	133	39	442
User Adj:	1.00	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:	57	645	152	206	721	18	20	55	20	133	39	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	645	152	206	721	18	20	55	20	133	39	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	645	152	206	721	18	20	55	20	133	39	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1392	408	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.09	0.12	0.19	0.01	0.01	0.04	0.04	0.10	0.10	0.25
Crit Moves:	****			****						****		
Green Time:	12.6	27.7	27.7	19.2	34.2	34.2	41.2	41.2	41.2	41.2	41.2	41.2
Volume/Cap:	0.26	0.61	0.31	0.61	0.55	0.03	0.03	0.10	0.10	0.23	0.23	0.61
Delay/Veh:	40.1	32.6	29.0	40.4	27.2	21.9	17.5	18.1	18.1	19.3	19.3	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:	40.1	32.6	29.0	40.4	27.2	21.9	17.5	18.1	18.1	19.3	19.3	24.7
LOS by Move:	D	C-	C	D	C	C+	B	B-	B-	B-	B-	C
HCM2kAvgQ:	2	9	4	6	9	0	0	1	1	4	4	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #45: Middlefield Rd / Ringwood Ave



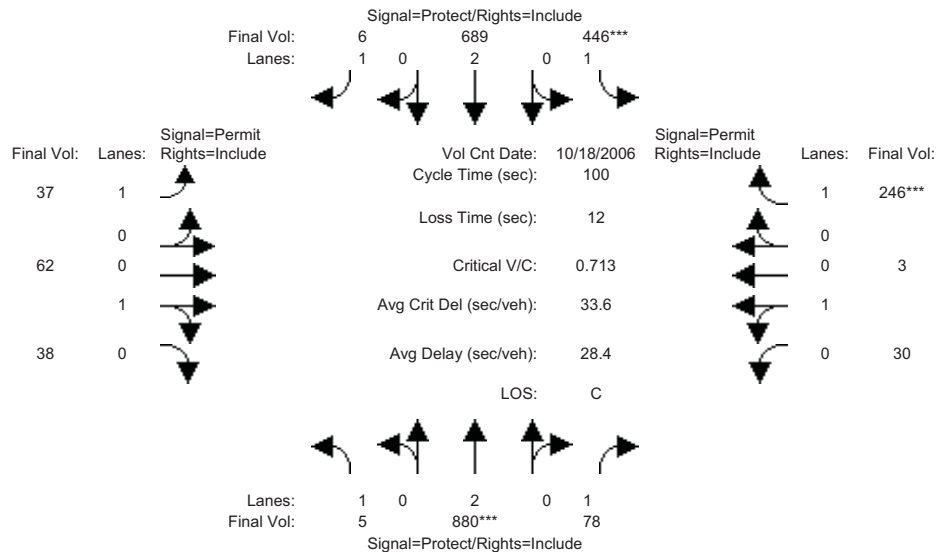
Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Oct 2006 << 7:30-8:30 AM											
Base Vol:	57	645	152	206	721	18	20	55	20	133	39	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	645	152	206	721	18	20	55	20	133	39	442
Added Vol:	0	1	0	1	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	646	152	207	722	18	20	55	20	133	39	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	57	646	152	207	722	18	20	55	20	133	39	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	646	152	207	722	18	20	55	20	133	39	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	646	152	207	722	18	20	55	20	133	39	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1392	408	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.09	0.12	0.19	0.01	0.01	0.04	0.04	0.10	0.10	0.25
Crit Moves:	****			****						****		
Green Time:	12.6	27.6	27.6	19.2	34.2	34.2	41.2	41.2	41.2	41.2	41.2	41.2
Volume/Cap:	0.26	0.62	0.31	0.62	0.56	0.03	0.03	0.10	0.10	0.23	0.23	0.62
Delay/Veh:	40.1	32.7	29.1	40.4	27.3	21.9	17.5	18.1	18.1	19.3	19.3	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:	40.1	32.7	29.1	40.4	27.3	21.9	17.5	18.1	18.1	19.3	19.3	24.8
LOS by Move:	D	C-	C	D	C	C+	B	B-	B-	B-	B-	C
HCM2kAvgQ:	2	9	4	6	9	0	0	1	1	4	4	12

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

Stanford EIR

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

Intersection #45: Middlefield Rd / Ringwood Ave



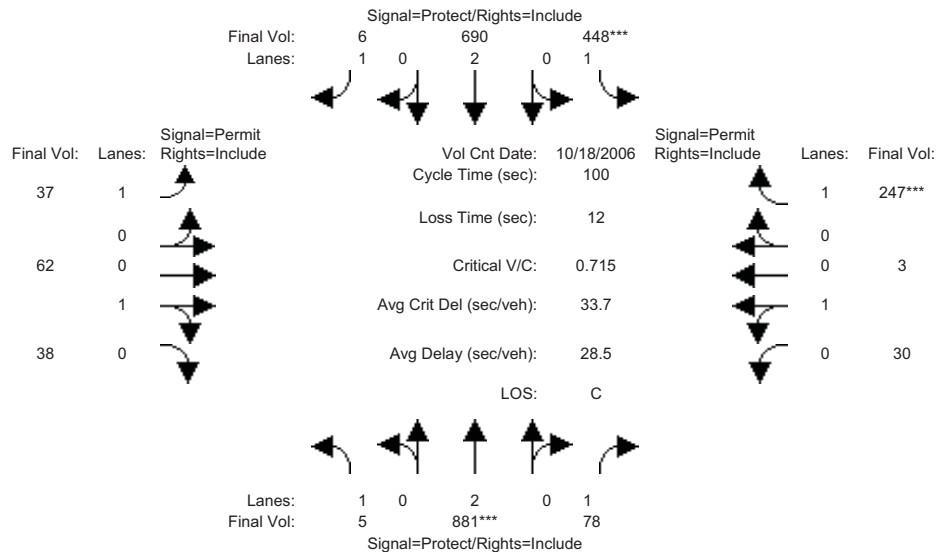
Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Oct 2006 << 4:45-5:45 PM											
Base Vol:	5	880	78	446	689	6	37	62	38	30	3	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	880	78	446	689	6	37	62	38	30	3	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	880	78	446	689	6	37	62	38	30	3	246
User Adj:	1.00	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	880	78	446	689	6	37	62	38	30	3	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	880	78	446	689	6	37	62	38	30	3	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	880	78	446	689	6	37	62	38	30	3	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1636	164	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.04	0.25	0.18	0.00	0.02	0.06	0.06	0.02	0.02	0.14
Crit Moves:	****			****						****		
Green Time:	19.0	32.5	32.5	35.8	49.3	49.3	19.7	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.02	0.71	0.14	0.71	0.37	0.01	0.11	0.28	0.28	0.09	0.09	0.71
Delay/Veh:	32.9	31.6	24.0	31.5	15.8	12.9	33.1	34.5	34.5	32.9	32.9	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	31.6	24.0	31.5	15.8	12.9	33.1	34.5	34.5	32.9	32.9	44.3
LOS by Move:	C-	C	C	C	B	B	C-	C-	C-	C-	C-	D
HCM2kAvgQ:	0	12	2	12	6	0	1	3	3	1	1	9

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #45: Middlefield Rd / Ringwood Ave



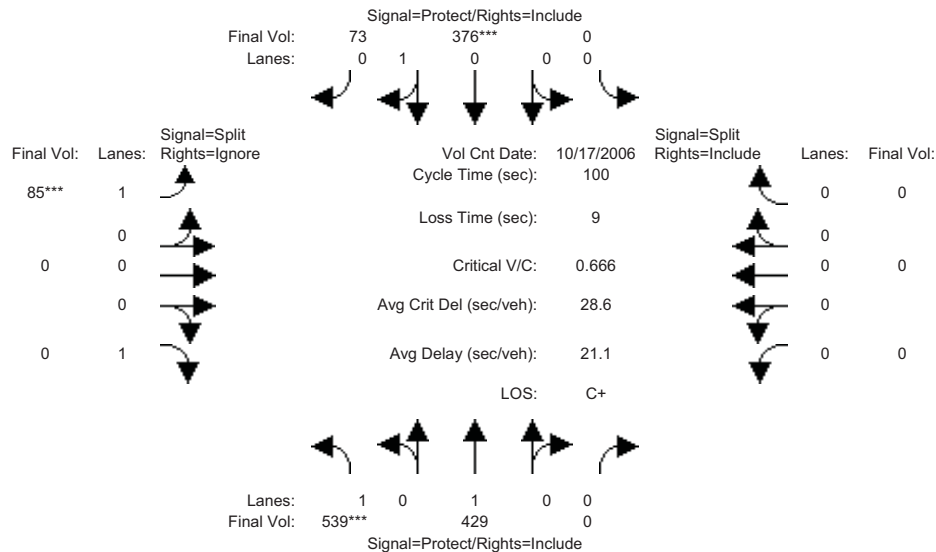
Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	18 Oct 2006 << 4:45-5:45 PM											
Base Vol:	5	880	78	446	689	6	37	62	38	30	3	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	880	78	446	689	6	37	62	38	30	3	246
Added Vol:	0	1	0	2	1	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	881	78	448	690	6	37	62	38	30	3	247
User Adj:	1.00	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	881	78	448	690	6	37	62	38	30	3	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	881	78	448	690	6	37	62	38	30	3	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	881	78	448	690	6	37	62	38	30	3	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1636	164	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.04	0.26	0.18	0.00	0.02	0.06	0.06	0.02	0.02	0.14
Crit Moves:	****			****						****		
Green Time:	19.0	32.4	32.4	35.8	49.3	49.3	19.7	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.02	0.71	0.14	0.71	0.37	0.01	0.11	0.28	0.28	0.09	0.09	0.71
Delay/Veh:	32.9	31.7	24.0	31.6	15.9	12.9	33.0	34.5	34.5	32.9	32.9	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	31.7	24.0	31.6	15.9	12.9	33.0	34.5	34.5	32.9	32.9	44.4
LOS by Move:	C-	C	C	C	B	B	C-	C-	C-	C-	C-	D
HCM2kAvgQ:	0	12	2	12	6	0	1	3	3	1	1	9

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

Stanford EIR

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

Intersection #46: Middlefield Rd / Ravenswood Ave



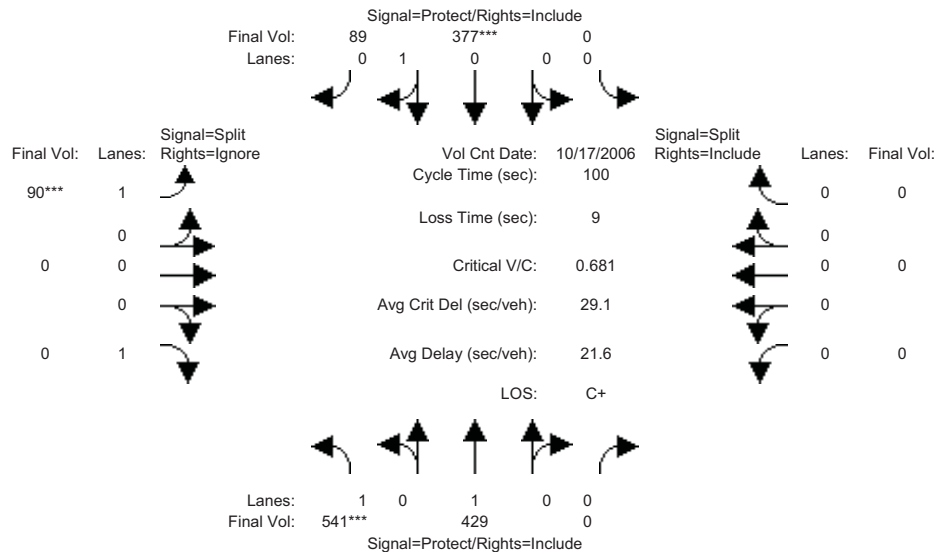
Street Name:			Middlefield Road						Ravenswood Avenue								
Approach:			North Bound			South Bound			East Bound			West Bound					
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
			-----			-----			-----			-----					
Min. Green:			7	10	0		0	10	10	10	0	10	0	0	0		
Y+R:			4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
			-----			-----			-----			-----					
Volume Module: >> Count			Date: 17 Oct 2006 <<			8:00-9:00 AM											
Base Vol:			539	429	0		0	376	73	85	0	564	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:			539	429	0		0	376	73	85	0	564	0	0	0		
Added Vol:			0	0	0		0	0	0	0	0	0	0	0	0		
PasserByVol:			0	0	0		0	0	0	0	0	0	0	0	0		
Initial Fut:			539	429	0		0	376	73	85	0	564	0	0	0		
User Adj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00		
PHF Adj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00		
PHF Volume:			539	429	0		0	376	73	85	0	0	0	0	0		
Reduct Vol:			0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:			539	429	0		0	376	73	85	0	0	0	0	0		
PCE Adj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00		
MLF Adj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00		
FinalVolume:			539	429	0		0	376	73	85	0	0	0	0	0		
			-----			-----			-----			-----					
Saturation Flow Module:																	
Sat/Lane:			1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:			0.92	1.00	0.92		0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:			1.00	1.00	0.00		0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00		
Final Sat.:			1750	1900	0		0	1507	293	1750	0	1750	0	0	0		
			-----			-----			-----			-----					
Capacity Analysis Module:																	
Vol/Sat:			0.31	0.23	0.00		0.00	0.25	0.25	0.05	0.00	0.00	0.00	0.00	0.00		
Crit Moves:			****				****			****							
Green Time:			44.8	81.0	0.0		0.0	36.2	36.2	10.0	0.0	0.0	0.0	0.0	0.0		
Volume/Cap:			0.69	0.28	0.00		0.00	0.69	0.69	0.49	0.00	0.00	0.00	0.00	0.00		
Delay/Veh:			24.6	2.4	0.0		0.0	30.2	30.2	44.7	0.0	0.0	0.0	0.0	0.0		
User DelAdj:			1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:			24.6	2.4	0.0		0.0	30.2	30.2	44.7	0.0	0.0	0.0	0.0	0.0		
LOS by Move:			C	A	A		A	C	C	D	A	A	A	A	A		
HCM2kAvgQ:			14	3	0		0	13	13	3	0	0	0	0	0		
Note: Queue reported is the number of cars per lane.																	

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #46: Middlefield Rd / Ravenswood Ave

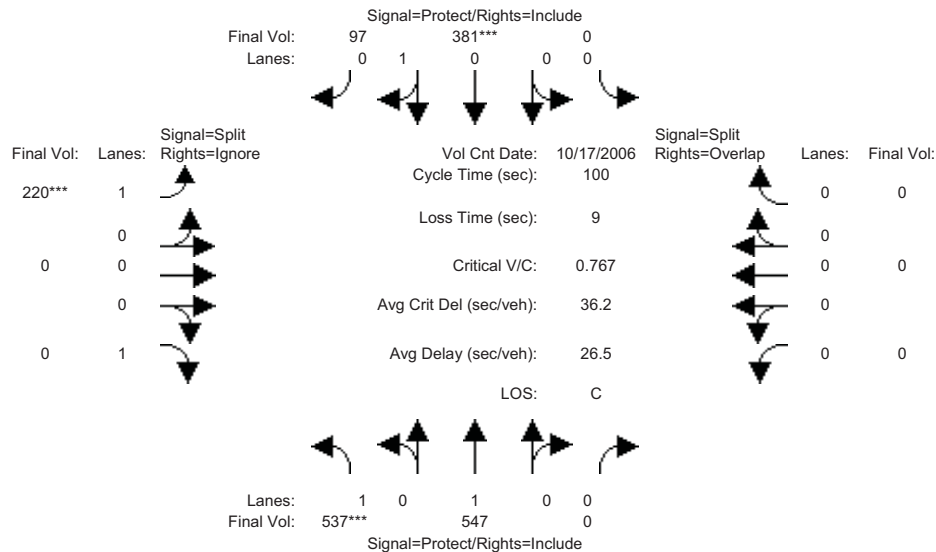


Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	17 Oct 2006 << 8:00-9:00 AM											
Base Vol:	539	429	0	0	376	73	85	0	564	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:	539	429	0	0	376	73	85	0	564	0	0	0
Added Vol:	2	0	0	0	1	16	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	429	0	0	377	89	90	0	565	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	541	429	0	0	377	89	90	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	429	0	0	377	89	90	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	541	429	0	0	377	89	90	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1456	344	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.00	0.00	0.26	0.26	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	44.1	81.0	0.0	0.0	36.9	36.9	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.70	0.28	0.00	0.00	0.70	0.70	0.51	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	25.5	2.4	0.0	0.0	30.2	30.2	45.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	2.4	0.0	0.0	30.2	30.2	45.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	D	A	A	A	A	A
HCM2kAvgQ:	14	3	0	0	14	14	3	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #46: Middlefield Rd / Ravenswood Ave



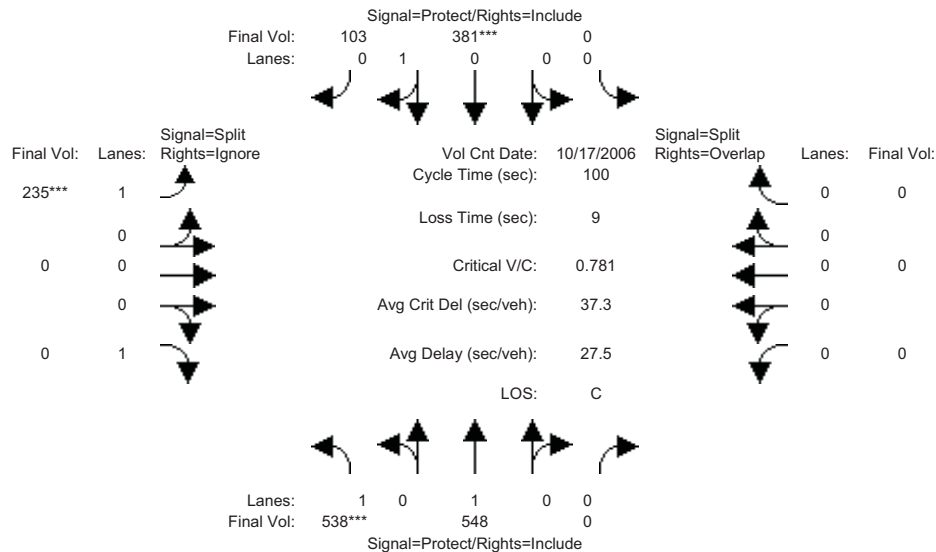
Street Name:	Middlefield Road						Ravenswood Avenue																
Approach:	North Bound			South Bound			East Bound			West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R								
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Min. Green:	7		10		0		0		10		10		0		0		0						
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0						
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Volume Module:	>> Count		Date:	17	Oct	2006	<<		5:00-6:00	PM													
Base Vol:	537		547		0		0		381		97		220		0		622		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:	537		547		0		0		381		97		220		0		622		0		0		0
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0
Initial Fut:	537		547		0		0		381		97		220		0		622		0		0		0
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00
PHF Volume:	537		547		0		0		381		97		220		0		0		0		0		0
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0
Reduced Vol:	537		547		0		0		381		97		220		0		0		0		0		0
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00		1.00
FinalVolume:	537		547		0		0		381		97		220		0		0		0		0		0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Saturation Flow Module:																							
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:	0.92		1.00		0.92		0.92		0.95		0.95		0.92		1.00		0.92		0.92		1.00		0.92
Lanes:	1.00		1.00		0.00		0.00		0.80		0.20		1.00		0.00		1.00		0.00		0.00		0.00
Final Sat.:	1750		1900		0		0		1435		365		1750		0		1750		0		0		0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																							
Capacity Analysis Module:																							
Vol/Sat:	0.31		0.29		0.00		0.00		0.27		0.27		0.13		0.00		0.00		0.00		0.00		0.00
Crit Moves:	****							****							****								
Green Time:	40.0		74.6		0.0		0.0		34.6		34.6		16.4		0.0		0.0		0.0		0.0		0.0
Volume/Cap:	0.77		0.39		0.00		0.00		0.77		0.77		0.77		0.00		0.00		0.00		0.00		0.00
Delay/Veh:	31.1		4.7		0.0		0.0		34.8		34.8		51.8		0.0		0.0		0.0		0.0		0.0
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	31.1		4.7		0.0		0.0		34.8		34.8		51.8		0.0		0.0		0.0		0.0		0.0
LOS by Move:	C		A		A		A		C-		C-		D-		A		A		A		A		A
HCM2kAvgQ:	15		6		0		0		15		15		7		0		0		0		0		0
Note: Queue reported is the number of cars per lane.																							

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #46: Middlefield Rd / Ravenswood Ave



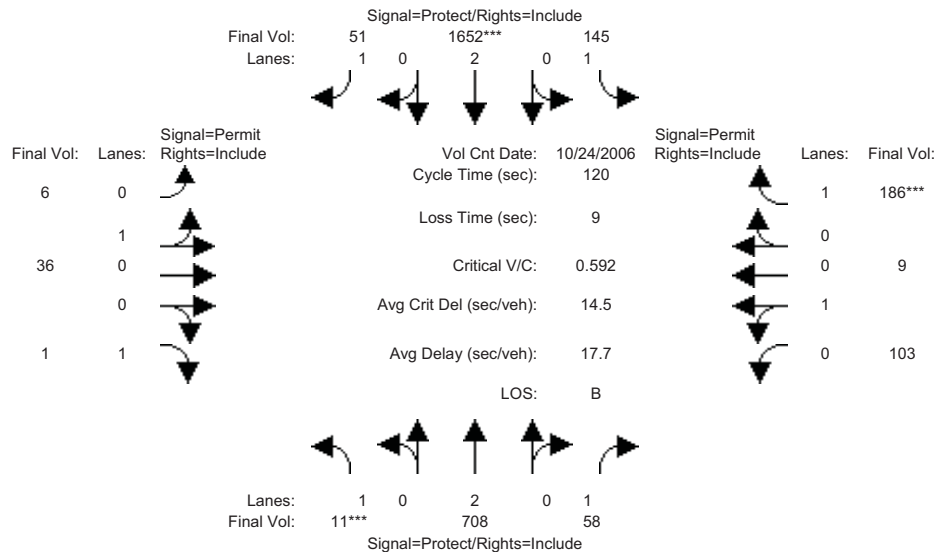
Street Name:	Middlefield Road						Ravenswood Avenue										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Min. Green:	7		10		0		0		10		10		0		0		0
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Volume Module:	>>	Count	Date:	17	Oct	2006	<<	5:00-6:00	PM								
Base Vol:	537		547		0		0		381		97		220		0		622
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
Initial Bse:	537		547		0		0		381		97		220		0		622
Added Vol:	1		1		0		0		0		6		15		0		2
PasserByVol:	0		0		0		0		0		0		0		0		0
Initial Fut:	538		548		0		0		381		103		235		0		624
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00
PHF Volume:	538		548		0		0		381		103		235		0		0
Reduct Vol:	0		0		0		0		0		0		0		0		0
Reduced Vol:	538		548		0		0		381		103		235		0		0
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.00		1.00
FinalVolume:	538		548		0		0		381		103		235		0		0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Saturation Flow Module:																	
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:	0.92		1.00		0.92		0.92		0.95		0.95		0.92		1.00		0.92
Lanes:	1.00		1.00		0.00		0.00		0.79		0.21		1.00		0.00		0.00
Final Sat.:	1750		1900		0		0		1417		383		1750		0		1750
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.31		0.29		0.00		0.00		0.27		0.27		0.13		0.00		0.00
Crit Moves:	****								****				****				
Green Time:	39.4		73.8		0.0		0.0		34.4		34.4		17.2		0.0		0.0
Volume/Cap:	0.78		0.39		0.00		0.00		0.78		0.78		0.78		0.00		0.00
Delay/Veh:	32.3		5.0		0.0		0.0		35.8		35.8		52.0		0.0		0.0
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	32.3		5.0		0.0		0.0		35.8		35.8		52.0		0.0		0.0
LOS by Move:	C-		A		A		A		D+		D+		D-		A		A
HCM2kAvgQ:	16		6		0		0		16		16		7		0		0
Note: Queue reported is the number of cars per lane.																	

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

Stanford EIR

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

Intersection #47: El Camino Real / Encinal Ave

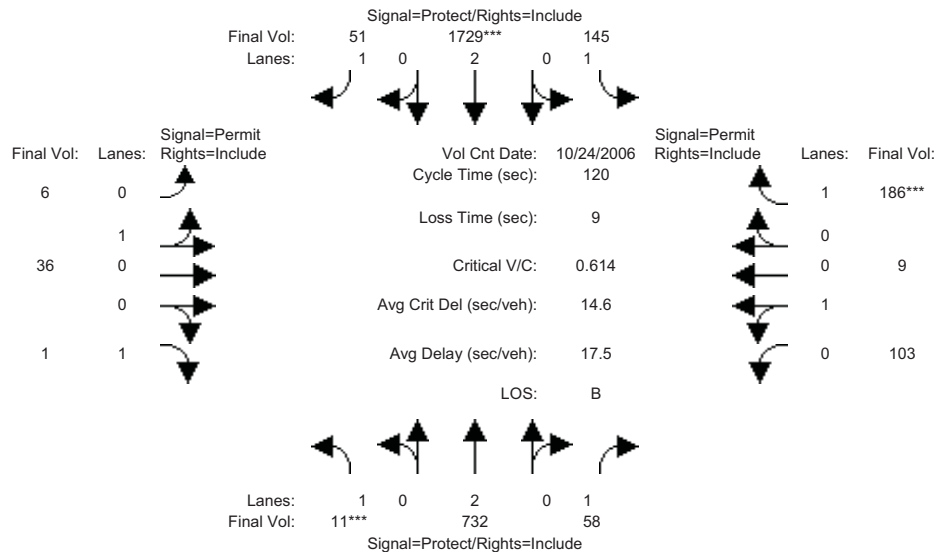


Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2006 << 7:30-8:30 AM												
Base Vol:	11	708	58	145	1652	51	6	36	1	103	9	186
Growth Adj:	1.00	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	708	58	145	1652	51	6	36	1	103	9	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	708	58	145	1652	51	6	36	1	103	9	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	708	58	145	1652	51	6	36	1	103	9	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	708	58	145	1652	51	6	36	1	103	9	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	708	58	145	1652	51	6	36	1	103	9	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	257	1543	1750	1655	145	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.03	0.08	0.43	0.03	0.02	0.02	0.00	0.06	0.06	0.11
Crit Moves:	***				***							***
Green Time:	7.0	62.7	62.7	27.9	83.6	83.6	20.4	20.4	20.4	20.4	20.4	20.4
Volume/Cap:	0.11	0.36	0.06	0.36	0.62	0.04	0.14	0.14	0.00	0.37	0.37	0.62
Delay/Veh:	54.0	16.9	14.2	39.1	10.3	5.7	42.5	42.5	41.3	44.8	44.8	50.3
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:	54.0	16.9	14.2	39.1	10.3	5.7	42.5	42.5	41.3	44.8	44.8	50.3
LOS by Move:	D-	B	B	D	B+	A	D	D	D	D	D	D
HCM2kAvgQ:	0	7	1	5	16	1	1	1	0	4	4	8
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #47: El Camino Real / Encinal Ave



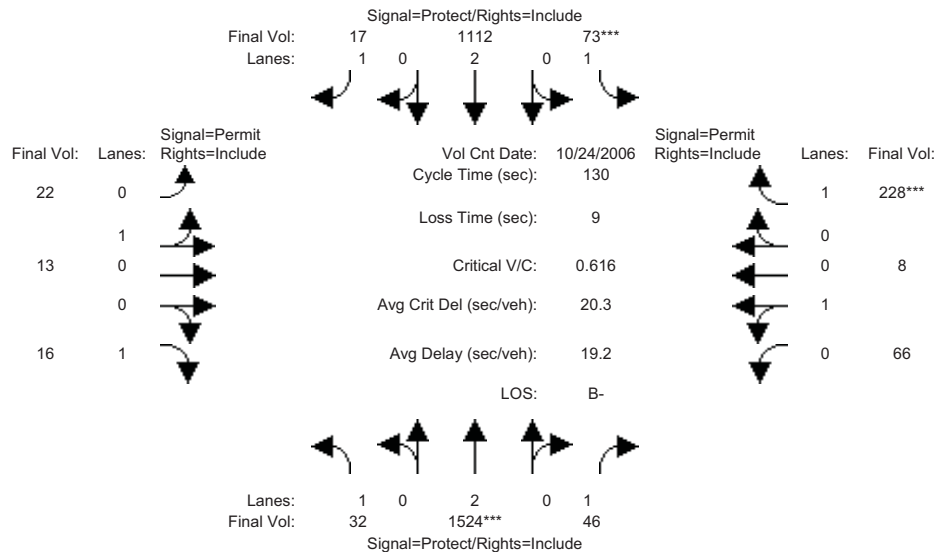
Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2006 << 7:30-8:30 AM											
Base Vol:	11	708	58	145	1652	51	6	36	1	103	9	186
Growth Adj:	1.00	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	708	58	145	1652	51	6	36	1	103	9	186
Added Vol:	0	24	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	732	58	145	1729	51	6	36	1	103	9	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	732	58	145	1729	51	6	36	1	103	9	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	732	58	145	1729	51	6	36	1	103	9	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	732	58	145	1729	51	6	36	1	103	9	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	257	1543	1750	1655	145	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.03	0.08	0.46	0.03	0.02	0.02	0.00	0.06	0.06	0.11
Crit Moves:	***			***								***
Green Time:	7.0	63.8	63.8	27.5	84.3	84.3	19.7	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.11	0.36	0.06	0.36	0.65	0.04	0.14	0.14	0.00	0.38	0.38	0.65
Delay/Veh:	54.0	16.4	13.6	39.5	10.3	5.5	43.1	43.1	42.0	45.5	45.5	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	16.4	13.6	39.5	10.3	5.5	43.1	43.1	42.0	45.5	45.5	52.0
LOS by Move:	D-	B	B	D	B+	A	D	D	D	D	D	D-
HCM2kAvgQ:	0	7	1	5	18	1	1	1	0	4	4	8

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

Stanford EIR

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

Intersection #47: El Camino Real / Encinal Ave



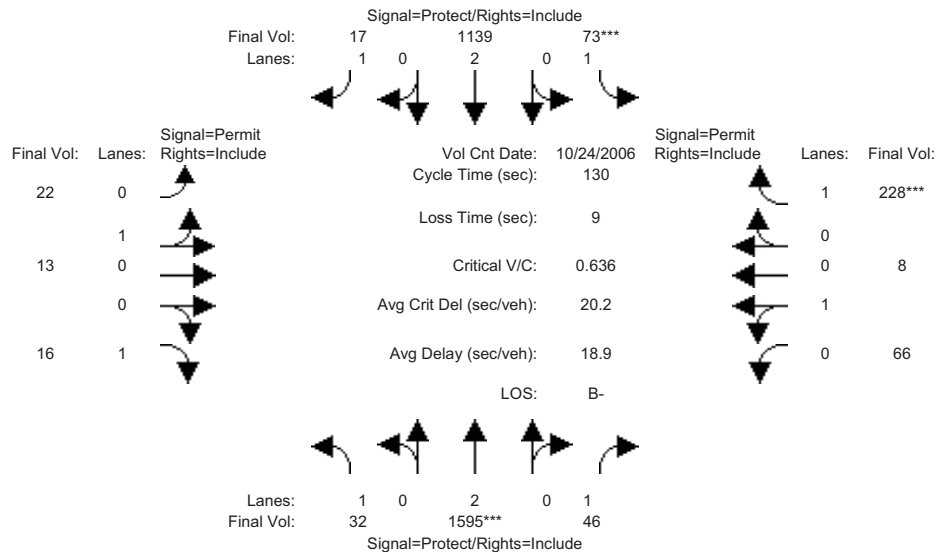
Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	24 Oct 2006 << 5:00-6:00 PM											
Base Vol:	32	1524	46	73	1112	17	22	13	16	66	8	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1524	46	73	1112	17	22	13	16	66	8	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1524	46	73	1112	17	22	13	16	66	8	228
User Adj:	1.00	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:	32	1524	46	73	1112	17	22	13	16	66	8	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1524	46	73	1112	17	22	13	16	66	8	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	1524	46	73	1112	17	22	13	16	66	8	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1605	195	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.03	0.04	0.29	0.01	0.02	0.02	0.01	0.04	0.04	0.13
Crit Moves:	****			****						****		
Green Time:	14.5	84.7	84.7	8.8	79.0	79.0	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.16	0.62	0.04	0.62	0.48	0.02	0.09	0.09	0.04	0.19	0.19	0.62
Delay/Veh:	52.6	13.7	8.1	68.3	14.3	10.1	41.3	41.3	40.8	42.4	42.4	49.6
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:	52.6	13.7	8.1	68.3	14.3	10.1	41.3	41.3	40.8	42.4	42.4	49.6
LOS by Move:	D-	B	A	E	B	B+	D	D	D	D	D	D
HCM2kAvgQ:	1	17	1	4	12	0	1	1	1	3	3	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #47: El Camino Real / Encinal Ave



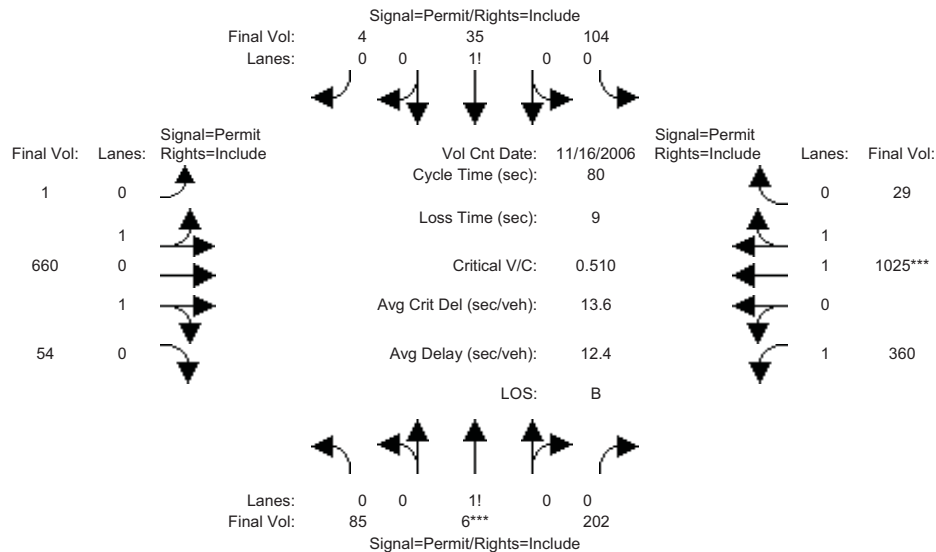
Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Oct 2006 << 5:00-6:00 PM												
Base Vol:	32	1524	46	73	1112	17	22	13	16	66	8	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1524	46	73	1112	17	22	13	16	66	8	228
Added Vol:	0	71	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1595	46	73	1139	17	22	13	16	66	8	228
User Adj:	1.00	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:	32	1595	46	73	1139	17	22	13	16	66	8	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1595	46	73	1139	17	22	13	16	66	8	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	1595	46	73	1139	17	22	13	16	66	8	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1605	195	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.03	0.04	0.30	0.01	0.02	0.02	0.01	0.04	0.04	0.13
Crit Moves:	****			****						****		
Green Time:	14.4	85.8	85.8	8.5	80.0	80.0	26.6	26.6	26.6	26.6	26.6	26.6
Volume/Cap:	0.17	0.64	0.04	0.64	0.49	0.02	0.09	0.09	0.04	0.20	0.20	0.64
Delay/Veh:	52.8	13.5	7.7	70.4	13.9	9.7	42.0	42.0	41.5	43.1	43.1	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	13.5	7.7	70.4	13.9	9.7	42.0	42.0	41.5	43.1	43.1	51.0
LOS by Move:	D-	B	A	E	B	A	D	D	D	D	D	D
HCM2kAvgQ:	1	18	1	4	12	0	1	1	1	3	3	10

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

Stanford EIR

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

Intersection #48: Bay Rd / Marsh Rd



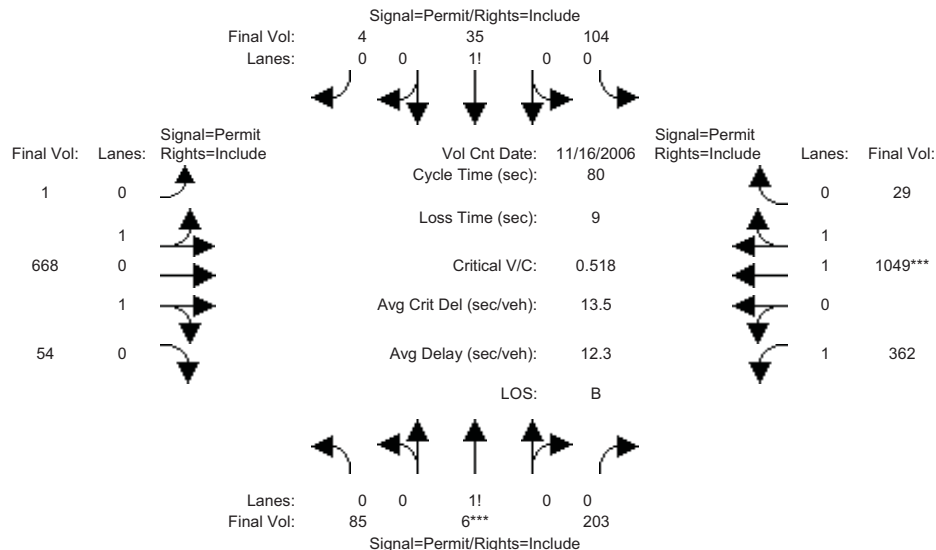
Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2006 << 7:30-8:30 AM												
Base Vol:	85	6	202	104	35	4	1	660	54	360	1025	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	6	202	104	35	4	1	660	54	360	1025	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	6	202	104	35	4	1	660	54	360	1025	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	6	202	104	35	4	1	660	54	360	1025	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	6	202	104	35	4	1	660	54	360	1025	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	6	202	104	35	4	1	660	54	360	1025	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.73	0.24	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	508	36	1206	1273	428	49	5	3323	272	1750	3598	102
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.08	0.08	0.08	0.20	0.20	0.20	0.21	0.28	0.28
Crit Moves:	****											
Green Time:	26.3	26.3	26.3	26.3	26.3	26.3	44.7	44.7	44.7	44.7	44.7	44.7
Volume/Cap:	0.51	0.51	0.51	0.25	0.25	0.25	0.36	0.36	0.36	0.37	0.51	0.51
Delay/Veh:	22.4	22.4	22.4	19.9	19.9	19.9	9.8	9.8	9.8	10.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	19.9	19.9	19.9	9.8	9.8	9.8	10.0	11.1	11.1
LOS by Move:	C+	C+	C+	B-	B-	B-	A	A	A	B+	B+	B+
HCM2kAvgQ:	7	7	7	3	3	3	5	5	5	5	8	8

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #48: Bay Rd / Marsh Rd



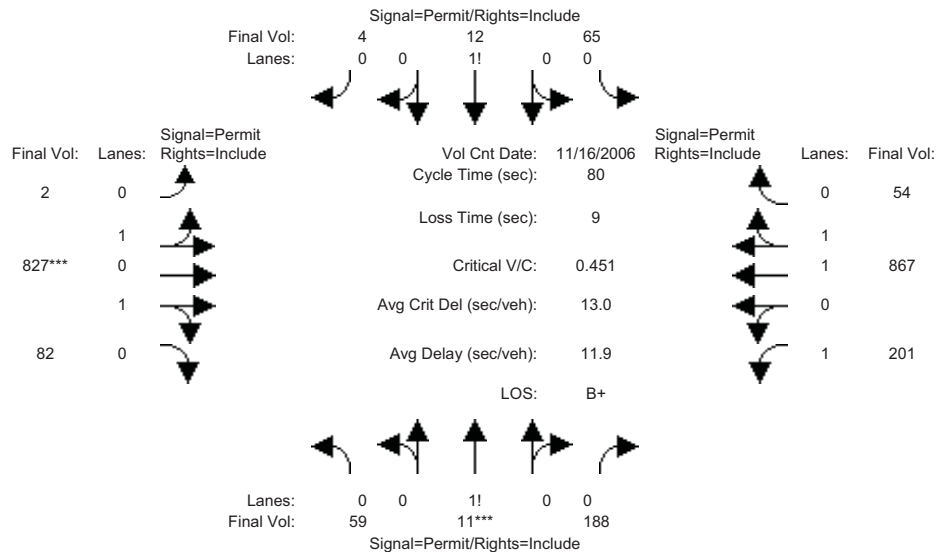
Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Nov 2006 << 7:30-8:30 AM											
Base Vol:	85	6	202	104	35	4	1	660	54	360	1025	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	6	202	104	35	4	1	660	54	360	1025	29
Added Vol:	0	0	1	0	0	0	0	8	0	2	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	6	203	104	35	4	1	668	54	362	1049	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	6	203	104	35	4	1	668	54	362	1049	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	6	203	104	35	4	1	668	54	362	1049	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	6	203	104	35	4	1	668	54	362	1049	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.73	0.24	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	506	36	1208	1273	428	49	5	3326	269	1750	3600	100
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.08	0.08	0.08	0.20	0.20	0.20	0.21	0.29	0.29
Crit Moves:	****											
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.52	0.52	0.52	0.25	0.25	0.25	0.36	0.36	0.36	0.37	0.52	0.52
Delay/Veh:	22.8	22.8	22.8	20.1	20.1	20.1	9.7	9.7	9.7	9.9	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	20.1	20.1	20.1	9.7	9.7	9.7	9.9	11.0	11.0
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	B+	B+
HCM2kAvgQ:	7	7	7	3	3	3	5	5	5	5	8	8

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

Stanford EIR

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

Intersection #48: Bay Rd / Marsh Rd



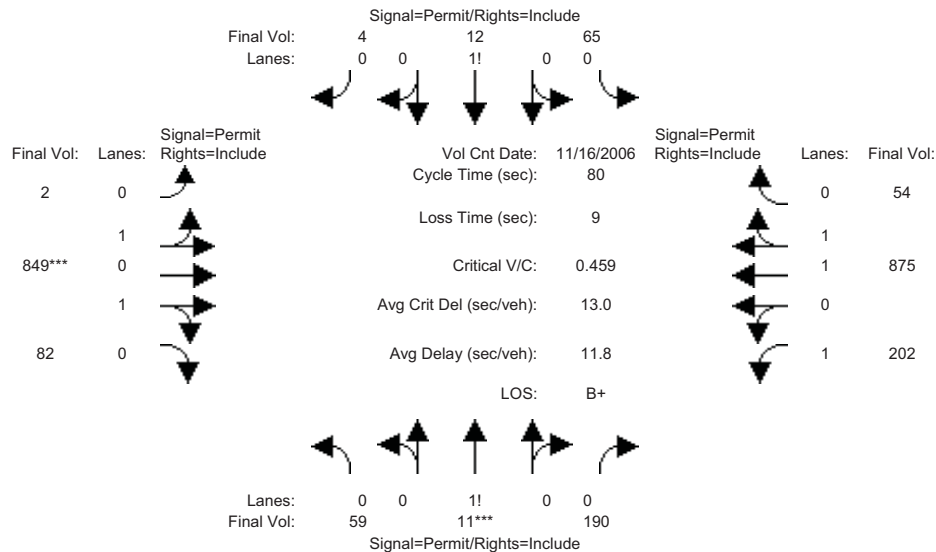
Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2006 << 4:45-5:45 PM												
Base Vol:	59	11	188	65	12	4	2	827	82	201	867	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	11	188	65	12	4	2	827	82	201	867	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	11	188	65	12	4	2	827	82	201	867	54
User Adj:	1.00	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	11	188	65	12	4	2	827	82	201	867	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	11	188	65	12	4	2	827	82	201	867	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	11	188	65	12	4	2	827	82	201	867	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.81	0.18	1.00	1.88	0.12
Final Sat.:	400	75	1275	1404	259	86	8	3268	324	1750	3483	217
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.05	0.05	0.25	0.25	0.25	0.11	0.25	0.25
Crit Moves:	*****											
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	44.9	44.9	44.9	44.9	44.9	44.9
Volume/Cap:	0.45	0.45	0.45	0.14	0.14	0.14	0.45	0.45	0.45	0.20	0.44	0.44
Delay/Veh:	21.8	21.8	21.8	19.1	19.1	19.1	10.5	10.5	10.5	8.8	10.4	10.4
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:	21.8	21.8	21.8	19.1	19.1	19.1	10.5	10.5	10.5	8.8	10.4	10.4
LOS by Move:	C+	C+	C+	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	6	6	6	2	2	2	7	7	7	3	7	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #48: Bay Rd / Marsh Rd

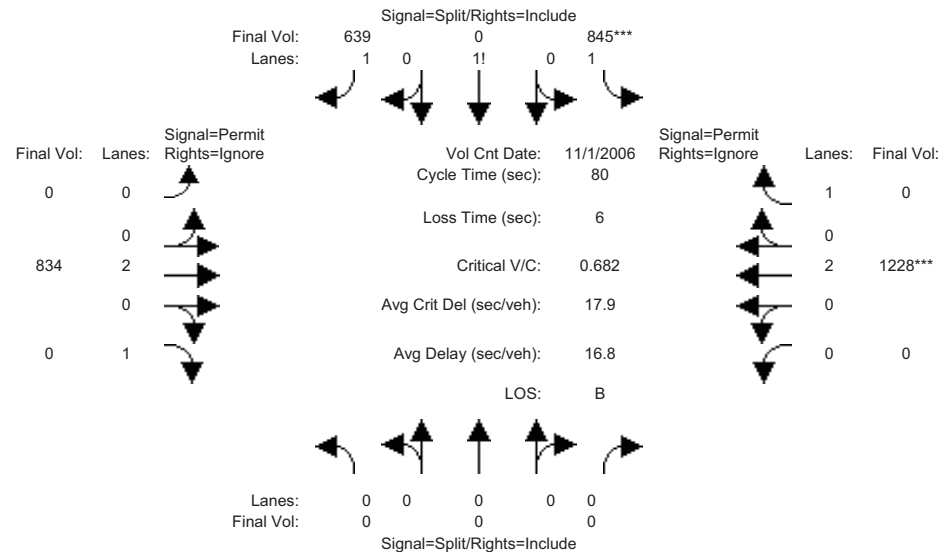


Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2006 << 4:45-5:45 PM												
Base Vol:	59	11	188	65	12	4	2	827	82	201	867	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	11	188	65	12	4	2	827	82	201	867	54
Added Vol:	0	0	2	0	0	0	0	22	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	11	190	65	12	4	2	849	82	202	875	54
User Adj:	1.00	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	11	190	65	12	4	2	849	82	202	875	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	11	190	65	12	4	2	849	82	202	875	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	11	190	65	12	4	2	849	82	202	875	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.82	0.17	1.00	1.88	0.12
Final Sat.:	397	74	1279	1404	259	86	8	3276	316	1750	3485	215
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.05	0.05	0.05	0.26	0.26	0.26	0.12	0.25	0.25
Crit Moves:	*****											
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	45.1	45.1	45.1	45.1	45.1	45.1
Volume/Cap:	0.46	0.46	0.46	0.14	0.14	0.14	0.46	0.46	0.46	0.20	0.45	0.45
Delay/Veh:	22.1	22.1	22.1	19.3	19.3	19.3	10.4	10.4	10.4	8.7	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	19.3	19.3	19.3	10.4	10.4	10.4	8.7	10.3	10.3
LOS by Move:	C+	C+	C+	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	6	6	6	2	2	2	7	7	7	3	7	7
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #49: US 101SB Ramp / Marsh Rd



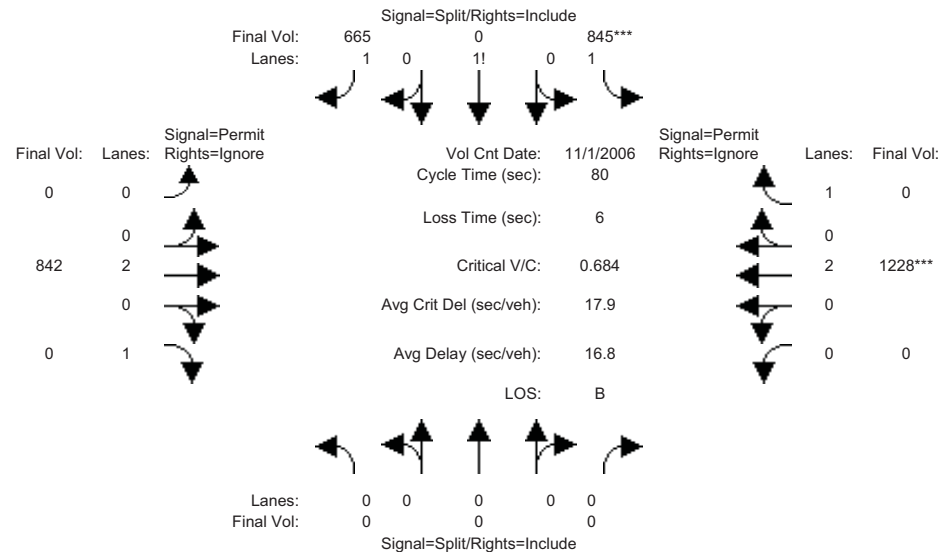
Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2006 << 7:30-8:30 AM												
Base Vol:	0	0	0	845	0	639	0	834	571	0	1228	163
Growth Adj:	1.00	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	845	0	639	0	834	571	0	1228	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	845	0	639	0	834	571	0	1228	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	845	0	639	0	834	0	0	1228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	845	0	639	0	834	0	0	1228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	845	0	639	0	834	0	0	1228	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.57	0.00	1.43	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2746	0	2504	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.26	0.00	0.22	0.00	0.00	0.32	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	0.0	37.9	0.0	0.0	37.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.57	0.00	0.46	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	16.5	0.0	14.4	0.0	0.0	17.4	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	18.3	0.0	16.5	0.0	14.4	0.0	0.0	17.4	0.0
LOS by Move:	A	A	A	B-	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	12	0	9	0	7	0	0	12	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #49: US 101SB Ramp / Marsh Rd

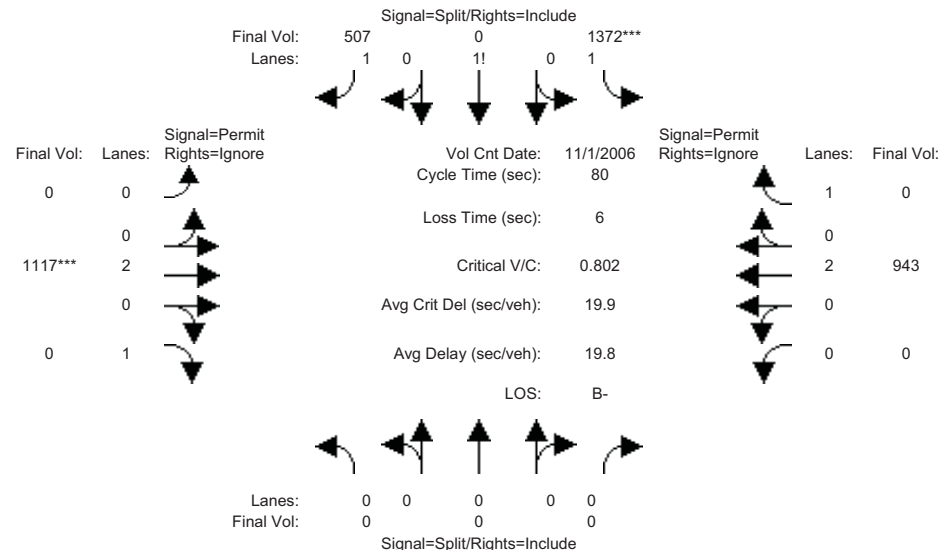


Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	1 Nov 2006 << 7:30-8:30 AM											
Base Vol:	0	0	0	845	0	639	0	834	571	0	1228	163
Growth Adj:	1.00	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	845	0	639	0	834	571	0	1228	163
Added Vol:	0	0	0	0	0	26	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	845	0	665	0	842	571	0	1228	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	845	0	665	0	842	0	0	1228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	845	0	665	0	842	0	0	1228	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	845	0	665	0	842	0	0	1228	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2729	0	2521	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.26	0.00	0.22	0.00	0.00	0.32	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.2	0.0	36.2	0.0	37.8	0.0	0.0	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.58	0.00	0.47	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	16.6	0.0	14.5	0.0	0.0	17.6	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	18.3	0.0	16.6	0.0	14.5	0.0	0.0	17.6	0.0
LOS by Move:	A	A	A	B-	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	12	0	10	0	7	0	0	12	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #49: US 101SB Ramp / Marsh Rd

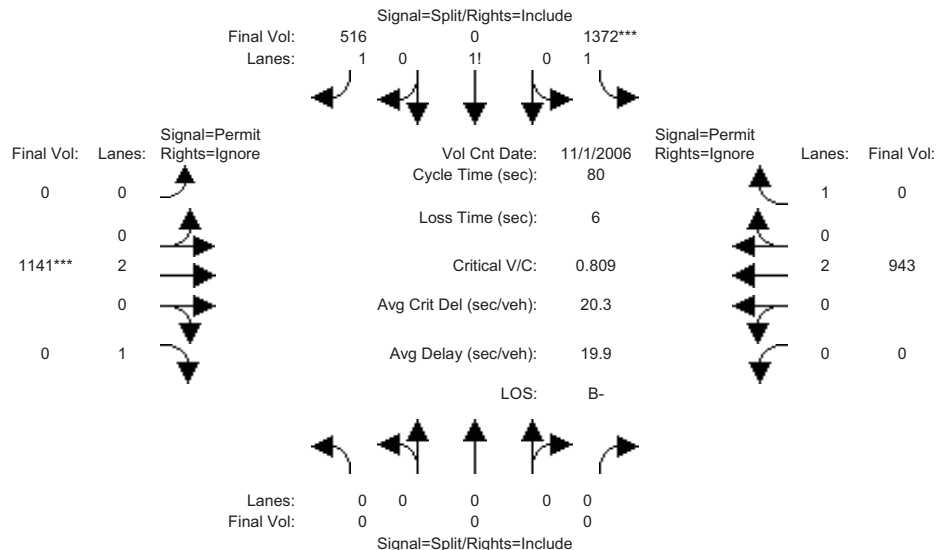


Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	1 Nov 2006 << 4:45-5:45 PM											
Base Vol:	0	0	0	1372	0	507	0	1117	792	0	943	293
Growth Adj:	1.00	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	1372	0	507	0	1117	792	0	943	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1372	0	507	0	1117	792	0	943	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1372	0	507	0	1117	0	0	943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1372	0	507	0	1117	0	0	943	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1372	0	507	0	1117	0	0	943	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3066	0	2227	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.00	0.23	0.00	0.29	0.00	0.00	0.25	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	44.7	0.0	44.7	0.0	29.3	0.0	0.0	29.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.41	0.00	0.80	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	0.0	10.2	0.0	26.1	0.0	0.0	22.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	0.0	10.2	0.0	26.1	0.0	0.0	22.7	0.0
LOS by Move:	A	A	A	B	A	B+	A	C	A	A	C+	A
HCM2kAvgQ:	0	0	0	19	0	6	0	13	0	0	10	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #49: US 101SB Ramp / Marsh Rd



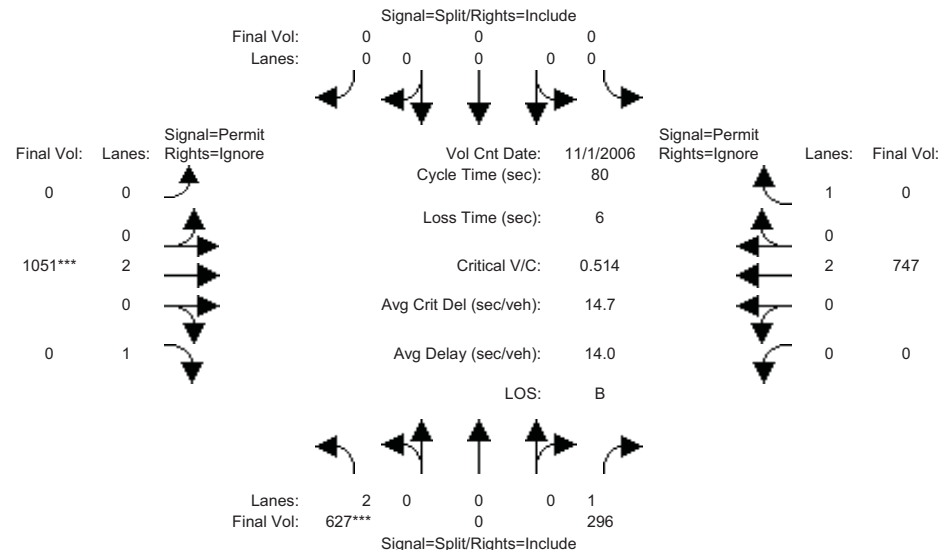
Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2006 << 4:45-5:45 PM												
Base Vol:	0	0	0	1372	0	507	0	1117	792	0	943	293
Growth Adj:	1.00	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	1372	0	507	0	1117	792	0	943	293
Added Vol:	0	0	0	0	0	9	0	24	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1372	0	516	0	1141	792	0	943	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1372	0	516	0	1141	0	0	943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1372	0	516	0	1141	0	0	943	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1372	0	516	0	1141	0	0	943	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.72	0.00	1.28	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3060	0	2233	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.00	0.23	0.00	0.30	0.00	0.00	0.25	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	44.3	0.0	44.3	0.0	29.7	0.0	0.0	29.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.42	0.00	0.81	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	10.4	0.0	26.2	0.0	0.0	22.3	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	16.6	0.0	10.4	0.0	26.2	0.0	0.0	22.3	0.0
LOS by Move:	A	A	A	B	A	B+	A	C	A	A	C+	A
HCM2kAvgQ:	0	0	0	19	0	6	0	13	0	0	10	0

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

Stanford EIR

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

Intersection #50: US 101 NB Ramp / Marsh Rd

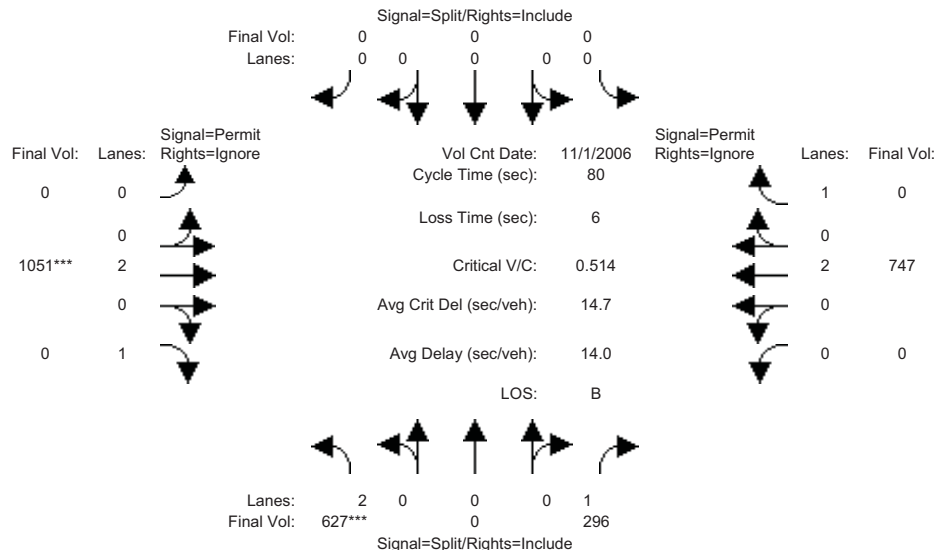


Street Name:	US 101 NB Off-Ramp						Marsh Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2006 << 7:45-8:45 AM															
Base Vol:	627	0	296	0	0	0	0	1051	617	0	747	1688			
Growth Adj:	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:	627	0	296	0	0	0	0	1051	617	0	747	1688			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	0	296	0	0	0	0	1051	617	0	747	1688			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	627	0	296	0	0	0	0	1051	0	0	747	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	627	0	296	0	0	0	0	1051	0	0	747	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
FinalVolume:	627	0	296	0	0	0	0	1051	0	0	747	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:															
Vol/Sat:	0.20	0.00	0.17	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.20	0.00
Crit Moves:	****							****							
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.51	0.00	0.44	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.37	0.00	0.00	0.37	0.00
Delay/Veh:	19.1	0.0	18.5	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	0.0	0.0	10.7	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	1.00	1.00	1.00
AdjDel/Veh:	19.1	0.0	18.5	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	0.0	0.0	10.7	0.0
LOS by Move:	B-	A	B-	A	A	A	A	B	A	A	B+	A	A	B+	A
HCM2kAvgQ:	7	0	6	0	0	0	0	8	0	0	5	0	0	5	0
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #50: US 101 NB Ramp / Marsh Rd

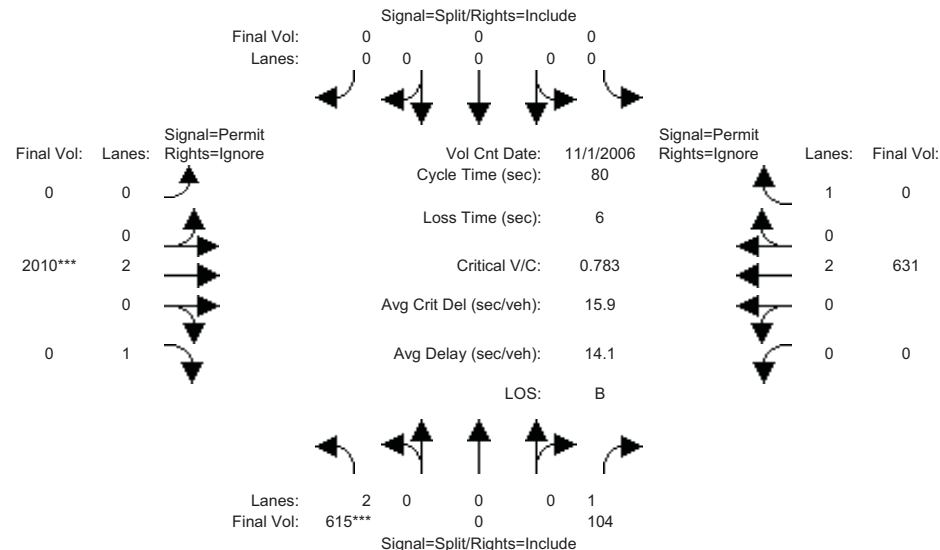


Street Name:	US 101 NB Off-Ramp						Marsh Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2006 << 7:45-8:45 AM															
Base Vol:	627	0	296	0	0	0	0	1051	617	0	747	1688	0	747	1688
Growth Adj:	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:	627	0	296	0	0	0	0	1051	617	0	747	1688	0	747	1688
Added Vol:	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	627	0	296	0	0	0	0	1051	625	0	747	1688	0	747	1688
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	627	0	296	0	0	0	0	1051	0	0	747	0	0	747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	0	296	0	0	0	0	1051	0	0	747	0	0	747	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	627	0	296	0	0	0	0	1051	0	0	747	0	0	747	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:															
Vol/Sat:	0.20	0.00	0.17	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.20	0.00
Crit Moves:	****						****								
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.51	0.00	0.44	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.37	0.00	0.00	0.37	0.00
Delay/Veh:	19.1	0.0	18.5	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	0.0	0.0	10.7	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	1.00	1.00	1.00
AdjDel/Veh:	19.1	0.0	18.5	0.0	0.0	0.0	0.0	12.0	0.0	0.0	10.7	0.0	0.0	10.7	0.0
LOS by Move:	B-	A	B-	A	A	A	A	B	A	A	B+	A	A	B+	A
HCM2kAvgQ:	7	0	6	0	0	0	0	8	0	0	5	0	0	5	0
Note: Queue reported is the number of cars per lane.															

Stanford EIR

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

Intersection #50: US 101 NB Ramp / Marsh Rd

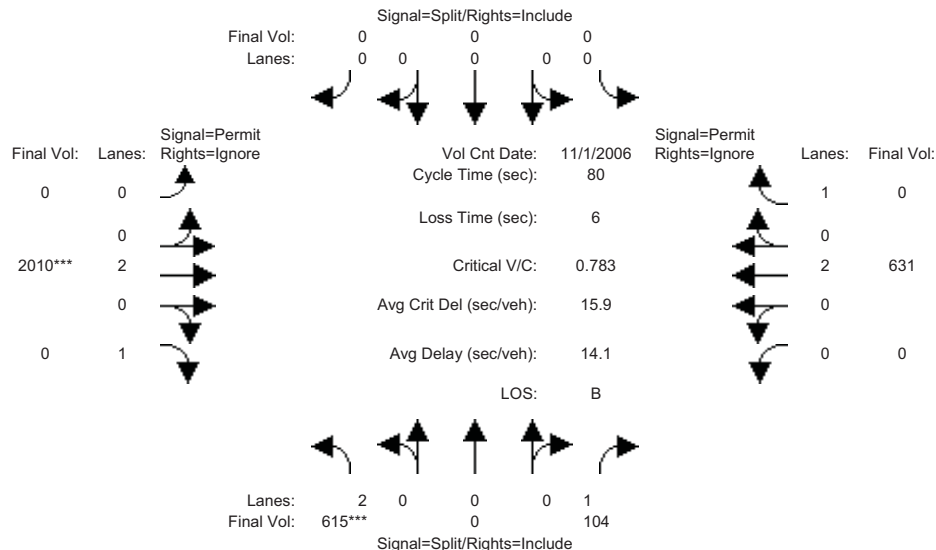


Street Name:	US 101 NB Off-Ramp						Marsh Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2006 << 5:00-6:00 PM															
Base Vol:	615	0	104	0	0	0	0	2010	444	0	631	1015	0	631	1015
Growth Adj:	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:	615	0	104	0	0	0	0	2010	444	0	631	1015	0	631	1015
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	0	104	0	0	0	0	2010	444	0	631	1015	0	631	1015
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	615	0	104	0	0	0	0	2010	0	0	631	0	0	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	0	104	0	0	0	0	2010	0	0	631	0	0	631	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	615	0	104	0	0	0	0	2010	0	0	631	0	0	631	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750	0	3800	1750
Capacity Analysis Module:															
Vol/Sat:	0.20	0.00	0.06	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.17	0.00	0.00	0.17	0.00
Crit Moves:	****							****							
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.78	0.00	0.24	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.25	0.00	0.00	0.25	0.00
Delay/Veh:	33.2	0.0	24.2	0.0	0.0	0.0	0.0	10.6	0.0	0.0	5.1	0.0	0.0	5.1	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	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0	24.2	0.0	0.0	0.0	0.0	10.6	0.0	0.0	5.1	0.0	0.0	5.1	0.0
LOS by Move:	C-	A	C	A	A	A	A	B+	A	A	A	A	A	A	A
HCM2kAvgQ:	11	0	2	0	0	0	0	17	0	0	3	0	0	3	0
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #50: US 101 NB Ramp / Marsh Rd

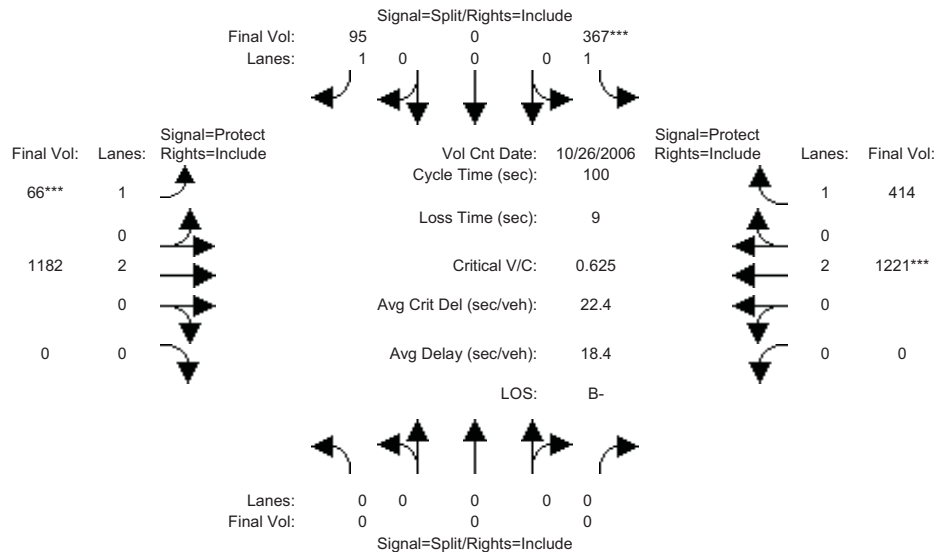


Street Name:	US 101 NB Off-Ramp						Marsh Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0	0	0	0	10	10	0	10	10	
Y+R:	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Nov 2006 << 5:00-6:00 PM															
Base Vol:	615		0		104	0	0	0	0	2010	444	0	631	1015	
Growth Adj:	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:	615		0		104	0	0	0	0	2010	444	0	631	1015	
Added Vol:	0		0		0	0	0	0	0	0	24	0	0	0	
PasserByVol:	0		0		0	0	0	0	0	0	0	0	0	0	
Initial Fut:	615		0		104	0	0	0	0	2010	468	0	631	1015	
User 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	1.00	0.00	
PHF 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	1.00	0.00	
PHF Volume:	615		0		104	0	0	0	0	2010	0	0	631	0	
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	615		0		104	0	0	0	0	2010	0	0	631	0	
PCE 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	1.00	0.00	
MLF 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	1.00	0.00	
FinalVolume:	615		0		104	0	0	0	0	2010	0	0	631	0	
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	1.00	0.92	0.92	
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00	0.00	2.00	
Final Sat.:	3150		0		1750	0	0	0	0	3800	1750	0	3800	1750	
Capacity Analysis Module:															
Vol/Sat:	0.20	0.00	0.06	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.17	0.00	0.00	
Crit Moves:	****							****							
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0	0.0	54.0	
Volume/Cap:	0.78	0.00	0.24	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.25	0.00	0.00	0.25	
Delay/Veh:	33.2	0.0	24.2	0.0	0.0	0.0	0.0	10.6	0.0	0.0	5.1	0.0	0.0	5.1	
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	1.00	1.00	
AdjDel/Veh:	33.2	0.0	24.2	0.0	0.0	0.0	0.0	10.6	0.0	0.0	5.1	0.0	0.0	5.1	
LOS by Move:	C-	A	C	A	A	A	A	B+	A	A	A	A	A	A	
HCM2kAvgQ:	11	0	2	0	0	0	0	17	0	0	3	0	3	0	
Note: Queue reported is the number of cars per lane.															

Stanford EIR

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

Intersection #51: Bay Rd / Willow Rd



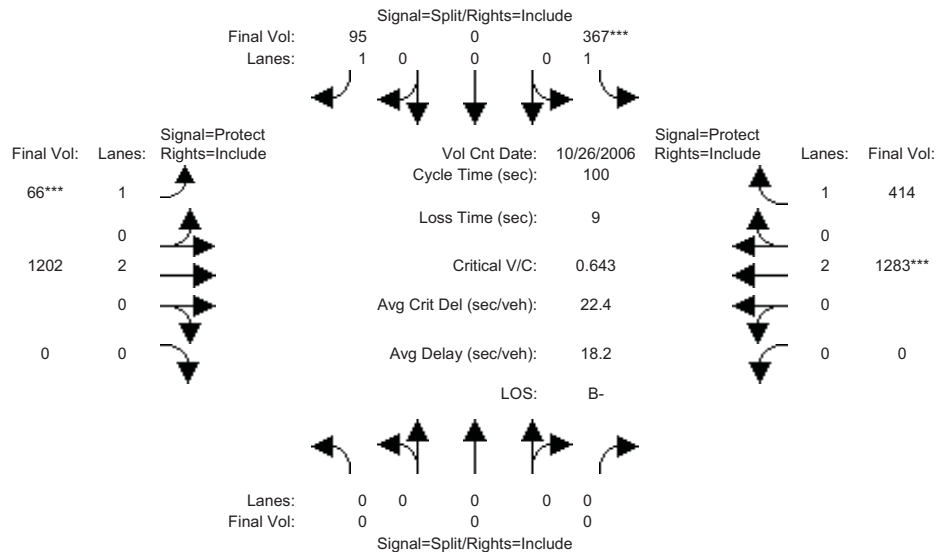
Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2006 << 7:45-8:45 AM												
Base Vol:	0	0	0	367	0	95	66	1182	0	0	1221	414
Growth Adj:	1.00	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	367	0	95	66	1182	0	0	1221	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	367	0	95	66	1182	0	0	1221	414
User Adj:	1.00	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	367	0	95	66	1182	0	0	1221	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	367	0	95	66	1182	0	0	1221	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	367	0	95	66	1182	0	0	1221	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.05	0.04	0.31	0.00	0.00	0.32	0.24
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	33.2	0.0	33.2	7.0	57.8	0.0	0.0	50.8	50.8
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.16	0.54	0.54	0.00	0.00	0.63	0.47
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	23.7	49.7	13.2	0.0	0.0	18.5	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	23.7	49.7	13.2	0.0	0.0	18.5	16.2
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	2	2	11	0	0	14	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #51: Bay Rd / Willow Rd



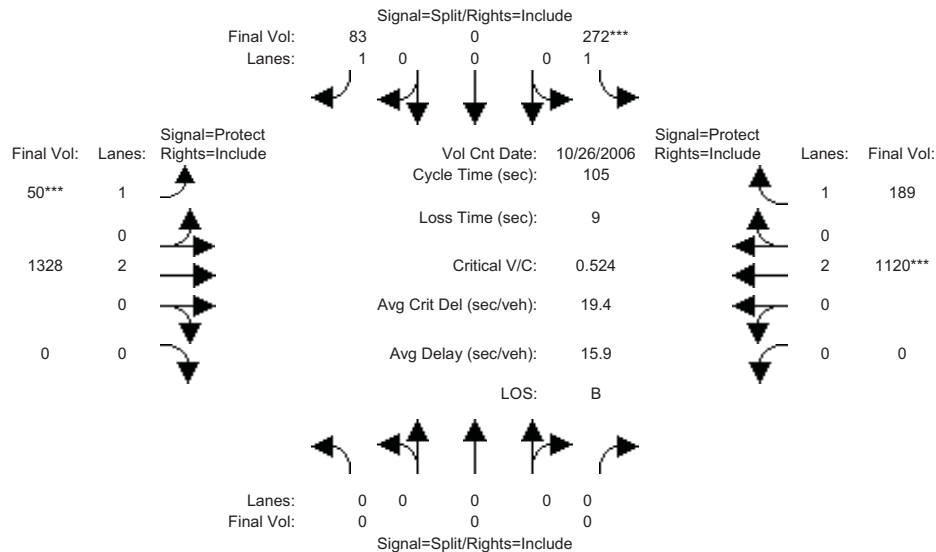
Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2006 << 7:45-8:45 AM												
Base Vol:	0	0	0	367	0	95	66	1182	0	0	1221	414
Growth Adj:	1.00	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	367	0	95	66	1182	0	0	1221	414
Added Vol:	0	0	0	0	0	0	0	20	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	367	0	95	66	1202	0	0	1283	414
User Adj:	1.00	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	367	0	95	66	1202	0	0	1283	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	367	0	95	66	1202	0	0	1283	414
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	367	0	95	66	1202	0	0	1283	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.05	0.04	0.32	0.00	0.00	0.34	0.24
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	7.0	58.8	0.0	0.0	51.8	51.8
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.17	0.54	0.54	0.00	0.00	0.65	0.46
Delay/Veh:	0.0	0.0	0.0	31.8	0.0	24.5	49.7	12.7	0.0	0.0	18.3	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.8	0.0	24.5	49.7	12.7	0.0	0.0	18.3	15.6
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	2	2	11	0	0	15	9

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

Stanford EIR

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

Intersection #51: Bay Rd / Willow Rd



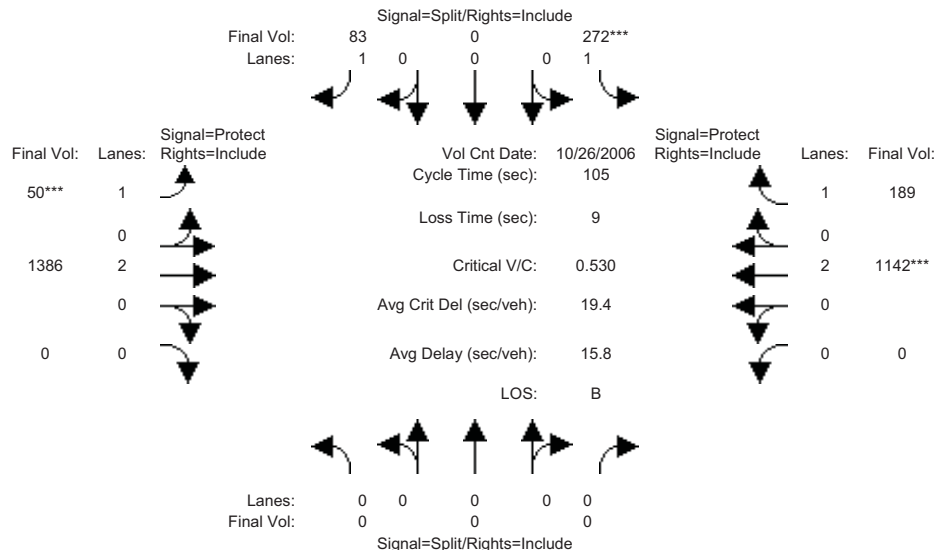
Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2006 << 5:15-6:15 PM												
Base Vol:	0	0	0	272	0	83	50	1328	0	0	1120	189
Growth Adj:	1.00	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	272	0	83	50	1328	0	0	1120	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	272	0	83	50	1328	0	0	1120	189
User Adj:	1.00	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	83	50	1328	0	0	1120	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	0	83	50	1328	0	0	1120	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	272	0	83	50	1328	0	0	1120	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.05	0.03	0.35	0.00	0.00	0.29	0.11
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.7	0.0	30.7	7.0	65.3	0.0	0.0	58.3	58.3
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.16	0.43	0.56	0.00	0.00	0.53	0.19
Delay/Veh:	0.0	0.0	0.0	32.2	0.0	27.7	49.6	11.9	0.0	0.0	15.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.2	0.0	27.7	49.6	11.9	0.0	0.0	15.0	11.8
LOS by Move:	A	A	A	C-	A	C	D	B+	A	A	B	B+
HCM2kAvgQ:	0	0	0	8	0	2	2	12	0	0	11	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #51: Bay Rd / Willow Rd



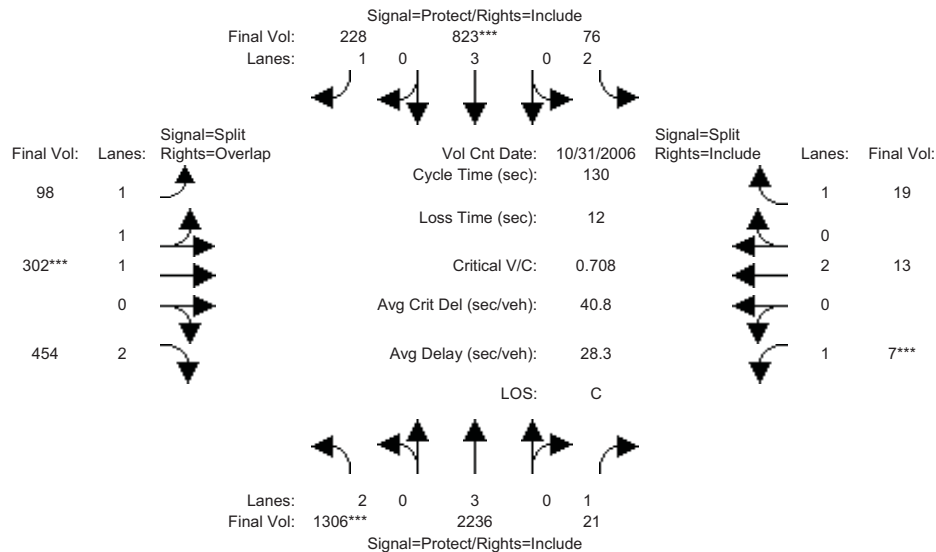
Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	26 Oct 2006 << 5:15-6:15 PM											
Base Vol:	0	0	0	272	0	83	50	1328	0	0	1120	189
Growth Adj:	1.00	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	272	0	83	50	1328	0	0	1120	189
Added Vol:	0	0	0	0	0	0	0	58	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	272	0	83	50	1386	0	0	1142	189
User Adj:	1.00	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	83	50	1386	0	0	1142	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	0	83	50	1386	0	0	1142	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	272	0	83	50	1386	0	0	1142	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.05	0.03	0.36	0.00	0.00	0.30	0.11
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.3	0.0	30.3	7.0	65.7	0.0	0.0	58.7	58.7
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.16	0.43	0.58	0.00	0.00	0.54	0.19
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	28.0	49.6	12.0	0.0	0.0	14.9	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	28.0	49.6	12.0	0.0	0.0	14.9	11.6
LOS by Move:	A	A	A	C-	A	C	D	B+	A	A	B	B+
HCM2kAvgQ:	0	0	0	8	0	2	2	13	0	0	12	3

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

Stanford EIR

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

Intersection #52: Bayfront Expy / Willow Rd

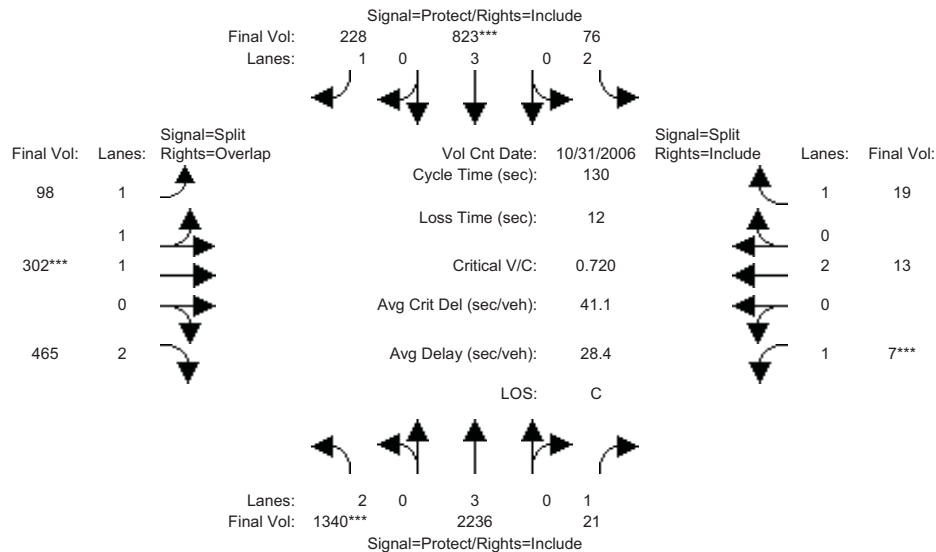


Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	31 Oct 2006 << 7:30-8:30 AM											
Base Vol:	1306	2236	21	76	823	228	98	302	454	7	13	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1306	2236	21	76	823	228	98	302	454	7	13	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1306	2236	21	76	823	228	98	302	454	7	13	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1306	2236	21	76	823	228	98	302	454	7	13	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1306	2236	21	76	823	228	98	302	454	7	13	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1306	2236	21	76	823	228	98	302	454	7	13	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.39	0.01	0.02	0.14	0.13	0.06	0.08	0.14	0.00	0.00	0.01
Crit Moves:	***			***			***			***		
Green Time:	70.1	83.1	83.1	11.4	24.4	24.4	13.4	13.4	83.6	10.0	10.0	10.0
Volume/Cap:	0.77	0.61	0.02	0.27	0.77	0.69	0.54	0.77	0.22	0.05	0.04	0.14
Delay/Veh:	25.7	14.2	8.6	56.0	53.5	55.6	56.2	63.6	9.7	55.8	55.6	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:	25.7	14.2	8.6	56.0	53.5	55.6	56.2	63.6	9.7	55.8	55.6	56.5
LOS by Move:	C	B	A	E+	D-	E+	E+	E	A	E+	E+	E+
HCM2kAvgQ:	24	17	0	2	12	10	4	6	4	0	0	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #52: Bayfront Expy / Willow Rd



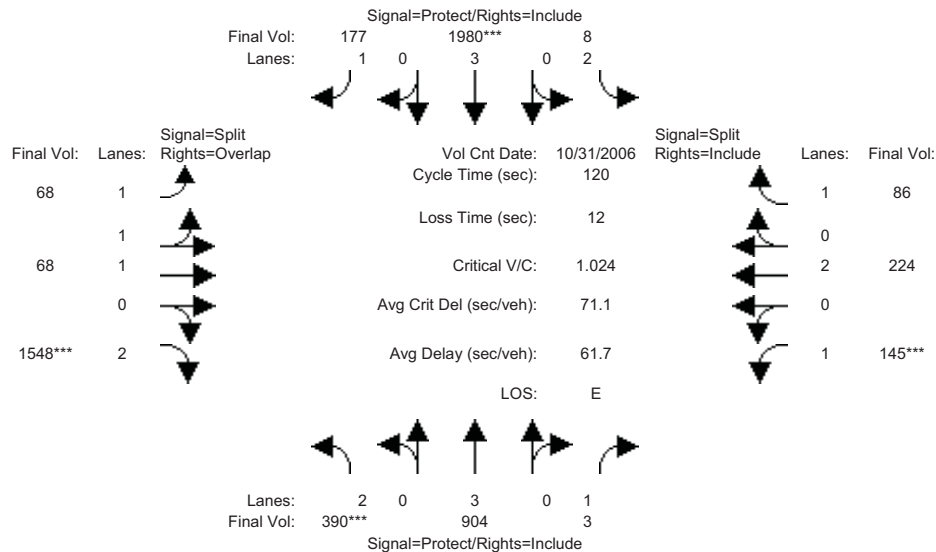
Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	31 Oct 2006 << 7:30-8:30 AM											
Base Vol:	1306	2236	21	76	823	228	98	302	454	7	13	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1306	2236	21	76	823	228	98	302	454	7	13	19
Added Vol:	34	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1340	2236	21	76	823	228	98	302	465	7	13	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1340	2236	21	76	823	228	98	302	465	7	13	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1340	2236	21	76	823	228	98	302	465	7	13	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1340	2236	21	76	823	228	98	302	465	7	13	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.39	0.01	0.02	0.14	0.13	0.06	0.08	0.15	0.00	0.00	0.01
Crit Moves:	***			***			***			***		
Green Time:	70.8	83.3	83.3	11.4	24.0	24.0	13.2	13.2	84.0	10.0	10.0	10.0
Volume/Cap:	0.78	0.61	0.02	0.27	0.78	0.71	0.55	0.78	0.23	0.05	0.04	0.14
Delay/Veh:	25.9	14.1	8.5	55.9	54.3	56.6	56.5	64.6	9.6	55.8	55.6	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:	25.9	14.1	8.5	55.9	54.3	56.6	56.5	64.6	9.6	55.8	55.6	56.5
LOS by Move:	C	B	A	E+	D-	E+	E+	E	A	E+	E+	E+
HCM2kAvgQ:	25	17	0	2	12	10	4	6	4	0	0	1

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

Stanford EIR

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

Intersection #52: Bayfront Expy / Willow Rd



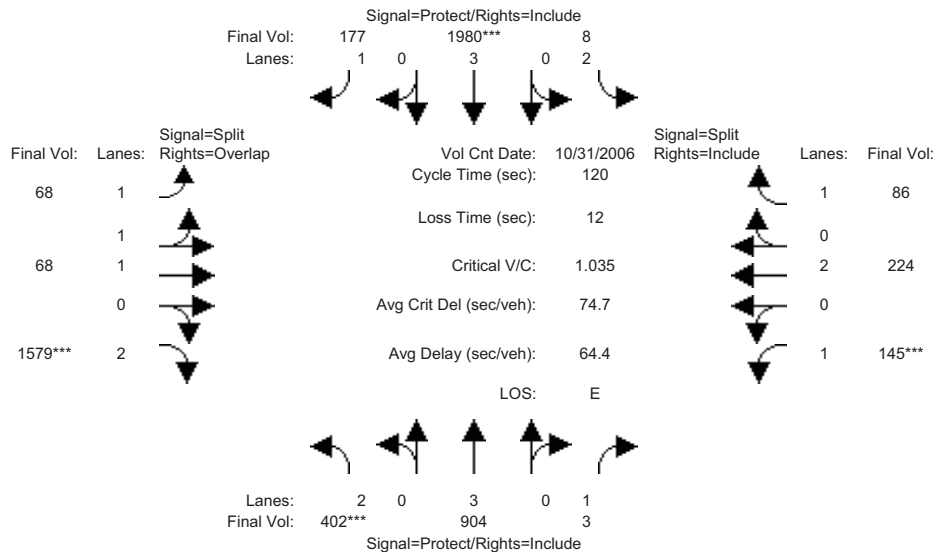
Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	31 Oct 2006 << 4:00-5:00 PM											
Base Vol:	390	904	3	8	1980	177	68	68	1548	145	224	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	904	3	8	1980	177	68	68	1548	145	224	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	904	3	8	1980	177	68	68	1548	145	224	86
User Adj:	1.00	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:	390	904	3	8	1980	177	68	68	1548	145	224	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	904	3	8	1980	177	68	68	1548	145	224	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	390	904	3	8	1980	177	68	68	1548	145	224	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.00	0.35	0.10	0.02	0.02	0.49	0.08	0.06	0.05
Crit Moves:	***			***					***	***		
Green Time:	14.5	40.2	40.2	14.8	40.6	40.6	43.0	43.0	57.4	10.0	10.0	10.0
Volume/Cap:	1.03	0.47	0.01	0.02	1.03	0.30	0.07	0.07	1.03	0.99	0.71	0.59
Delay/Veh:	106.1	31.7	26.6	46.2	67.5	29.5	25.4	25.4	61.7	127.7	60.7	59.3
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:	106.1	31.7	26.6	46.2	67.5	29.5	25.4	25.4	61.7	127.7	60.7	59.3
LOS by Move:	F	C	C	D	E	C	C	C	E	F	E	E+
HCM2kAvgQ:	11	8	0	0	32	5	1	1	42	10	5	4

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #52: Bayfront Expy / Willow Rd



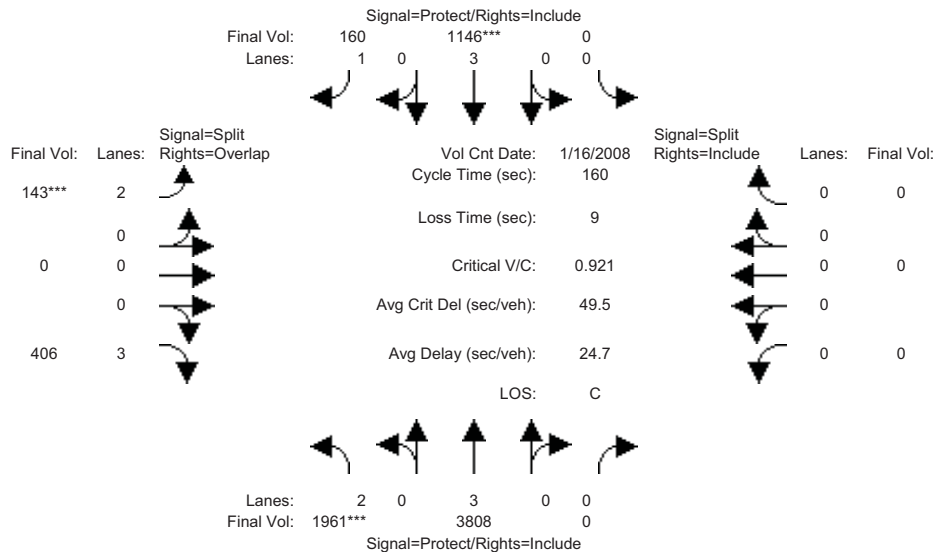
Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	31 Oct 2006 << 4:00-5:00 PM											
Base Vol:	390	904	3	8	1980	177	68	68	1548	145	224	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	904	3	8	1980	177	68	68	1548	145	224	86
Added Vol:	12	0	0	0	0	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	904	3	8	1980	177	68	68	1579	145	224	86
User Adj:	1.00	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:	402	904	3	8	1980	177	68	68	1579	145	224	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	904	3	8	1980	177	68	68	1579	145	224	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	402	904	3	8	1980	177	68	68	1579	145	224	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.00	0.35	0.10	0.02	0.02	0.50	0.08	0.06	0.05
Crit Moves:	***			***					***	***		
Green Time:	14.7	40.1	40.1	14.7	40.1	40.1	43.1	43.1	57.9	10.0	10.0	10.0
Volume/Cap:	1.04	0.47	0.01	0.02	1.04	0.30	0.07	0.07	1.04	0.99	0.71	0.59
Delay/Veh:	108.9	31.8	26.6	46.3	71.5	29.9	25.3	25.3	65.0	127.7	60.7	59.3
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:	108.9	31.8	26.6	46.3	71.5	29.9	25.3	25.3	65.0	127.7	60.7	59.3
LOS by Move:	F	C	C	D	E	C	C	C	E	F	E	E+
HCM2kAvgQ:	12	8	0	0	33	5	1	1	44	10	5	4

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

Stanford EIR

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

Intersection #53: Bayfront Expy / University Ave

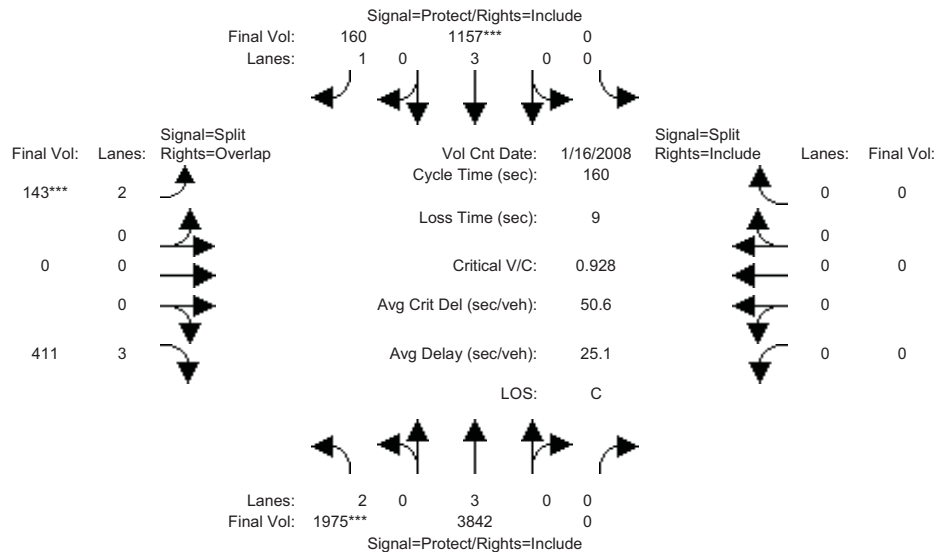


Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 7:45-8:45 AM											
Base Vol:	1961	3808	0	0	1146	160	143	0	406	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:	1961	3808	0	0	1146	160	143	0	406	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1961	3808	0	0	1146	160	143	0	406	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:	1961	3808	0	0	1146	160	143	0	406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1961	3808	0	0	1146	160	143	0	406	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:	1961	3808	0	0	1146	160	143	0	406	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.62	0.67	0.00	0.00	0.20	0.09	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	106.6	141	0.0	0.0	34.4	34.4	10.0	0.0	116.6	0.0	0.0	0.0
Volume/Cap:	0.93	0.76	0.00	0.00	0.93	0.42	0.73	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	32.1	4.1	0.0	0.0	74.7	55.0	86.3	0.0	6.5	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:	32.1	4.1	0.0	0.0	74.7	55.0	86.3	0.0	6.5	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	E	E+	F	A	A	A	A	A
HCM2kAvgQ:	55	23	0	0	19	7	4	0	2	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #53: Bayfront Expy / University Ave

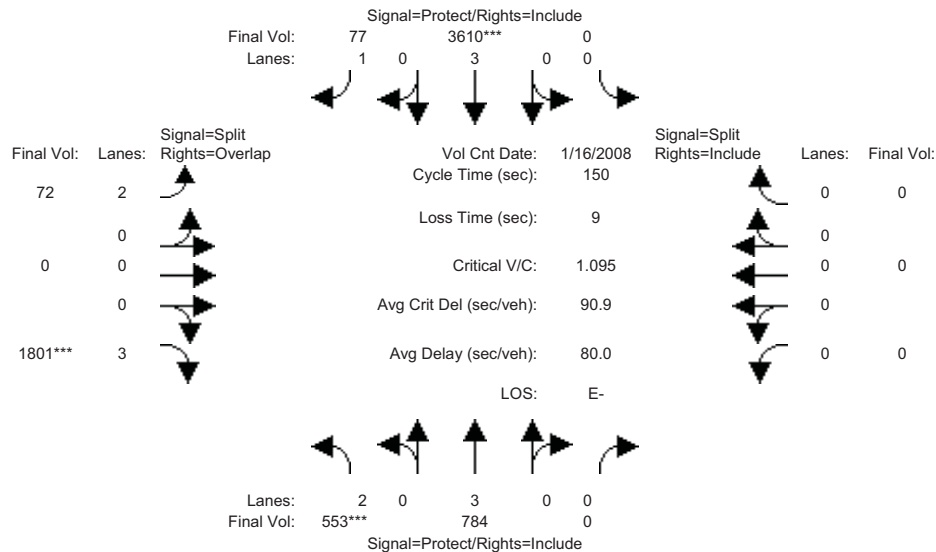


Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 7:45-8:45 AM											
Base Vol:	1961	3808	0	0	1146	160	143	0	406	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:	1961	3808	0	0	1146	160	143	0	406	0	0	0
Added Vol:	14	34	0	0	11	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1975	3842	0	0	1157	160	143	0	411	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:	1975	3842	0	0	1157	160	143	0	411	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1975	3842	0	0	1157	160	143	0	411	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1975	3842	0	0	1157	160	143	0	411	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.63	0.67	0.00	0.00	0.20	0.09	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	106.5	141	0.0	0.0	34.5	34.5	10.0	0.0	116.5	0.0	0.0	0.0
Volume/Cap:	0.94	0.76	0.00	0.00	0.94	0.42	0.73	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	33.3	4.2	0.0	0.0	75.8	55.0	86.3	0.0	6.5	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:	33.3	4.2	0.0	0.0	75.8	55.0	86.3	0.0	6.5	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	E-	D-	F	A	A	A	A	A
HCM2kAvgQ:	56	24	0	0	19	7	4	0	2	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #53: Bayfront Expy / University Ave

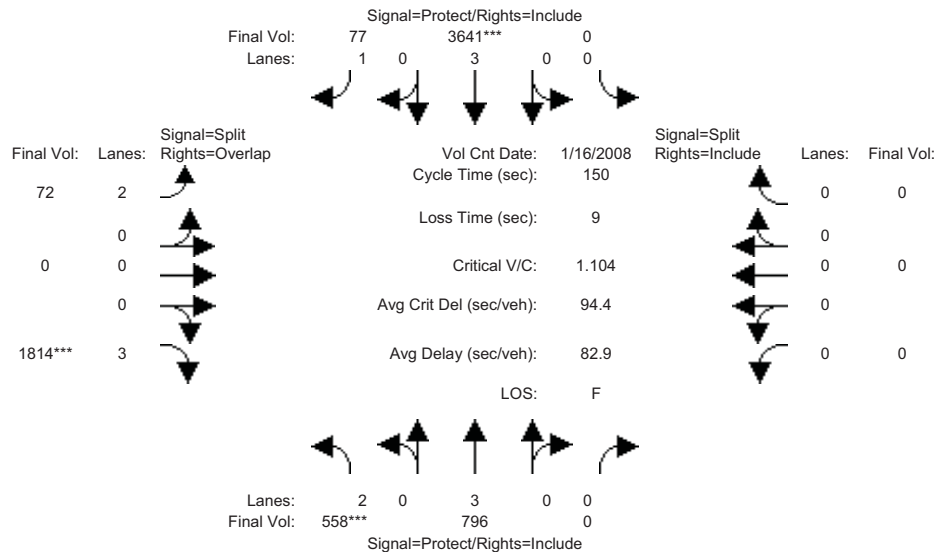


Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Jan 2008 << 5:00-6:00PM												
Base Vol:	553	784	0	0	3610	77	72	0	1801	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:	553	784	0	0	3610	77	72	0	1801	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	553	784	0	0	3610	77	72	0	1801	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:	553	784	0	0	3610	77	72	0	1801	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	784	0	0	3610	77	72	0	1801	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:	553	784	0	0	3610	77	72	0	1801	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.00	0.00	0.63	0.04	0.02	0.00	0.40	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	24.1	111	0.0	0.0	86.8	86.8	30.2	0.0	54.2	0.0	0.0	0.0
Volume/Cap:	1.09	0.19	0.00	0.00	1.09	0.08	0.11	0.00	1.09	0.00	0.00	0.00
Delay/Veh:	131.3	6.0	0.0	0.0	79.8	14.0	49.1	0.0	100.7	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:	131.3	6.0	0.0	0.0	79.8	14.0	49.1	0.0	100.7	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E-	B	D	A	F	A	A	A
HCM2kAvgQ:	22	4	0	0	64	2	1	0	40	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #53: Bayfront Expy / University Ave

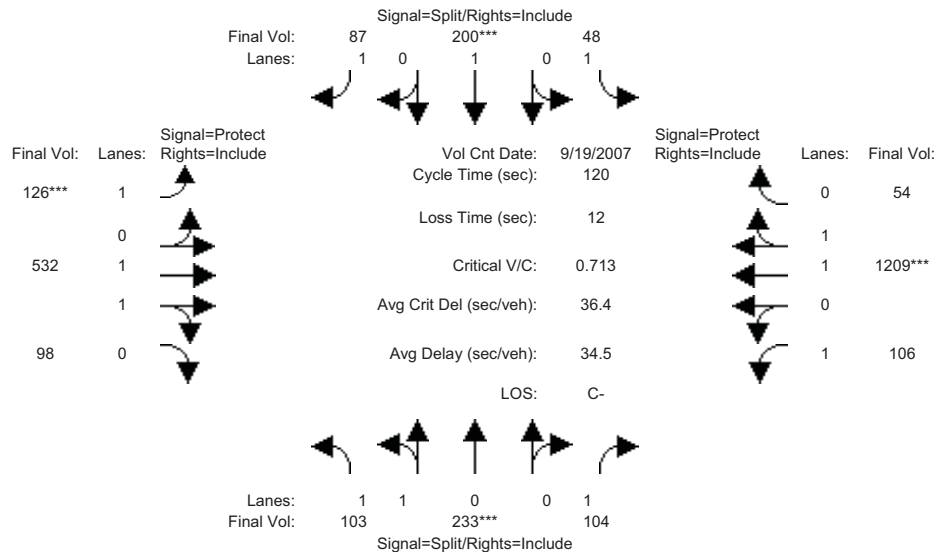


Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	16 Jan 2008 << 5:00-6:00PM											
Base Vol:	553	784	0	0	3610	77	72	0	1801	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:	553	784	0	0	3610	77	72	0	1801	0	0	0
Added Vol:	5	12	0	0	31	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	558	796	0	0	3641	77	72	0	1814	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:	558	796	0	0	3641	77	72	0	1814	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	796	0	0	3641	77	72	0	1814	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	558	796	0	0	3641	77	72	0	1814	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.00	0.00	0.64	0.04	0.02	0.00	0.40	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	24.1	111	0.0	0.0	86.8	86.8	30.1	0.0	54.2	0.0	0.0	0.0
Volume/Cap:	1.10	0.19	0.00	0.00	1.10	0.08	0.11	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	134.3	5.9	0.0	0.0	83.4	13.9	49.1	0.0	104.2	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:	134.3	5.9	0.0	0.0	83.4	13.9	49.1	0.0	104.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	B	D	A	F	A	A	A
HCM2kAvgQ:	23	4	0	0	66	2	1	0	41	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #54: Bay Rd / University Avenue



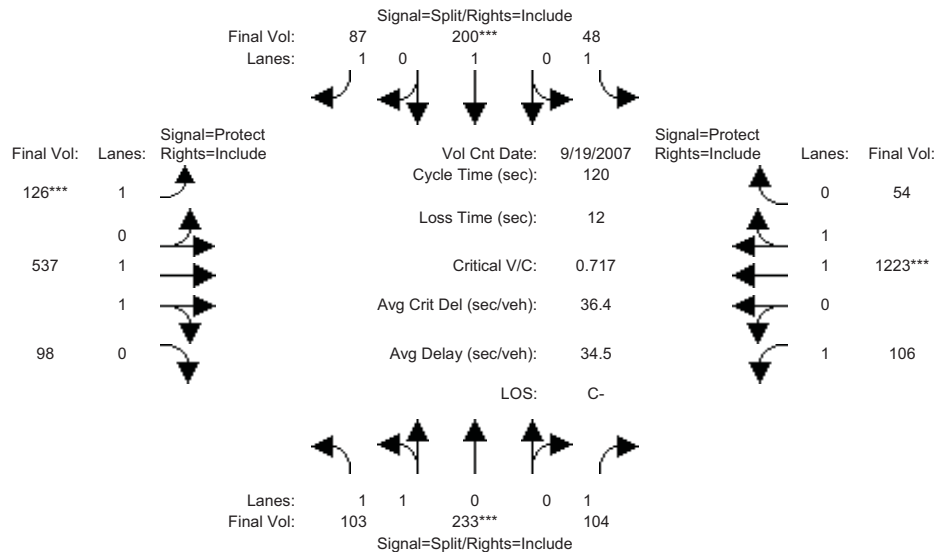
Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2007 << 7:30-8:30AM												
Base Vol:	103	233	104	48	200	87	126	532	98	106	1209	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	233	104	48	200	87	126	532	98	106	1209	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	233	104	48	200	87	126	532	98	106	1209	54
User Adj:	1.00	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:	103	233	104	48	200	87	126	532	98	106	1209	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	233	104	48	200	87	126	532	98	106	1209	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	233	104	48	200	87	126	532	98	106	1209	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3124	575	1750	3542	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.06	0.03	0.11	0.05	0.07	0.17	0.17	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	20.7	20.7	20.7	17.7	17.7	17.7	12.1	51.4	51.4	18.3	57.5	57.5
Volume/Cap:	0.34	0.71	0.35	0.19	0.71	0.34	0.71	0.40	0.40	0.40	0.71	0.71
Delay/Veh:	43.9	51.9	44.4	45.2	57.0	46.6	65.0	23.8	23.8	46.9	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	51.9	44.4	45.2	57.0	46.6	65.0	23.8	23.8	46.9	26.1	26.1
LOS by Move:	D	D-	D	D	E+	D	E	C	C	D	C	C
HCM2kAvgQ:	4	9	4	2	8	3	5	8	8	4	19	19

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #54: Bay Rd / University Avenue



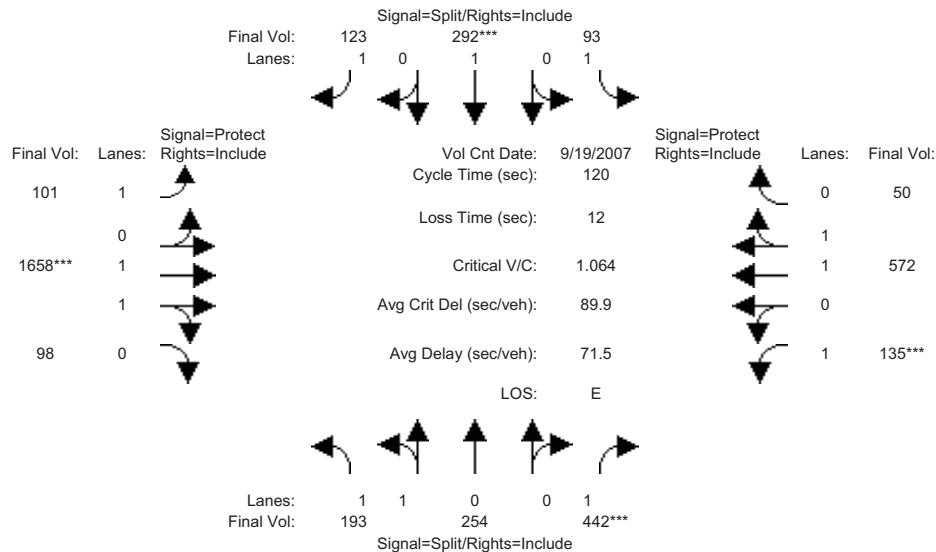
Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2007 << 7:30-8:30AM												
Base Vol:	103	233	104	48	200	87	126	532	98	106	1209	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	233	104	48	200	87	126	532	98	106	1209	54
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	233	104	48	200	87	126	537	98	106	1223	54
User Adj:	1.00	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:	103	233	104	48	200	87	126	537	98	106	1223	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	233	104	48	200	87	126	537	98	106	1223	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	233	104	48	200	87	126	537	98	106	1223	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3129	571	1750	3543	156
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.06	0.03	0.11	0.05	0.07	0.17	0.17	0.06	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	20.5	20.5	20.5	17.6	17.6	17.6	12.1	51.6	51.6	18.2	57.8	57.8
Volume/Cap:	0.34	0.72	0.35	0.19	0.72	0.34	0.72	0.40	0.40	0.40	0.72	0.72
Delay/Veh:	44.0	52.2	44.5	45.3	57.4	46.7	65.5	23.7	23.7	46.9	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	52.2	44.5	45.3	57.4	46.7	65.5	23.7	23.7	46.9	26.0	26.0
LOS by Move:	D	D-	D	D	E+	D	E	C	C	D	C	C
HCM2kAvgQ:	4	9	4	2	8	3	5	8	8	4	19	19

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

Stanford EIR

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

Intersection #54: Bay Rd / University Avenue

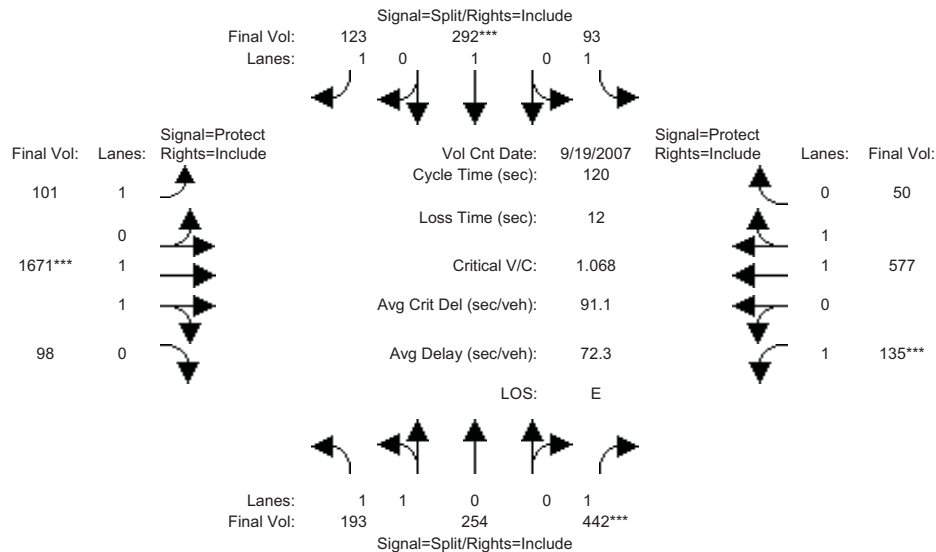


Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2007 << 4:45-5:45PM												
Base Vol:	193	254	442	93	292	123	101	1658	98	135	572	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	254	442	93	292	123	101	1658	98	135	572	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	254	442	93	292	123	101	1658	98	135	572	50
User Adj:	1.00	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:	193	254	442	93	292	123	101	1658	98	135	572	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	254	442	93	292	123	101	1658	98	135	572	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	254	442	93	292	123	101	1658	98	135	572	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3493	206	1750	3402	297
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.25	0.05	0.15	0.07	0.06	0.47	0.47	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	28.5	28.5	28.5	17.3	17.3	17.3	16.0	53.5	53.5	8.7	46.2	46.2
Volume/Cap:	0.46	0.56	1.06	0.37	1.06	0.49	0.43	1.06	1.06	1.06	0.44	0.44
Delay/Veh:	39.6	41.2	108.1	47.3	124	48.7	49.1	74.8	74.8	153.9	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	41.2	108.1	47.3	124	48.7	49.1	74.8	74.8	153.9	27.5	27.5
LOS by Move:	D	D	F	D	F	D	D	E	E	F	C	C
HCM2kAvgQ:	7	9	26	4	17	5	4	43	43	8	8	8
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC PM

Intersection #54: Bay Rd / University Avenue



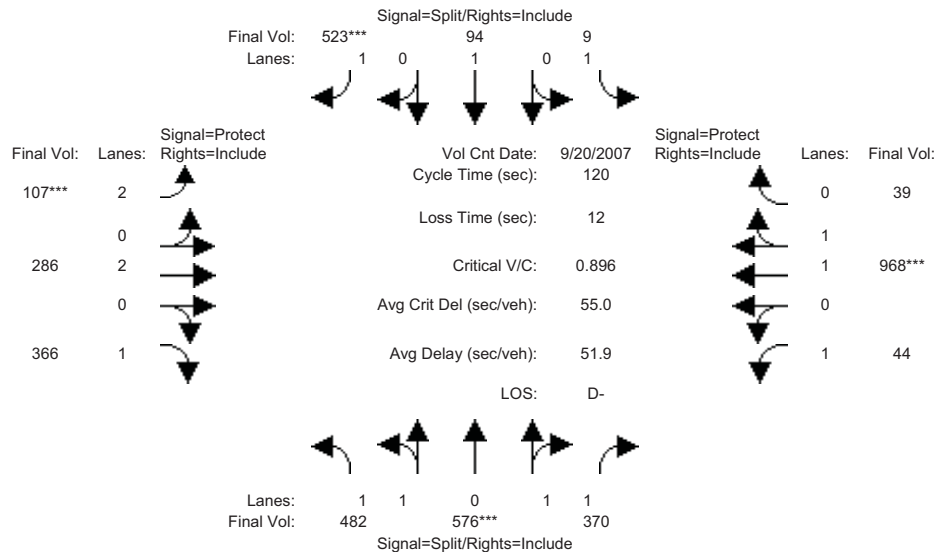
Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2007 << 4:45-5:45PM												
Base Vol:	193	254	442	93	292	123	101	1658	98	135	572	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	254	442	93	292	123	101	1658	98	135	572	50
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	254	442	93	292	123	101	1671	98	135	577	50
User Adj:	1.00	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:	193	254	442	93	292	123	101	1671	98	135	577	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	254	442	93	292	123	101	1671	98	135	577	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	254	442	93	292	123	101	1671	98	135	577	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.89	0.11	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3495	205	1750	3405	295
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.25	0.05	0.15	0.07	0.06	0.48	0.48	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	28.4	28.4	28.4	17.3	17.3	17.3	16.0	53.7	53.7	8.7	46.4	46.4
Volume/Cap:	0.47	0.57	1.07	0.37	1.07	0.49	0.43	1.07	1.07	1.07	0.44	0.44
Delay/Veh:	39.7	41.3	109.4	47.4	125	48.8	49.1	76.1	76.1	155.2	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	41.3	109.4	47.4	125	48.8	49.1	76.1	76.1	155.2	27.4	27.4
LOS by Move:	D	D	F	D	F	D	D	E-	E-	F	C	C
HCM2kAvgQ:	7	9	26	4	17	5	4	43	43	8	8	8

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

Stanford EIR

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

Intersection #55: Donohoe St / University Ave



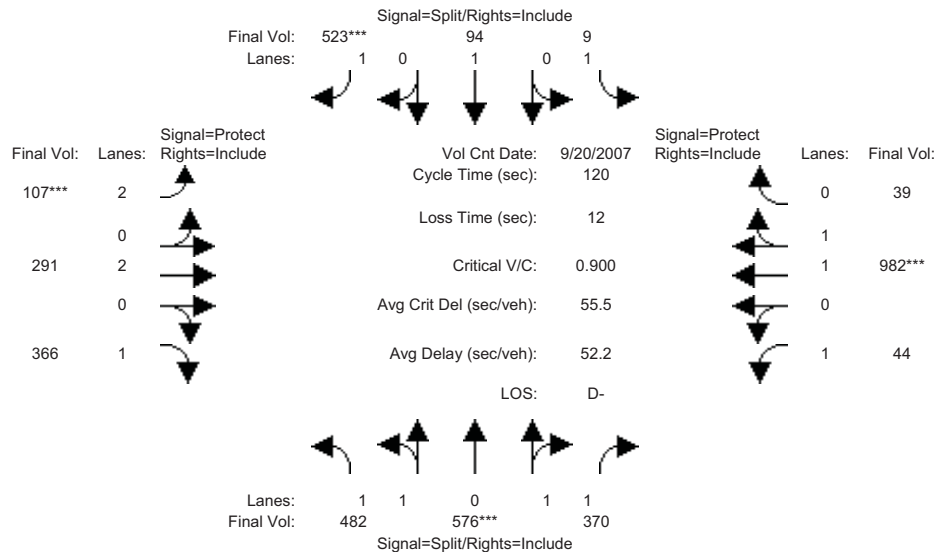
Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2007 << 7:30-8:30AM												
Base Vol:	482	576	370	9	94	523	107	286	366	44	968	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	576	370	9	94	523	107	286	366	44	968	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	576	370	9	94	523	107	286	366	44	968	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	576	370	9	94	523	107	286	366	44	968	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	576	370	9	94	523	107	286	366	44	968	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	576	370	9	94	523	107	286	366	44	968	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	2396	2863	1839	1750	1900	1750	3150	3800	1750	1750	3557	143
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.01	0.05	0.30	0.03	0.08	0.21	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	26.3	26.3	26.3	39.1	39.1	39.1	7.0	33.3	33.3	9.3	35.6	35.6
Volume/Cap:	0.92	0.92	0.92	0.02	0.15	0.92	0.58	0.27	0.75	0.32	0.92	0.92
Delay/Veh:	54.8	54.8	54.8	27.4	28.8	58.8	59.8	34.0	46.2	53.8	52.7	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:	54.8	54.8	54.8	27.4	28.8	58.8	59.8	34.0	46.2	53.8	52.7	52.7
LOS by Move:	D-	D-	D-	C	C	E+	E+	C-	D	D-	D-	D-
HCM2kAvgQ:	18	18	18	0	2	24	3	4	15	2	19	19

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #55: Donohoe St / University Ave



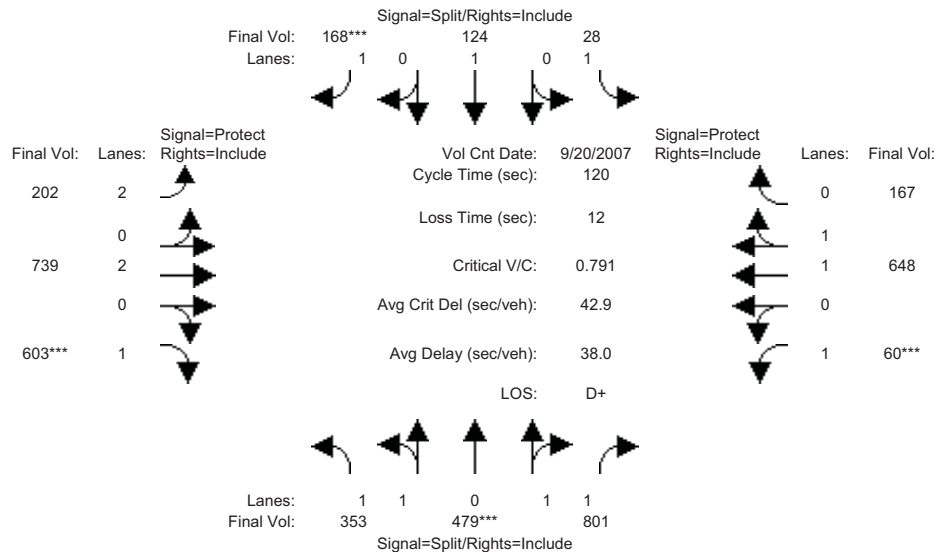
Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2007 << 7:30-8:30AM												
Base Vol:	482	576	370	9	94	523	107	286	366	44	968	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	576	370	9	94	523	107	286	366	44	968	39
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	576	370	9	94	523	107	291	366	44	982	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	576	370	9	94	523	107	291	366	44	982	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	576	370	9	94	523	107	291	366	44	982	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	576	370	9	94	523	107	291	366	44	982	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	2396	2863	1839	1750	1900	1750	3150	3800	1750	1750	3559	141
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.01	0.05	0.30	0.03	0.08	0.21	0.03	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	26.2	26.2	26.2	38.9	38.9	38.9	7.0	33.6	33.6	9.4	35.9	35.9
Volume/Cap:	0.92	0.92	0.92	0.02	0.15	0.92	0.58	0.27	0.75	0.32	0.92	0.92
Delay/Veh:	55.4	55.4	55.4	27.6	28.9	59.7	59.8	33.9	45.6	53.7	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	55.4	55.4	27.6	28.9	59.7	59.8	33.9	45.6	53.7	53.1	53.1
LOS by Move:	E+	E+	E+	C	C	E+	E+	C-	D	D-	D-	D-
HCM2kAvgQ:	18	18	18	0	2	24	3	4	15	2	20	20

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

Stanford EIR

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

Intersection #55: Donohoe St / University Ave

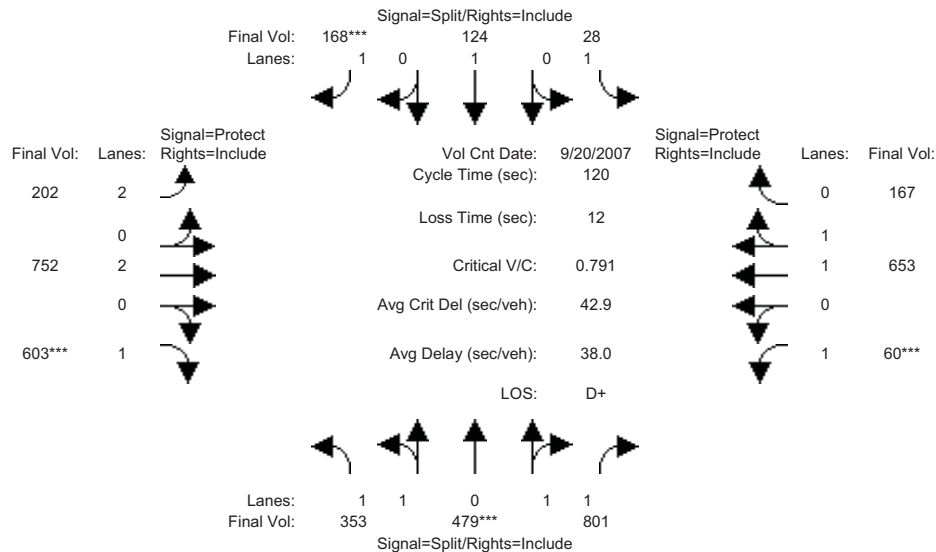


Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2007 << 4:30-5:30PM												
Base Vol:	353	479	801	28	124	168	202	739	603	60	648	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	479	801	28	124	168	202	739	603	60	648	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	479	801	28	124	168	202	739	603	60	648	167
User Adj:	1.00	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:	353	479	801	28	124	168	202	739	603	60	648	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	479	801	28	124	168	202	739	603	60	648	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	353	479	801	28	124	168	202	739	603	60	648	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2024	3385	1750	1900	1750	3150	3800	1750	1750	2941	758
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.24	0.02	0.07	0.10	0.06	0.19	0.34	0.03	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	35.3	35.3	35.3	14.3	14.3	14.3	13.2	51.4	51.4	7.0	45.2	45.2
Volume/Cap:	0.69	0.80	0.80	0.13	0.55	0.80	0.58	0.45	0.80	0.59	0.58	0.58
Delay/Veh:	38.3	41.6	41.6	47.6	52.6	71.4	53.4	24.5	36.3	63.7	30.5	30.5
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:	38.3	41.6	41.6	47.6	52.6	71.4	53.4	24.5	36.3	63.7	30.5	30.5
LOS by Move:	D+	D	D	D	D-	E	D-	C	D+	E	C	C
HCM2kAvgQ:	13	17	17	1	5	9	5	10	23	2	12	12
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #55: Donohoe St / University Ave



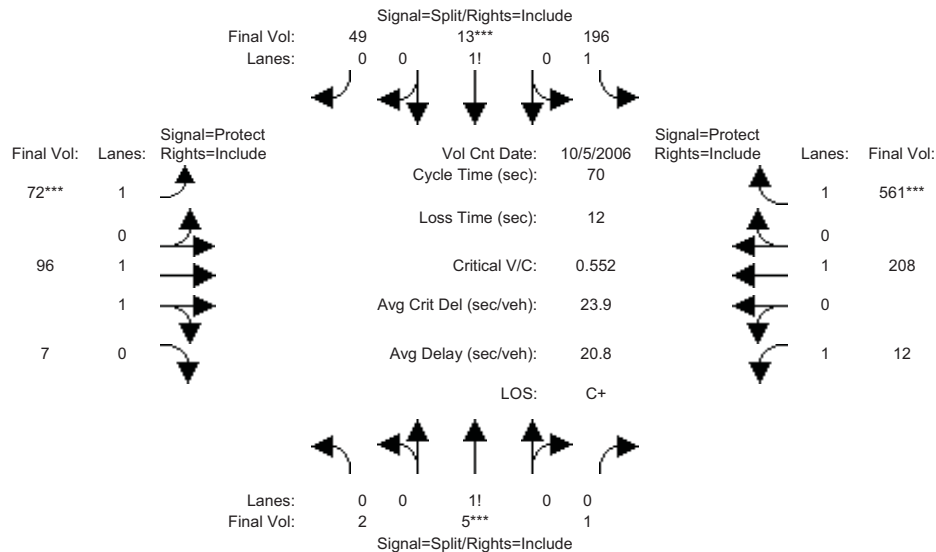
Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Sep 2007 << 4:30-5:30PM												
Base Vol:	353	479	801	28	124	168	202	739	603	60	648	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	479	801	28	124	168	202	739	603	60	648	167
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	479	801	28	124	168	202	752	603	60	653	167
User Adj:	1.00	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:	353	479	801	28	124	168	202	752	603	60	653	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	479	801	28	124	168	202	752	603	60	653	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	353	479	801	28	124	168	202	752	603	60	653	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2024	3385	1750	1900	1750	3150	3800	1750	1750	2946	753
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.24	0.02	0.07	0.10	0.06	0.20	0.34	0.03	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	35.3	35.3	35.3	14.3	14.3	14.3	13.1	51.4	51.4	7.0	45.3	45.3
Volume/Cap:	0.69	0.80	0.80	0.13	0.55	0.80	0.59	0.46	0.80	0.59	0.59	0.59
Delay/Veh:	38.3	41.6	41.6	47.6	52.6	71.4	53.5	24.7	36.3	63.7	30.5	30.5
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:	38.3	41.6	41.6	47.6	52.6	71.4	53.5	24.7	36.3	63.7	30.5	30.5
LOS by Move:	D+	D	D	D	D-	E	D-	C	D+	E	C	C
HCM2kAvgQ:	13	17	17	1	5	9	5	10	23	2	12	12

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

Stanford EIR

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

Intersection #56: Welch Rd / Quarry Rd



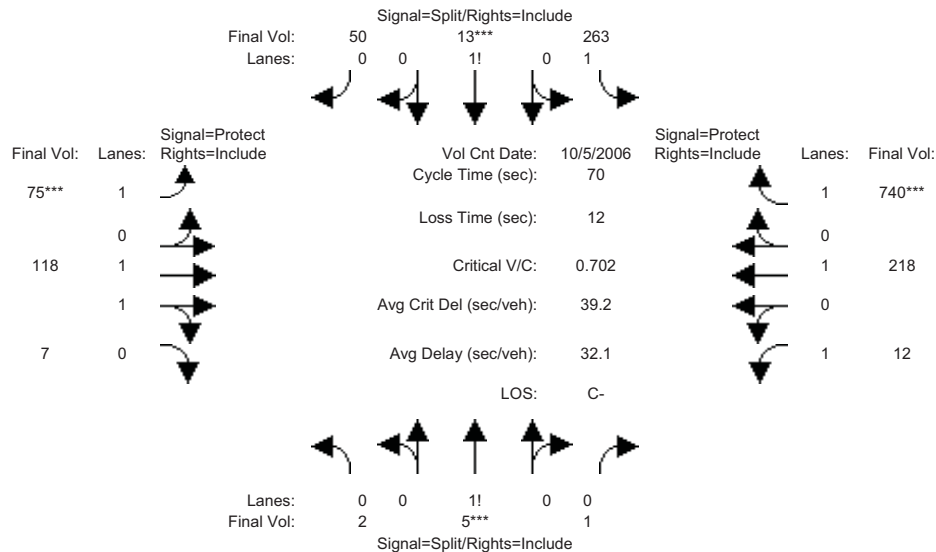
Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2006 << 7:45-8:45												
Base Vol:	2	5	1	196	13	49	72	96	7	12	208	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	5	1	196	13	49	72	96	7	12	208	561
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	5	1	196	13	49	72	96	7	12	208	561
User Adj:	1.00	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	5	1	196	13	49	72	96	7	12	208	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	5	1	196	13	49	72	96	7	12	208	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	5	1	196	13	49	72	96	7	12	208	561
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.25	0.62	0.13	1.61	0.08	0.31	1.00	1.86	0.14	1.00	1.00	1.00
Final Sat.:	438	1094	219	2822	142	536	1750	3448	251	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.09	0.09	0.04	0.03	0.03	0.01	0.11	0.32
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.03	0.03	0.03	0.49	0.64	0.64	0.41	0.09	0.09	0.03	0.25	0.72
Delay/Veh:	25.9	25.9	25.9	28.3	31.8	31.8	31.1	16.7	16.7	21.3	12.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	28.3	31.8	31.8	31.1	16.7	16.7	21.3	12.4	19.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C+	B	B-
HCM2kAvgQ:	0	0	0	3	5	5	2	1	1	0	3	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
EXISTING + SUMC AM

Intersection #56: Welch Rd / Quarry Rd

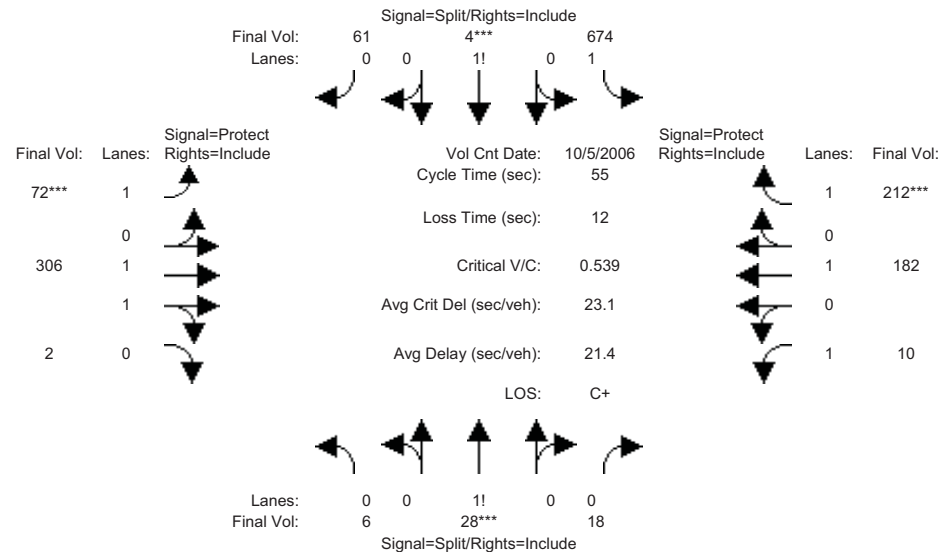


Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2006 << 7:45-8:45												
Base Vol:	2	5	1	196	13	49	72	96	7	12	208	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	5	1	196	13	49	72	96	7	12	208	561
Added Vol:	0	0	0	67	0	1	3	22	0	0	10	179
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	5	1	263	13	50	75	118	7	12	218	740
User Adj:	1.00	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	5	1	263	13	50	75	118	7	12	218	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	5	1	263	13	50	75	118	7	12	218	740
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	5	1	263	13	50	75	118	7	12	218	740
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.25	0.62	0.13	1.67	0.07	0.26	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	438	1094	219	2933	117	450	1750	3493	207	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.11	0.11	0.04	0.03	0.03	0.01	0.11	0.42
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.03	0.03	0.03	0.63	0.78	0.78	0.43	0.11	0.11	0.03	0.26	0.95
Delay/Veh:	25.9	25.9	25.9	30.7	37.9	37.9	31.3	16.8	16.8	21.3	12.4	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	30.7	37.9	37.9	31.3	16.8	16.8	21.3	12.4	40.7
LOS by Move:	C	C	C	C	D+	D+	C	B	B	C+	B	D
HCM2kAvgQ:	0	0	0	5	7	7	2	1	1	0	3	20
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #56: Welch Rd / Quarry Rd



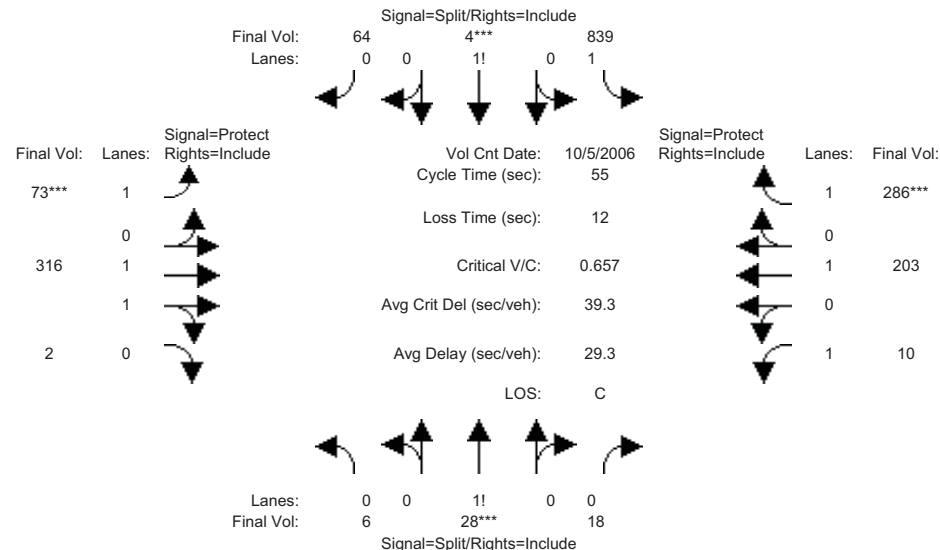
Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2006 << 16:45 - 17:45												
Base Vol:	6	28	18	674	4	61	72	306	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	674	4	61	72	306	2	10	182	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	674	4	61	72	306	2	10	182	212
User Adj:	1.00	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:	6	28	18	674	4	61	72	306	2	10	182	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	674	4	61	72	306	2	10	182	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	28	18	674	4	61	72	306	2	10	182	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.84	0.01	0.15	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3217	17	266	1750	3676	24	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.21	0.23	0.23	0.04	0.08	0.08	0.01	0.10	0.12
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.72	0.79	0.79	0.32	0.46	0.46	0.04	0.53	0.67
Delay/Veh:	19.2	19.2	19.2	20.0	22.5	22.5	22.7	20.6	20.6	21.1	21.9	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.2	20.0	22.5	22.5	22.7	20.6	20.6	21.1	21.9	26.2
LOS by Move:	B-	B-	B-	C+	C+	C+	C+	C+	C+	C+	C+	C
HCM2kAvgQ:	1	1	1	8	9	9	2	3	3	0	3	4

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #56: Welch Rd / Quarry Rd



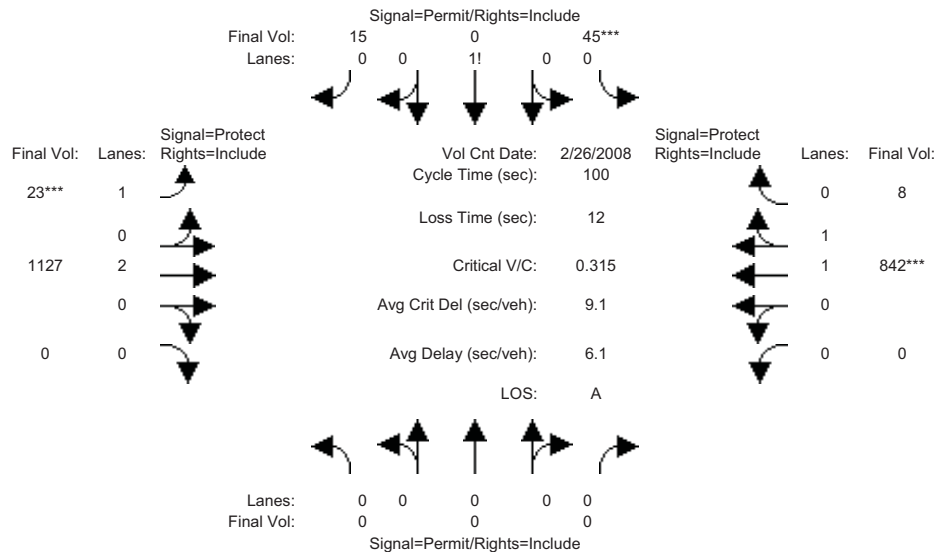
Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Oct 2006 << 16:45 - 17:45												
Base Vol:	6	28	18	674	4	61	72	306	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	674	4	61	72	306	2	10	182	212
Added Vol:	0	0	0	165	0	3	1	10	0	0	21	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	839	4	64	73	316	2	10	203	286
User Adj:	1.00	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:	6	28	18	839	4	64	73	316	2	10	203	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	839	4	64	73	316	2	10	203	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	28	18	839	4	64	73	316	2	10	203	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.86	0.01	0.13	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3256	14	230	1750	3677	23	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.26	0.28	0.28	0.04	0.09	0.09	0.01	0.11	0.16
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.89	0.96	0.96	0.33	0.47	0.47	0.04	0.59	0.90
Delay/Veh:	19.2	19.2	19.2	28.0	38.9	38.9	22.7	20.7	20.7	21.1	23.2	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.2	28.0	38.9	38.9	22.7	20.7	20.7	21.1	23.2	48.6
LOS by Move:	B-	B-	B-	C	D+	D+	C+	C+	C+	C+	C	D
HCM2kAvgQ:	1	1	1	12	15	15	2	3	3	0	3	6

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

Stanford EIR

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

Intersection #57: Durand Wy / Sand Hill Rd



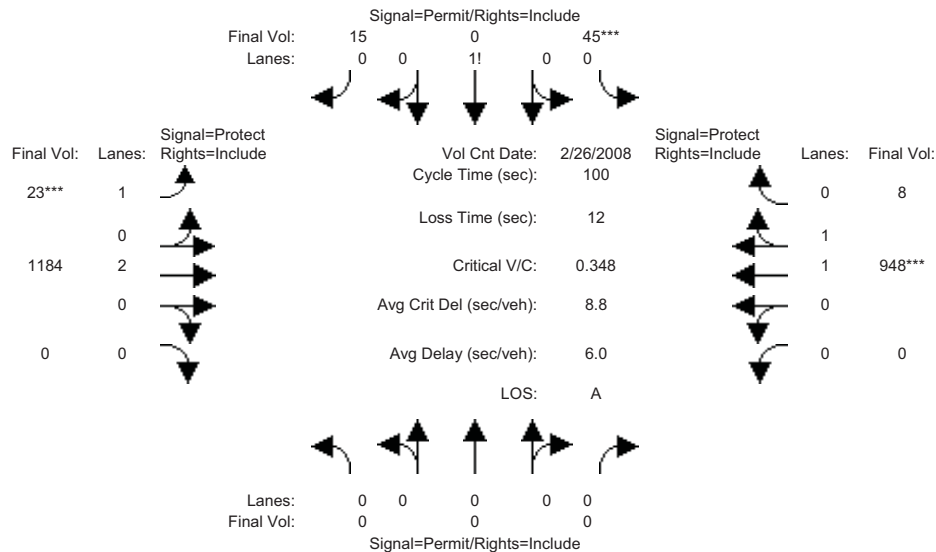
Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2008 << 7:30-8:30AM												
Base Vol:	0	0	0	45	0	15	23	1127	0	0	842	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:	0	0	0	45	0	15	23	1127	0	0	842	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	15	23	1127	0	0	842	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:	0	0	0	45	0	15	23	1127	0	0	842	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	15	23	1127	0	0	842	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	45	0	15	23	1127	0	0	842	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.75	0.00	0.25	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	1313	0	438	1750	3800	0	0	3665	35
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.30	0.00	0.00	0.23	0.23
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.5	0.0	10.5	7.0	77.5	0.0	0.0	70.5	70.5
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.33	0.19	0.38	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	44.6	3.7	0.0	0.0	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.5	0.0	42.5	44.6	3.7	0.0	0.0	5.7	5.7
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	1	5	0	0	5	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #57: Durand Wy / Sand Hill Rd

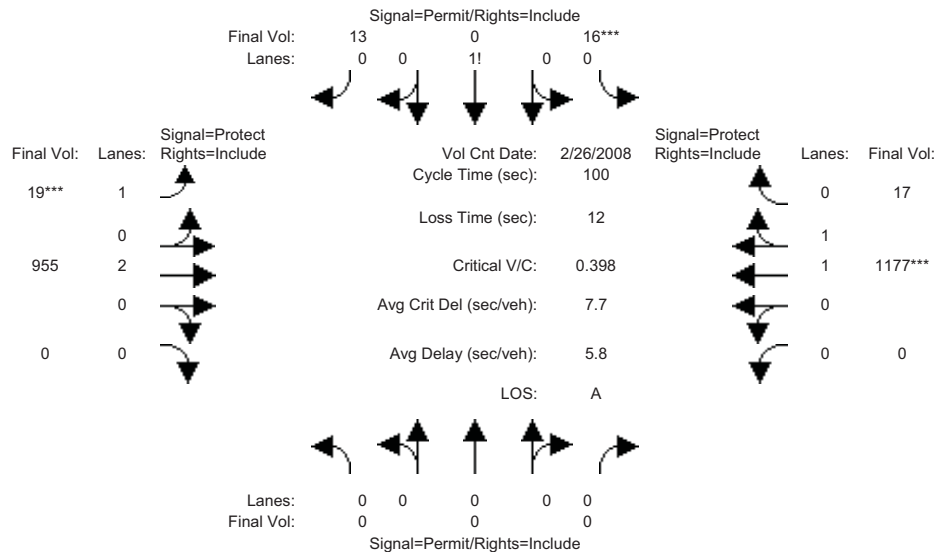


Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2008 << 7:30-8:30AM												
Base Vol:	0	0	0	45	0	15	23	1127	0	0	842	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:	0	0	0	45	0	15	23	1127	0	0	842	8
Added Vol:	0	0	0	0	0	0	0	57	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	0	15	23	1184	0	0	948	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:	0	0	0	45	0	15	23	1184	0	0	948	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	15	23	1184	0	0	948	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	45	0	15	23	1184	0	0	948	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.75	0.00	0.25	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	1313	0	438	1750	3800	0	0	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.31	0.00	0.00	0.26	0.26
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	78.0	0.0	0.0	71.0	71.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.34	0.19	0.40	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.0	0.0	43.1	0.0	43.1	44.6	3.6	0.0	0.0	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.1	0.0	43.1	44.6	3.6	0.0	0.0	5.8	5.8
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	1	5	0	0	6	6
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #57: Durand Wy / Sand Hill Rd

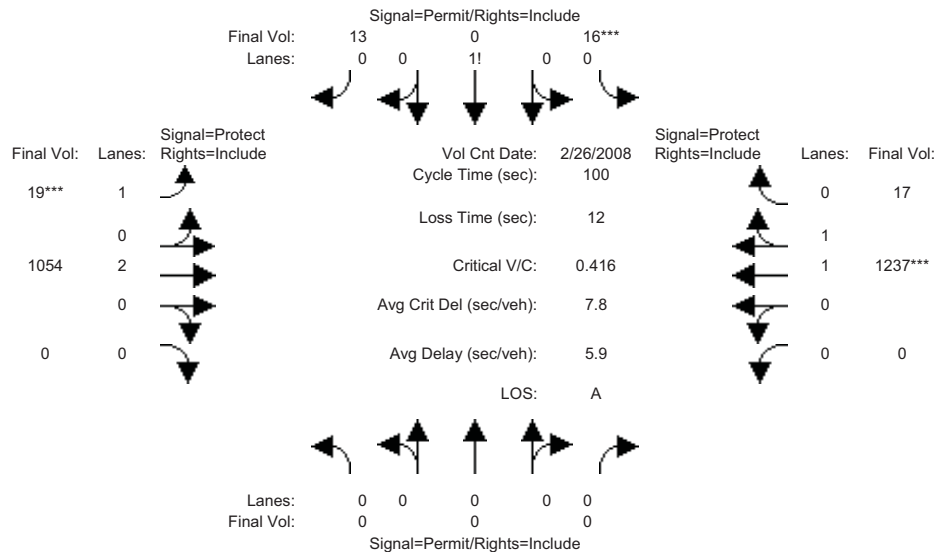


Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2008 << 5:00-6:00PM												
Base Vol:	0	0	0	16	0	13	19	955	0	0	1177	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	13	19	955	0	0	1177	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	13	19	955	0	0	1177	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	0	13	19	955	0	0	1177	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	13	19	955	0	0	1177	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	16	0	13	19	955	0	0	1177	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.55	0.00	0.45	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	966	0	784	1750	3800	0	0	3647	53
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.25	0.00	0.00	0.32	0.32
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	78.0	0.0	0.0	71.0	71.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.17	0.16	0.32	0.00	0.00	0.45	0.45
Delay/Veh:	0.0	0.0	0.0	41.6	0.0	41.6	44.3	3.3	0.0	0.0	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.6	0.0	41.6	44.3	3.3	0.0	0.0	6.3	6.3
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	4	0	0	8	8
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #57: Durand Wy / Sand Hill Rd

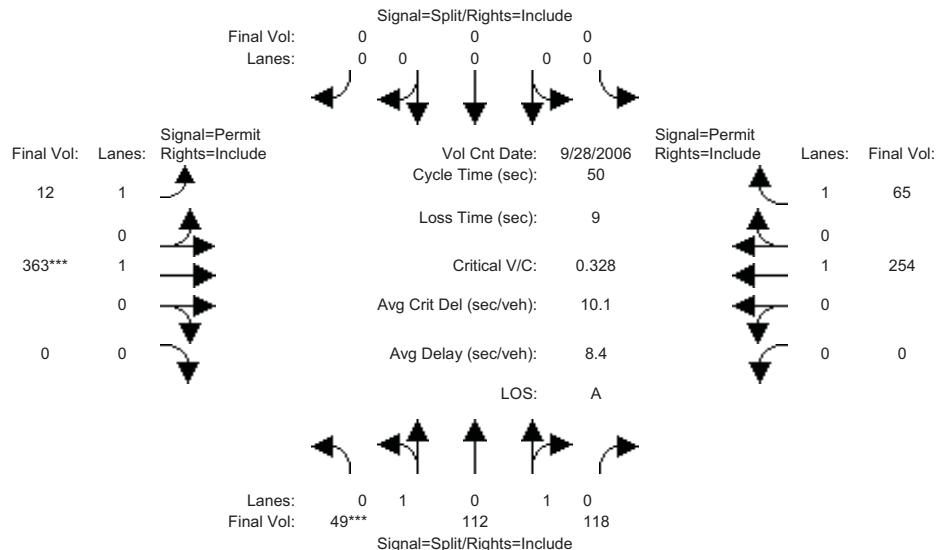


Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Feb 2008 << 5:00-6:00PM												
Base Vol:	0	0	0	16	0	13	19	955	0	0	1177	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	13	19	955	0	0	1177	17
Added Vol:	0	0	0	0	0	0	0	99	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	13	19	1054	0	0	1237	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	0	13	19	1054	0	0	1237	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	16	0	13	19	1054	0	0	1237	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	16	0	13	19	1054	0	0	1237	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.55	0.00	0.45	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	966	0	784	1750	3800	0	0	3650	50
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.28	0.00	0.00	0.34	0.34
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	78.0	0.0	0.0	71.0	71.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.17	0.16	0.36	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	41.6	0.0	41.6	44.3	3.4	0.0	0.0	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.6	0.0	41.6	44.3	3.4	0.0	0.0	6.5	6.5
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	5	0	0	8	8
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #58: Pasteur Dr NB / Welch Rd

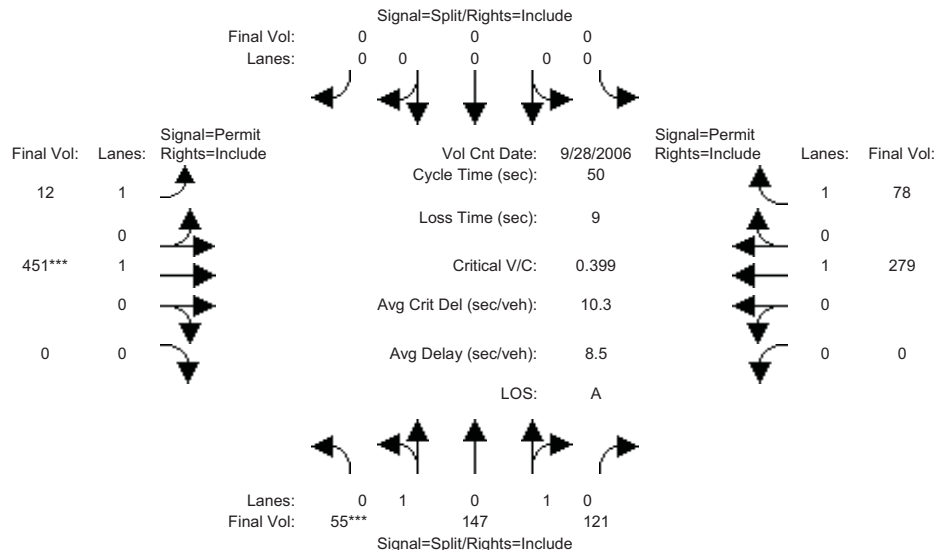


Street Name:	Pasteur Drive NB						Welch Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10		10		10	0	0	0	10	10	0	0	10	10	
Y+R:	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
-----	-----			-----			-----			-----					
Volume Module:	>>	Count	Date:	28 Sep 2006	<<	7:15-8:15									
Base Vol:	49	112	118	0	0	0	12	363	0	0	254	65			
Growth Adj:	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:	49	112	118	0	0	0	12	363	0	0	254	65			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	49	112	118	0	0	0	12	363	0	0	254	65			
User Adj:	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	49	112	118	0	0	0	12	363	0	0	254	65			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	49	112	118	0	0	0	12	363	0	0	254	65			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	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:	49	112	118	0	0	0	12	363	0	0	254	65			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	0.35	0.80	0.85	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00			
Final Sat.:	632	1445	1523	0	0	0	1750	1900	0	0	1900	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.01	0.19	0.00	0.00	0.13	0.04			
Crit Moves:	****						****								
Green Time:	11.8	11.8	11.8	0.0	0.0	0.0	29.2	29.2	0.0	0.0	29.2	29.2			
Volume/Cap:	0.33	0.33	0.33	0.00	0.00	0.00	0.01	0.33	0.00	0.00	0.23	0.06			
Delay/Veh:	16.0	16.0	16.0	0.0	0.0	0.0	4.4	5.5	0.0	0.0	5.1	4.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	16.0	16.0	16.0	0.0	0.0	0.0	4.4	5.5	0.0	0.0	5.1	4.5			
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	2	2	2	0	0	0	0	3	0	0	2	0			
Note: Queue reported is the number of cars per lane.															

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #58: Pasteur Dr NB / Welch Rd

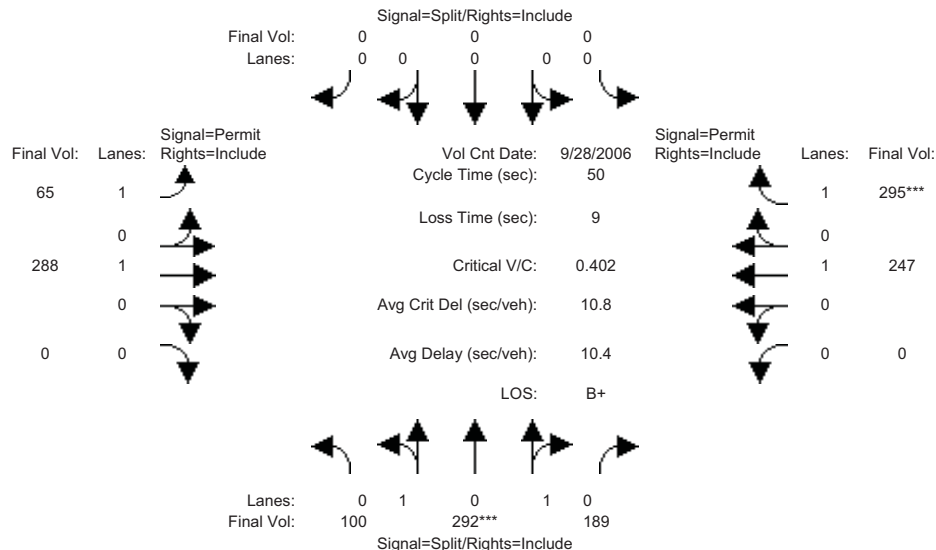


Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 7:15-8:15												
Base Vol:	49	112	118	0	0	0	12	363	0	0	254	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	112	118	0	0	0	12	363	0	0	254	65
Added Vol:	6	35	3	0	0	0	0	88	0	0	25	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	147	121	0	0	0	12	451	0	0	279	78
User Adj:	1.00	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:	55	147	121	0	0	0	12	451	0	0	279	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	147	121	0	0	0	12	451	0	0	279	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	147	121	0	0	0	12	451	0	0	279	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.91	0.75	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	613	1638	1349	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.01	0.24	0.00	0.00	0.15	0.04
Crit Moves:	***						***					
Green Time:	11.2	11.2	11.2	0.0	0.0	0.0	29.8	29.8	0.0	0.0	29.8	29.8
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.01	0.40	0.00	0.00	0.25	0.07
Delay/Veh:	16.8	16.8	16.8	0.0	0.0	0.0	4.1	5.6	0.0	0.0	4.9	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	0.0	0.0	0.0	4.1	5.6	0.0	0.0	4.9	4.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	4	0	0	2	1
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #58: Pasteur Dr NB / Welch Rd



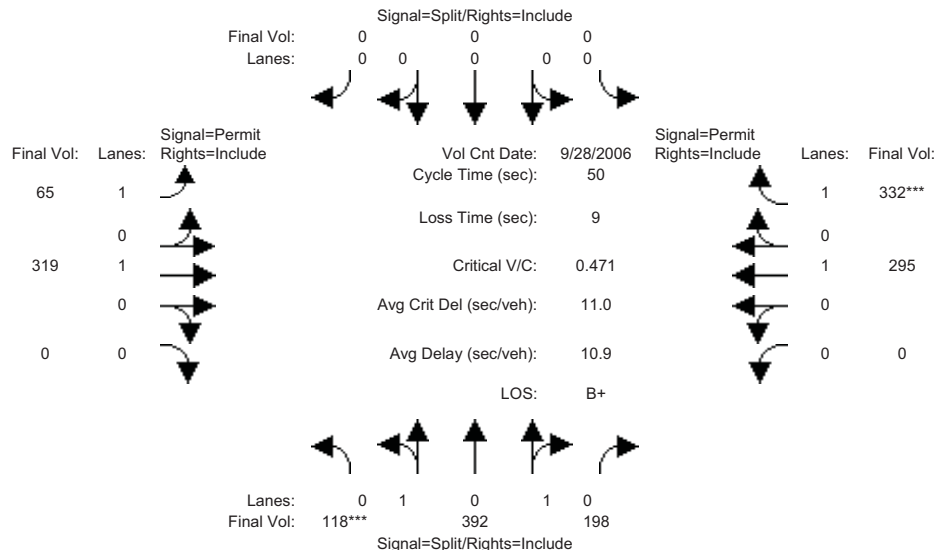
Street Name:	Pasteur Drive NB						Welch Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10		10		10	0	0	0	10	10	0	0	10	10	
Y+R:	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date:	28 Sep 2006	<<	16:15 - 17:15										
Base Vol:	100	292	189	0	0	0	65	288	0	0	247	295			
Growth Adj:	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:	100	292	189	0	0	0	65	288	0	0	247	295			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	100	292	189	0	0	0	65	288	0	0	247	295			
User Adj:	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	100	292	189	0	0	0	65	288	0	0	247	295			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	100	292	189	0	0	0	65	288	0	0	247	295			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	100	292	189	0	0	0	65	288	0	0	247	295			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	
Lanes:	0.34	1.01	0.65	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	620	1809	1171	0	0	0	1750	1900	0	0	1900	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.16	0.16	0.16	0.00	0.00	0.00	0.04	0.15	0.00	0.00	0.13	0.17			
Crit Moves:	****														
Green Time:	20.1	20.1	20.1	0.0	0.0	0.0	20.9	20.9	0.0	0.0	20.9	20.9			
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.31	0.40			
Delay/Veh:	10.9	10.9	10.9	0.0	0.0	0.0	8.8	10.2	0.0	0.0	9.9	10.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.9	10.9	10.9	0.0	0.0	0.0	8.8	10.2	0.0	0.0	9.9	10.5			
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	A	B+			
HCM2kAvgQ:	4	4	4	0	0	0	1	3	0	0	3	4			
Note: Queue reported is the number of cars per lane.															

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #58: Pasteur Dr NB / Welch Rd

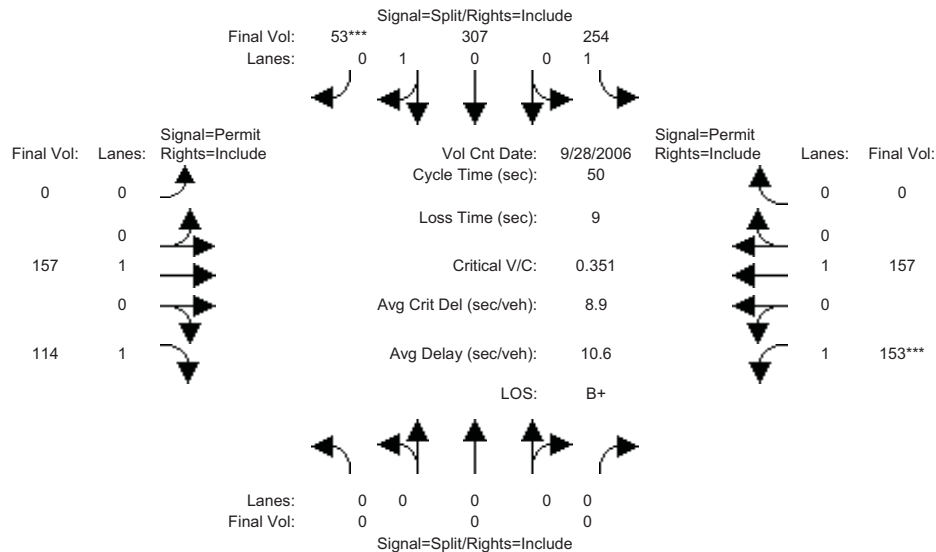


Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 16:15 - 17:15												
Base Vol:	100	292	189	0	0	0	65	288	0	0	247	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	292	189	0	0	0	65	288	0	0	247	295
Added Vol:	18	100	9	0	0	0	0	31	0	0	48	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	392	198	0	0	0	65	319	0	0	295	332
User Adj:	1.00	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:	118	392	198	0	0	0	65	319	0	0	295	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	392	198	0	0	0	65	319	0	0	295	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	392	198	0	0	0	65	319	0	0	295	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.33	1.11	0.56	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	600	1993	1007	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.04	0.17	0.00	0.00	0.16	0.19
Crit Moves:	****											****
Green Time:	20.9	20.9	20.9	0.0	0.0	0.0	20.1	20.1	0.0	0.0	20.1	20.1
Volume/Cap:	0.47	0.47	0.47	0.00	0.00	0.00	0.09	0.42	0.00	0.00	0.39	0.47
Delay/Veh:	10.8	10.8	10.8	0.0	0.0	0.0	9.3	11.1	0.0	0.0	10.9	11.5
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:	10.8	10.8	10.8	0.0	0.0	0.0	9.3	11.1	0.0	0.0	10.9	11.5
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	B+	B+
HCM2kAvgQ:	5	5	5	0	0	0	1	3	0	0	4	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #59: Pasteur Dr SB / Welch Rd

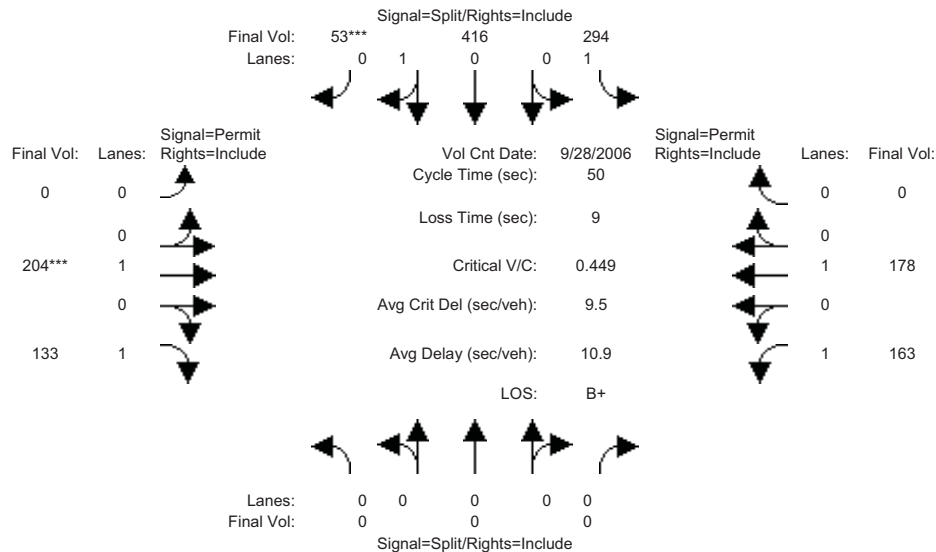


Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 8:00-9:00												
Base Vol:	0	0	0	254	307	53	0	157	114	153	157	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	254	307	53	0	157	114	153	157	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	254	307	53	0	157	114	153	157	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	254	307	53	0	157	114	153	157	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	254	307	53	0	157	114	153	157	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	254	307	53	0	157	114	153	157	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.85	0.15	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1535	265	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.20	0.20	0.00	0.08	0.07	0.09	0.08	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	28.5	28.5	28.5	0.0	12.5	12.5	12.5	12.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.35	0.35	0.00	0.33	0.26	0.35	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	5.5	6.0	6.0	0.0	15.8	15.4	15.9	15.8	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:	0.0	0.0	0.0	5.5	6.0	6.0	0.0	15.8	15.4	15.9	15.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	2	3	3	0	2	2	2	2	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #59: Pasteur Dr SB / Welch Rd

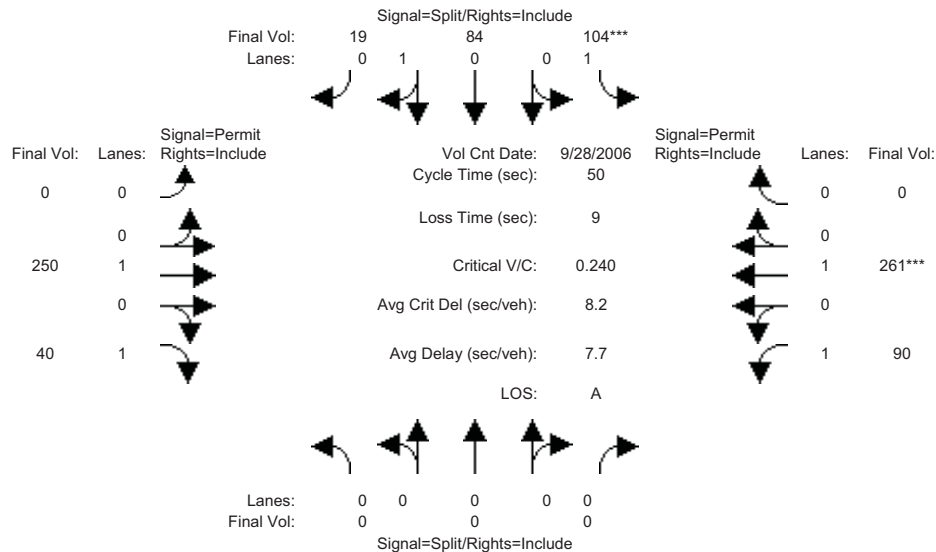


Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Sep 2006 << 8:00-9:00												
Base Vol:	0	0	0	254	307	53	0	157	114	153	157	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	254	307	53	0	157	114	153	157	0
Added Vol:	0	0	0	40	109	0	0	47	19	10	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	294	416	53	0	204	133	163	178	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	294	416	53	0	204	133	163	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	294	416	53	0	204	133	163	178	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	294	416	53	0	204	133	163	178	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1597	203	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.26	0.26	0.00	0.11	0.08	0.09	0.09	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	29.0	29.0	29.0	0.0	12.0	12.0	12.0	12.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.45	0.45	0.00	0.45	0.32	0.39	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	5.4	6.3	6.3	0.0	16.9	16.1	16.6	16.5	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	5.4	6.3	6.3	0.0	16.9	16.1	16.6	16.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	5	5	0	3	2	2	2	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #59: Pasteur Dr SB / Welch Rd

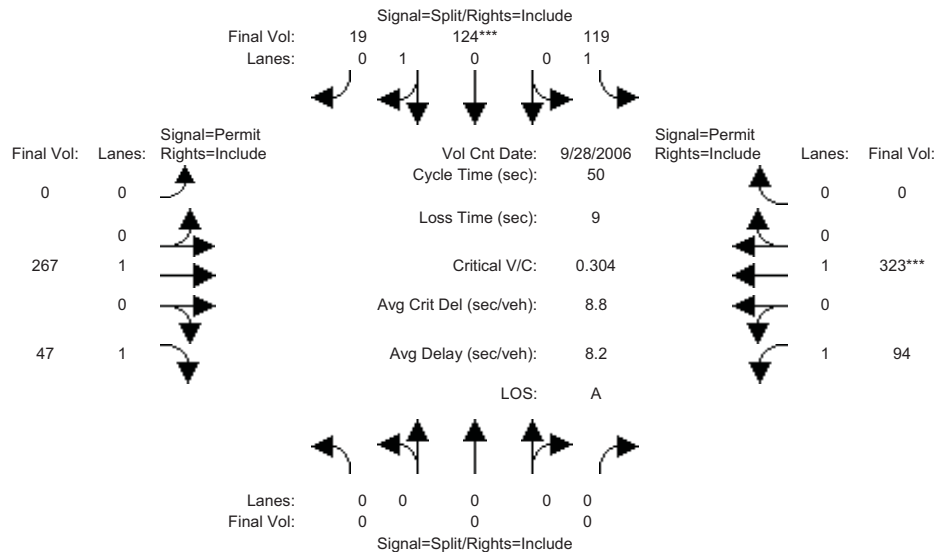


Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	28 Sep 2006 << 16:15 - 17:15											
Base Vol:	0	0	0	104	84	19	0	250	40	90	261	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	104	84	19	0	250	40	90	261	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	104	84	19	0	250	40	90	261	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	104	84	19	0	250	40	90	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	84	19	0	250	40	90	261	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	104	84	19	0	250	40	90	261	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1468	332	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.13	0.02	0.05	0.14	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	12.4	12.4	12.4	0.0	28.6	28.6	28.6	28.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.24	0.23	0.23	0.00	0.23	0.04	0.09	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	15.3	15.3	15.3	0.0	5.4	4.7	4.9	5.4	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	15.3	15.3	15.3	0.0	5.4	4.7	4.9	5.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	2	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #59: Pasteur Dr SB / Welch Rd



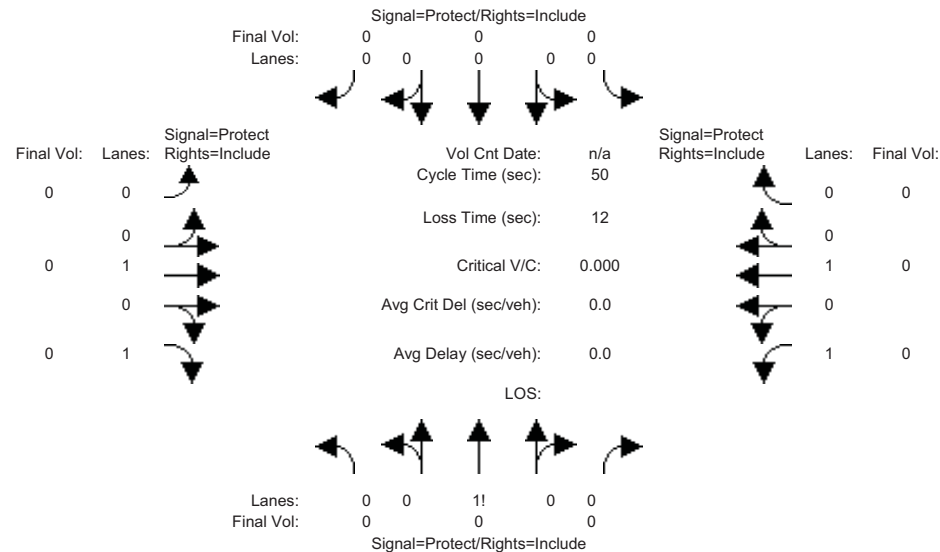
Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	28 Sep 2006 << 16:15 - 17:15											
Base Vol:	0	0	0	104	84	19	0	250	40	90	261	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	104	84	19	0	250	40	90	261	0
Added Vol:	0	0	0	15	40	0	0	17	7	4	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	119	124	19	0	267	47	94	323	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	124	19	0	267	47	94	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	124	19	0	267	47	94	323	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	124	19	0	267	47	94	323	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.87	0.13	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1561	239	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.08	0.08	0.00	0.14	0.03	0.05	0.17	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	13.1	13.1	13.1	0.0	27.9	27.9	27.9	27.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.30	0.30	0.00	0.25	0.05	0.10	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	14.9	15.2	15.2	0.0	5.8	5.0	5.2	6.0	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	14.9	15.2	15.2	0.0	5.8	5.0	5.2	6.0	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	3	0

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

Stanford EIR

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

Intersection #60: Durand Wy / Welch Rd



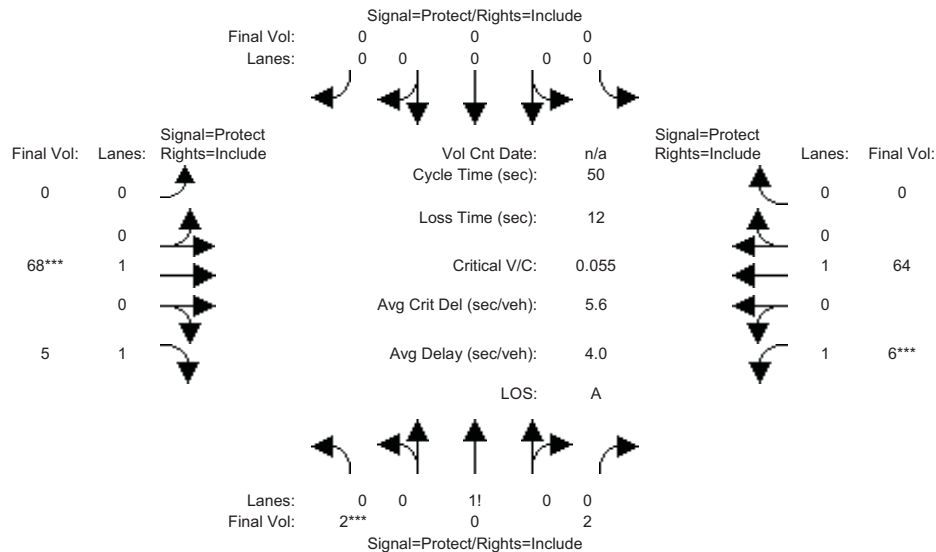
Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #60: Durand Wy / Welch Rd

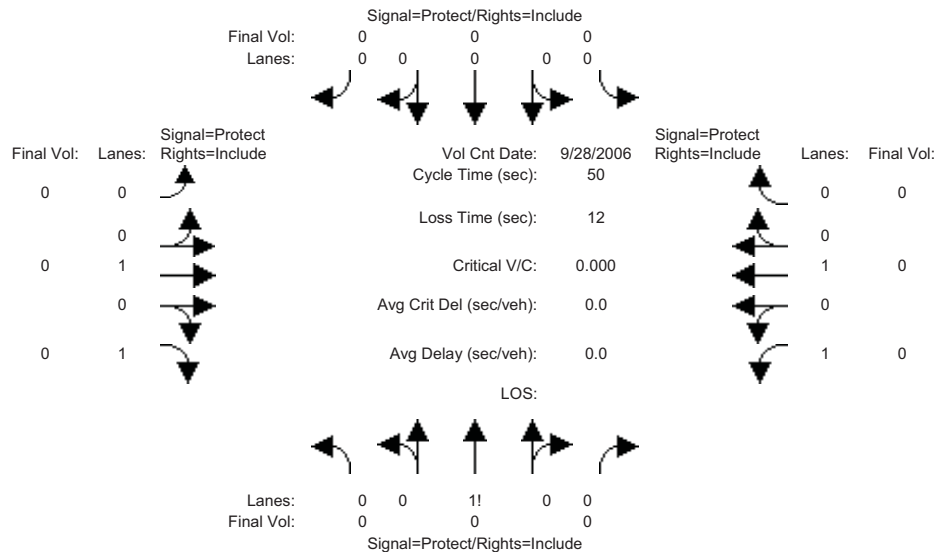


Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	2	0	2	0	0	0	0	68	5	6	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	2	0	0	0	0	68	5	6	64	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:	2	0	2	0	0	0	0	68	5	6	64	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	2	0	0	0	0	68	5	6	64	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	2	0	0	0	0	68	5	6	64	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	875	0	875	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.00
Crit Moves:	***						***			***		
Green Time:	2.1	0.0	2.1	0.0	0.0	0.0	0.0	32.8	32.8	3.1	35.9	0.0
Volume/Cap:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.05	0.00	0.05	0.05	0.00
Delay/Veh:	23.3	0.0	23.3	0.0	0.0	0.0	0.0	3.1	3.0	22.2	2.1	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:	23.3	0.0	23.3	0.0	0.0	0.0	0.0	3.1	3.0	22.2	2.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C+	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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

Intersection #60: Durand Wy / Welch Rd



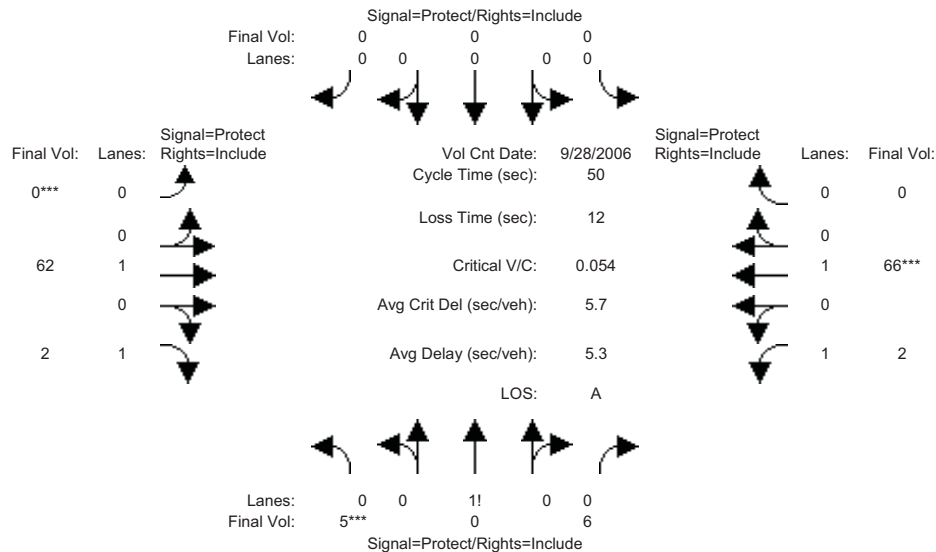
Street Name:	Durand Way						Welch Road									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Min. Green:	0		0		0	0	0	0		10	0	0	10		0	
Y+R:	4.0		4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0		4.0	
----- ----- ----- ----- ----- -----																
Volume Module: >> Count Date: 28 Sep 2006 << 16:45 - 17:45																
Base Vol:	0		0		0	0	0	0		0	0	0	0		0	
Growth Adj:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
Initial Bse:	0		0		0	0	0	0		0	0	0	0		0	
Added Vol:	0		0		0	0	0	0		0	0	0	0		0	
PasserByVol:	0		0		0	0	0	0		0	0	0	0		0	
Initial Fut:	0		0		0	0	0	0		0	0	0	0		0	
User Adj:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
PHF Adj:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
PHF Volume:	0		0		0	0	0	0		0	0	0	0		0	
Reduct Vol:	0		0		0	0	0	0		0	0	0	0		0	
Reduced Vol:	0		0		0	0	0	0		0	0	0	0		0	
PCE Adj:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
MLF Adj:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
FinalVolume:	0		0		0	0	0	0		0	0	0	0		0	
----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	0		0		0	0	0	0		0	0	0	0		0	
Adjustment:	1.00		1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	
Lanes:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
Final Sat.:	0		0		0	0	0	0		0	0	0	0		0	
----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
Crit Moves:																
Green Time:	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	
Volume/Cap:	0.00		0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	
Delay/Veh:	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	
User DelAdj:	1.00		1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	
AdjDel/Veh:	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	
LOS by Move:																
HCM2kAvgQ:	0		0		0	0	0	0		0	0	0	0		0	
Note: Queue reported is the number of cars per lane.																

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #60: Durand Wy / Welch Rd



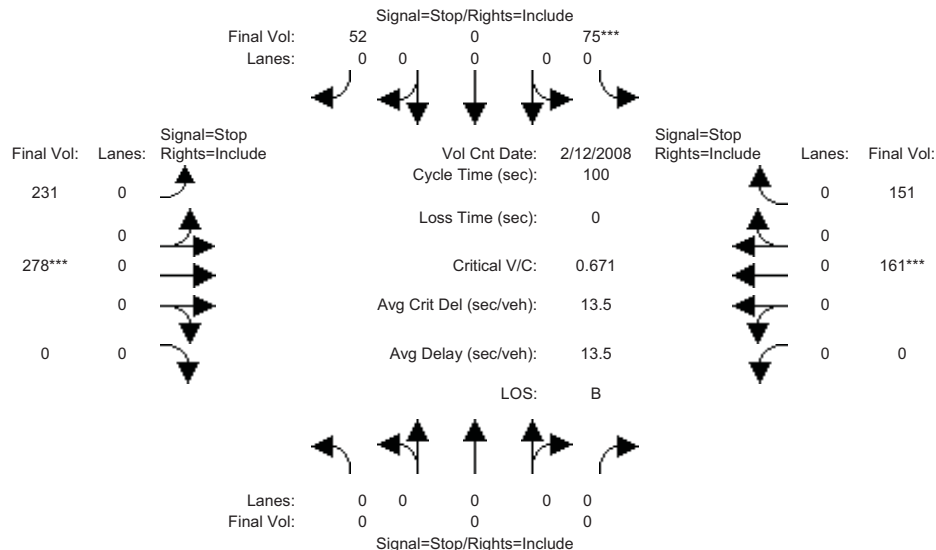
Street Name:	Durand Way						Welch Road									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Min. Green:	0		0		0	0		0		10		0		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0		4.0		4.0		4.0
----- ----- ----- -----																
Volume Module:	>> Count		Date:		28 Sep 2006		<< 16:45		- 17:45							
Base Vol:	0		0		0	0		0		0		0		0		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Initial Bse:	0		0		0	0		0		0		0		0		0
Added Vol:	5		0		6	0		0		62		2		2		66
PasserByVol:	0		0		0	0		0		0		0		0		0
Initial Fut:	5		0		6	0		0		62		2		2		66
User Adj:	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
PHF Volume:	5		0		6	0		0		62		2		2		66
Reduct Vol:	0		0		0	0		0		0		0		0		0
Reduced Vol:	5		0		6	0		0		62		2		2		66
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
FinalVolume:	5		0		6	0		0		62		2		2		66
----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900		1900		1900	1900		1900		1900		1900		1900		1900
Adjustment:	0.92		0.92		0.92	1.00		0.92		1.00		0.92		1.00		0.92
Lanes:	0.45		0.00		0.55	0.00		0.00		1.00		1.00		1.00		0.00
Final Sat.:	795		0		955	0		0		0		1900		1750		1900
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.01		0.00		0.01	0.00		0.00		0.03		0.00		0.00		0.00
Crit Moves:	****									****						
Green Time:	5.8		0.0		5.8	0.0		0.0		32.0		32.0		0.2		32.2
Volume/Cap:	0.05		0.00		0.05	0.00		0.00		0.05		0.00		0.31		0.05
Delay/Veh:	19.8		0.0		19.8	0.0		0.0		3.4		3.2		50.8		3.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	19.8		0.0		19.8	0.0		0.0		3.4		3.2		50.8		3.3
LOS by Move:	B-		A		B-	A		A		A		A		D		A
HCM2kAvgQ:	0		0		0	0		0		0		0		0		0
Note: Queue reported is the number of cars per lane.																

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

Stanford EIR

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

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 12 Feb 2008 << 7:45-8:45AM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	75	0	52	231	278	0	0	161	151
Growth Adj:	1.00	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	75	0	52	231	278	0	0	161	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	52	231	278	0	0	161	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	0	0	75	0	52	231	278	0	0	161	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	52	231	278	0	0	161	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	0	0	75	0	52	231	278	0	0	161	151

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.52	0.48
Final Sat.:	0	0	0	352	0	244	344	414	0	0	398	374

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.21	xxxx	0.21	0.67	0.67	xxxx	xxxx	0.40	0.40
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	9.8	0.0	9.8	16.4	16.4	0.0	0.0	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.8	0.0	9.8	16.4	16.4	0.0	0.0	10.4	10.4
LOS by Move:	*	*	*	A	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.8			16.4			10.4		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.8			16.4			10.4		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.8	1.8	1.8	0.6	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      75    0    52      231  278    0      0  161  151
-----|-----|-----|-----|-----|
Major Street Volume:                821
Minor Approach Volume:                127
Minor Approach Volume Threshold: 272
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

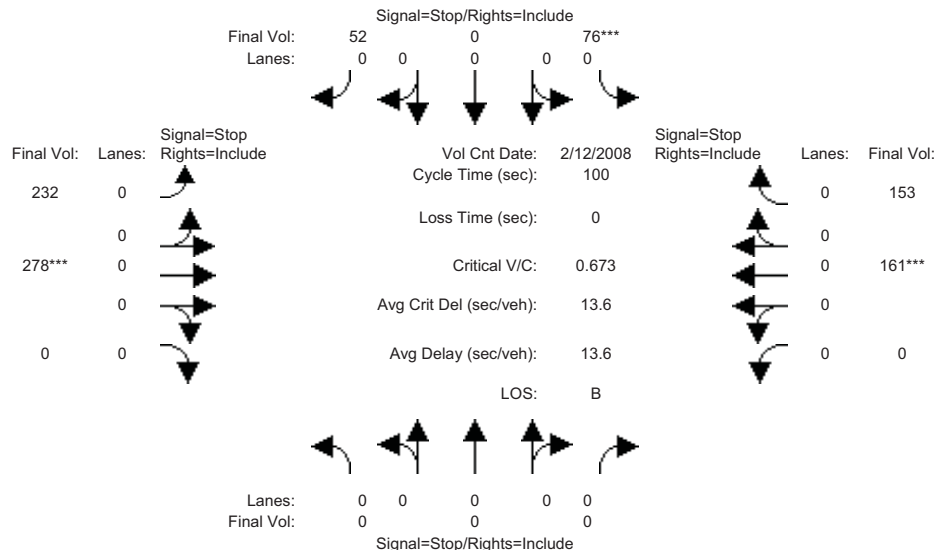
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

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

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 12 Feb 2008 << 7:45-8:45AM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	75	0	52	231	278	0	0	161	151
Growth Adj:	1.00	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	75	0	52	231	278	0	0	161	151
Added Vol:	0	0	0	1	0	0	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	76	0	52	232	278	0	0	161	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	76	0	52	232	278	0	0	161	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	52	232	278	0	0	161	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	0	52	232	278	0	0	161	153

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	353	0	242	345	413	0	0	396	376

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.22	xxxx	0.22	0.67	0.67	xxxx	xxxx	0.41	0.41
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	9.8	0.0	9.8	16.5	16.5	0.0	0.0	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.8	0.0	9.8	16.5	16.5	0.0	0.0	10.5	10.5
LOS by Move:	*	*	*	A	*	A	C	C	*	*	B	B
ApproachDel:	xxxxxx			9.8			16.5			10.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.8			16.5			10.5		
LOS by Appr:	*			A			C			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.8	1.8	1.8	0.6	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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					Stop Sign					Stop Sign					
Lanes:	0	0	0	0	0	0	0	1	!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	76		0		52	232	278			0	0	161			153	
Major Street Volume:											824										
Minor Approach Volume:											128										
Minor Approach Volume Threshold:											271										

SIGNAL WARRANT DISCLAIMER

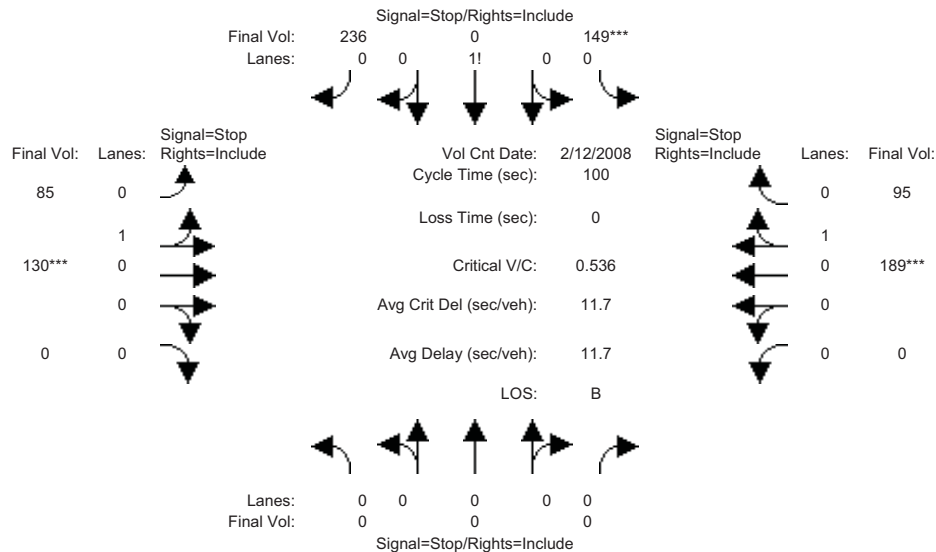
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 12 Feb 2008 << 4:45-5:45PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	149	0	236	85	130	0	0	189	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	0	0	149	0	236	85	130	0	0	189	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	149	0	236	85	130	0	0	189	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	0	0	149	0	236	85	130	0	0	189	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	0	236	85	130	0	0	189	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
Final Volume:	0	0	0	149	0	236	85	130	0	0	189	95

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	0.40	0.60	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	278	0	440	254	389	0	0	460	231

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	0.33	0.33	xxxx	xxxx	0.41	0.41
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	12.7	0.0	12.7	10.7	10.7	0.0	0.0	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.7	0.0	12.7	10.7	10.7	0.0	0.0	11.1	11.1
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.7			10.7			11.1		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.7			10.7			11.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.4	0.4	0.4	0.6	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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					Stop Sign					Stop Sign					
Lanes:	0	0	0	0	0	0	0	1	!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	149		0		236	85	130			0	0	189			95	
Major Street Volume:											499										
Minor Approach Volume:											385										
Minor Approach Volume Threshold:											405										

SIGNAL WARRANT DISCLAIMER

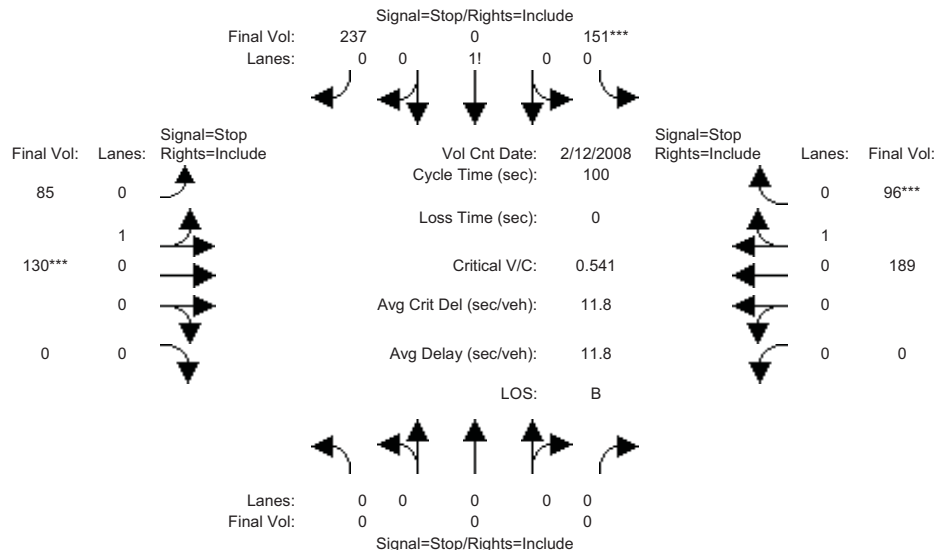
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

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

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 12 Feb 2008 << 4:45-5:45PM

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	149	0	236	85	130	0	0	189	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	0	0	149	0	236	85	130	0	0	189	95
Added Vol:	0	0	0	2	0	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	237	85	130	0	0	189	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	151	0	237	85	130	0	0	189	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	151	0	237	85	130	0	0	189	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	151	0	237	85	130	0	0	189	96

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	0.40	0.60	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	279	0	438	253	388	0	0	458	233

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	0.34	0.34	xxxx	xxxx	0.41	0.41
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	12.8	10.8	10.8	0.0	0.0	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	12.8	10.8	10.8	0.0	0.0	11.1	11.1
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.8			10.8			11.1		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.8			10.8			11.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.4	0.4	0.4	0.6	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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					Stop Sign					Stop Sign					
Lanes:	0	0	0	0	0	0	0	1	!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	151		0		237	85	130			0	0	189			96	
Major Street Volume:						500															
Minor Approach Volume:						388															
Minor Approach Volume Threshold:						404															

SIGNAL WARRANT DISCLAIMER

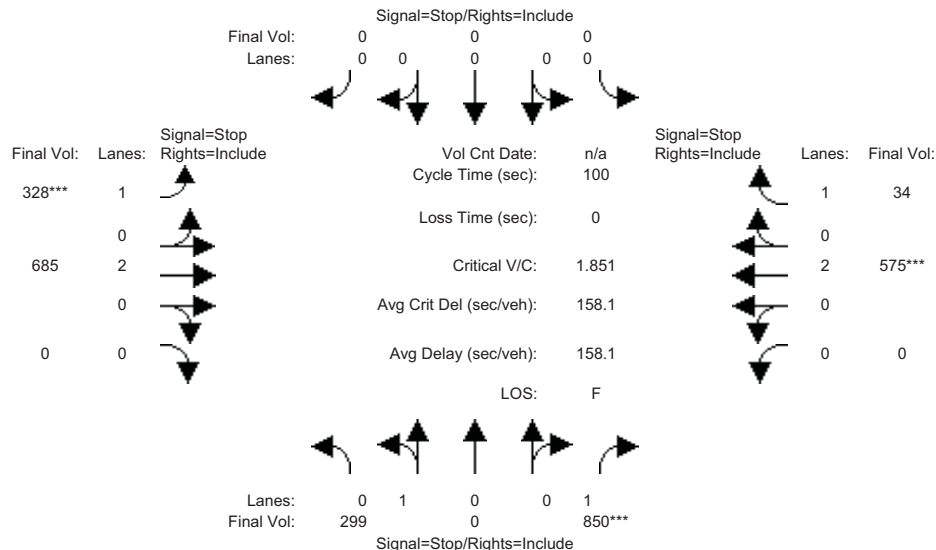
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

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

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	299	0	850	0	0	0	328	685	0	0	575	34
Growth Adj:	1.00	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	0	850	0	0	0	328	685	0	0	575	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	0	850	0	0	0	328	685	0	0	575	34
User Adj:	1.00	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	0	850	0	0	0	328	685	0	0	575	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	0	850	0	0	0	328	685	0	0	575	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	0	850	0	0	0	328	685	0	0	575	34

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	395	0	459	0	0	0	374	788	0	0	673	334

Capacity Analysis Module:

Vol/Sat:	0.76	xxxx	1.85	xxxx	xxxx	xxxx	0.88	0.87	xxxx	xxxx	0.85	0.10
Crit Moves:			****				****				****	
Delay/Veh:	34.1	0.0	409.9	0.0	0.0	0.0	51.4	48.0	0.0	0.0	51.0	13.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	0.0	409.9	0.0	0.0	0.0	51.4	48.0	0.0	0.0	51.0	13.6
LOS by Move:	D	*	F	*	*	*	F	E	*	*	F	B
ApproachDel:	312.1			xxxxxx			49.1				48.9	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	312.1			xxxxxx			49.1				48.9	
LOS by Appr:	F			*			E				E	
AllWayAvgQ:	2.5	2.5	50.9	0.0	0.0	0.0	4.1	4.0	0.0	0.0	3.5	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	299		0		850	0		0		0	328		685		0	0		575		34
Major Street Volume:											1622									
Minor Approach Volume:											1149									
Minor Approach Volume Threshold:											166									

SIGNAL WARRANT DISCLAIMER

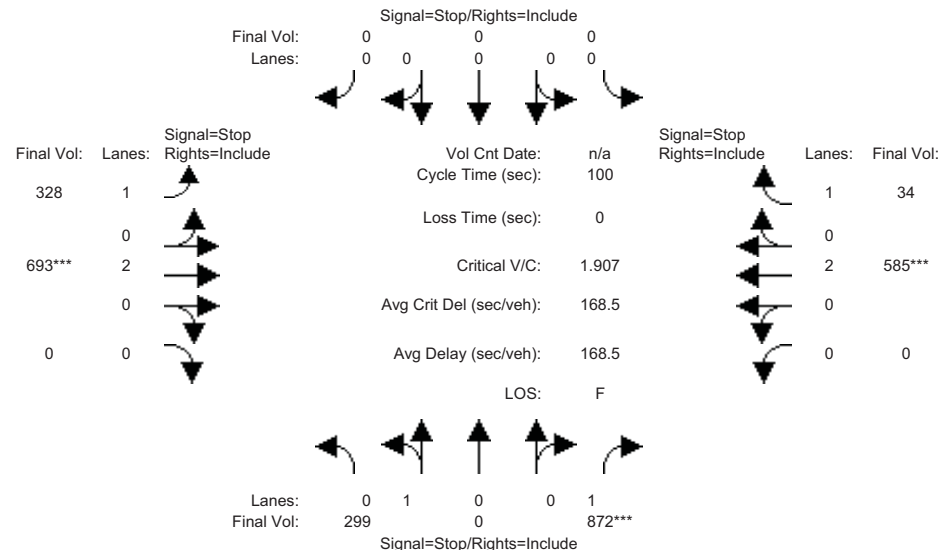
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name:	I-280 NB Off-Ramp						Alpine Road									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- -----																
Min. Green:	0		0		0	0		0		0	0		0		0	
----- ----- ----- -----																
Volume Module:																
Base Vol:	299		0		850	0		0		0	328	685		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	1.00	1.00	
Initial Bse:	299		0		850	0		0		0	328	685		0	575	
Added Vol:	0		0		22	0		0		0	0	8		0	10	
PasserByVol:	0		0		0	0		0		0	0	0		0	0	
Initial Fut:	299		0		872	0		0		0	328	693		0	585	
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	
PHF Volume:	299		0		872	0		0		0	328	693		0	585	
Reduct Vol:	0		0		0	0		0		0	0	0		0	0	
Reduced Vol:	299		0		872	0		0		0	328	693		0	585	
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	299		0		872	0		0		0	328	693		0	585	
----- ----- ----- -----																
Saturation Flow Module:																
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00		1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	0.00	2.00	1.00	
Final Sat.:	394		0		457	0		0		0	372	785		0	670	
----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.76	xxxx		1.91	xxxx	xxxx	xxxx	0.88	0.88	xxxx	xxxx	0.87		0.10		
Crit Moves:				****					****			****				
Delay/Veh:	34.5	0.0		434.5	0.0	0.0	0.0	52.2	50.4	0.0	0.0	54.4		13.7		
Delay Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		
AdjDel/Veh:	34.5	0.0		434.5	0.0	0.0	0.0	52.2	50.4	0.0	0.0	54.4		13.7		
LOS by Move:	D	*		F	*	*	*	F	F	*	*	F		B		
ApproachDel:	332.4				xxxxxx			51.0				52.2				
Delay Adj:	1.00				xxxxxx			1.00				1.00				
ApprAdjDel:	332.4				xxxxxx			51.0				52.2				
LOS by Appr:	F				*			F				F				
AllWayAvgQ:	2.5	2.5		53.9	0.0	0.0	0.0	4.1	4.2	0.0	0.0	3.8		0.1		
Note: Queue reported is the number of cars per lane.																

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	299		0		872	0		0		0	328		693		0	0		585		34
Major Street Volume:											1640									
Minor Approach Volume:											1171									
Minor Approach Volume Threshold:											161									

SIGNAL WARRANT DISCLAIMER

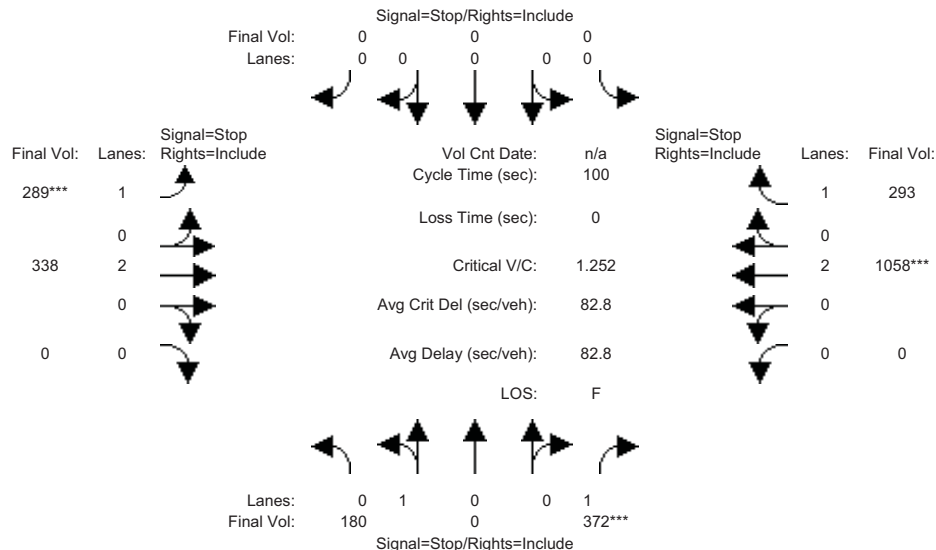
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp				Alpine Road											
Approach: North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Min. Green:	0		0		0	0		0		0	0		0		0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	180		0		372	0		0		0	289	338		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	1.00	1.00
Initial Bse:	180		0		372	0		0		0	289	338		0	
Added Vol:	0		0		0	0		0		0	0	0		0	
PasserByVol:	0		0		0	0		0		0	0	0		0	
Initial Fut:	180		0		372	0		0		0	289	338		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	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	1.00	1.00
PHF Volume:	180		0		372	0		0		0	289	338		0	
Reduct Vol:	0		0		0	0		0		0	0	0		0	
Reduced Vol:	180		0		372	0		0		0	289	338		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	1.00	1.00
MLF Adj:	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:	180		0		372	0		0		0	289	338		0	
----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00		1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00	1.00	1.00
Final Sat.:	397		0		460	0		0		354	739		0		451
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.45	xxxx		0.81	xxxx	xxxx	xxxx	0.82	0.46	xxxx	xxxx	1.25		0.65	
Crit Moves:				****				****				****			
Delay/Veh:	18.7	0.0		35.3	0.0	0.0	0.0	44.4	19.9	0.0	0.0	158		23.2	
Delay Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
AdjDel/Veh:	18.7	0.0		35.3	0.0	0.0	0.0	44.4	19.9	0.0	0.0	158		23.2	
LOS by Move:	C	*		E	*	*	*	E	C	*	*	F		C	
ApproachDel:		29.9			xxxxxx				31.2			128.4			
Delay Adj:		1.00			xxxxxx				1.00			1.00			
ApprAdjDel:		29.9			xxxxxx				31.2			128.4			
LOS by Appr:		D			*				D			F			
AllWayAvgQ:	0.8	0.8		3.2	0.0	0.0	0.0	3.1	0.8	0.0	0.0	17.2		1.6	
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	180				372	0				0	289	338			0	0	1058			293
Major Street Volume:											1978									
Minor Approach Volume:											552									
Minor Approach Volume Threshold:	81 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

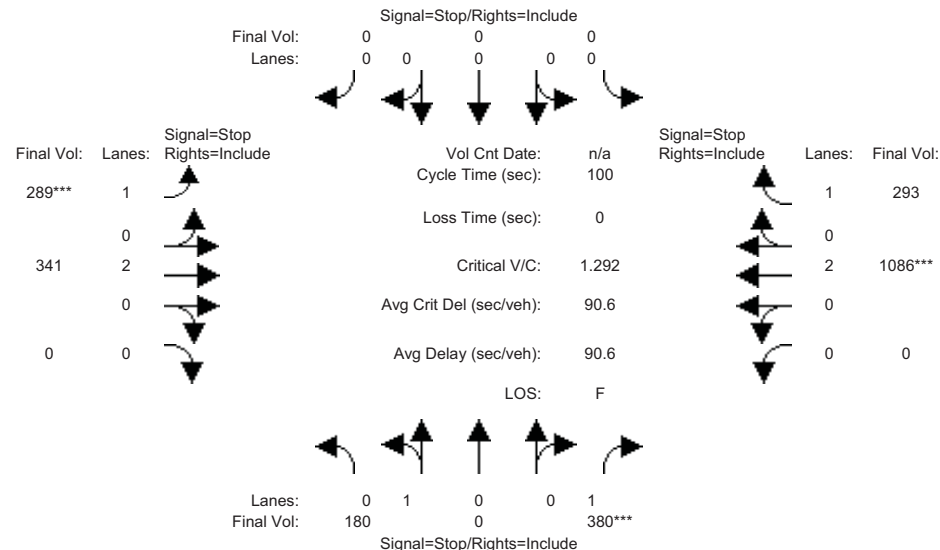
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp				Alpine Road								
Approach: North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R			
-----				-----				-----				
Min. Green:	0	0	0	0	0	0	0	0	0			
-----				-----				-----				
Volume Module:												
Base Vol:	180	0	372	0	0	0	289	338	0	0	1058	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	372	0	0	0	289	338	0	0	1058	293
Added Vol:	0	0	8	0	0	0	0	3	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	380	0	0	0	289	341	0	0	1086	293
User Adj:	1.00	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:	180	0	380	0	0	0	289	341	0	0	1086	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	380	0	0	0	289	341	0	0	1086	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	0	380	0	0	0	289	341	0	0	1086	293
-----				-----				-----				
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	396	0	460	0	0	0	353	736	0	0	841	449
-----				-----				-----				
Capacity Analysis Module:												
Vol/Sat:	0.45	xxxx	0.83	xxxx	xxxx	xxxx	0.82	0.46	xxxx	xxxx	1.29	0.65
Crit Moves:			****				****				****	
Delay/Veh:	18.7	0.0	37.4	0.0	0.0	0.0	45.0	20.2	0.0	0.0	173	23.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	0.0	37.4	0.0	0.0	0.0	45.0	20.2	0.0	0.0	173	23.5
LOS by Move:	C	*	E	*	*	*	E	C	*	*	F	C
ApproachDel:	31.4			xxxxxx			31.6			141.5		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	31.4			xxxxxx			31.6			141.5		
LOS by Appr:	D			*			D			F		
AllWayAvgQ:	0.8	0.8	3.4	0.0	0.0	0.0	3.1	0.8	0.0	0.0	18.9	1.6
Note: Queue reported is the number of cars per lane.												

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	180				380	0				0	289	341			0	0	1086			293

Major Street Volume: 2009
 Minor Approach Volume: 560
 Minor Approach Volume Threshold: 74 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

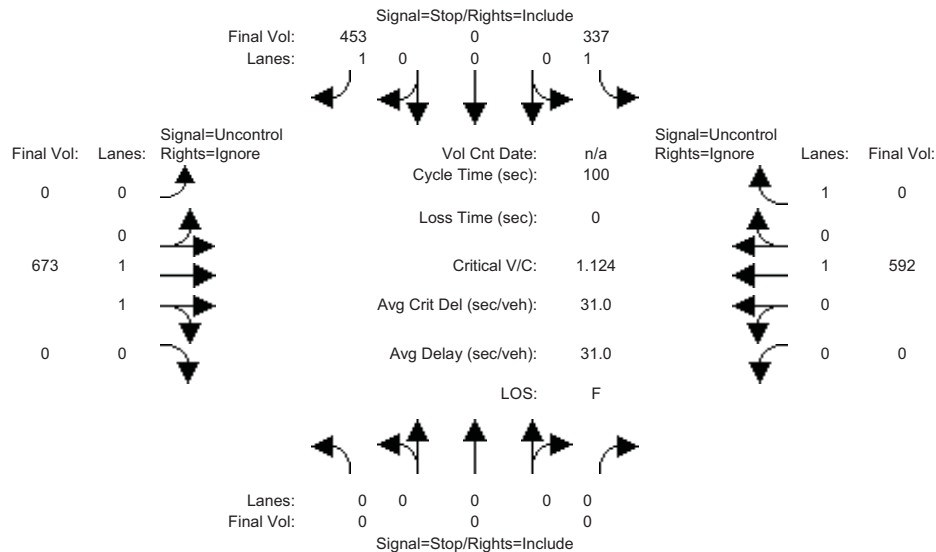
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name:	I-280 SB Off-Ramp						Alpine Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	337	0	453	0	673	167	0	592	288			
Growth Adj:	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	0	0	337	0	453	0	673	167	0	592	288			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	337	0	453	0	673	167	0	592	288			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	337	0	453	0	673	0	0	592	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	337	0	453	0	673	0	0	592	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	929	xxxx	592	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	300	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	300	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	1.12	xxxx	0.89	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	13.8	xxxx	10.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	127.8	xxxx	45.7	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
LOS by Move:	*	*	*		F	*		*	*	*		*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			80.7			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*				*	

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      337 0 453      0 673 167      0 592 288
ApproachDel:    xxxxxx          80.7          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=17.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=790]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2510]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      337 0 453      0 673 167      0 592 288
-----|-----|-----|-----|-----|

```

Major Street Volume: 1720

Minor Approach Volume: 790

Minor Approach Volume Threshold: 141 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

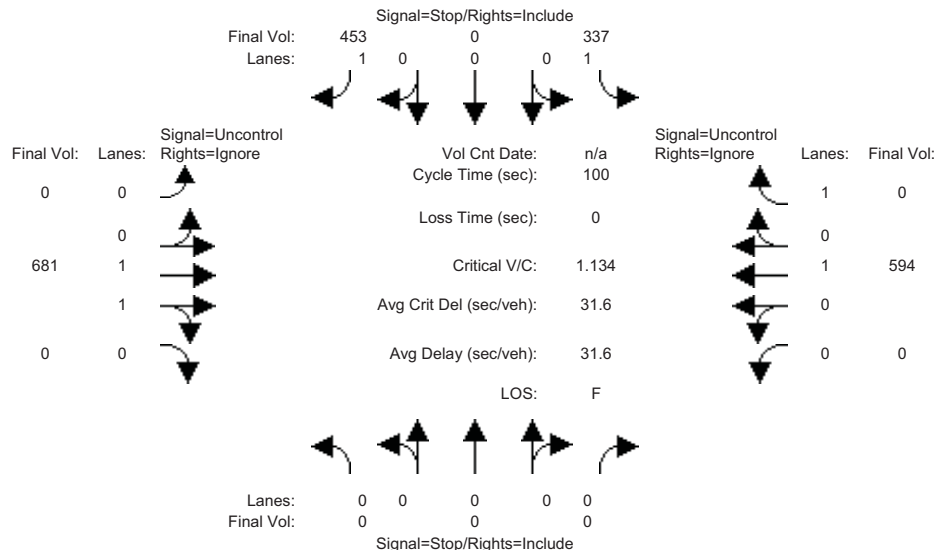
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name:	I-280 SB Off-Ramp						Alpine Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	337	0	453	0	673	167	0	592	288			
Growth Adj:	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	0	0	337	0	453	0	673	167	0	592	288			
Added Vol:	0	0	0	0	0	0	0	8	0	0	2	7			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	337	0	453	0	681	167	0	594	295			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	337	0	453	0	681	0	0	594	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	337	0	453	0	681	0	0	594	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	935	xxxx	594	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	297	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	297	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	1.13	xxxx	0.89	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	14.0	xxxx	10.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	131.3	xxxx	46.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		F	*		*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			82.5			xxxxxx			xxxxxx					
ApproachLOS:	*			F			*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0  0  0  0  0      1  0  0  0  1      0  0  1  1  0      0  0  1  0  1
Initial Vol:    0    0    0    0    337    0    453    0    681    167    0    594    295
ApproachDel:    xxxxxx            82.5            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=18.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=790]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2527]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0  0  0  0  0      1  0  0  0  1      0  0  1  1  0      0  0  1  0  1
Initial Vol:    0    0    0    0    337    0    453    0    681    167    0    594    295
-----|-----|-----|-----|-----|

```

Major Street Volume: 1737

Minor Approach Volume: 790

Minor Approach Volume Threshold: 137 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

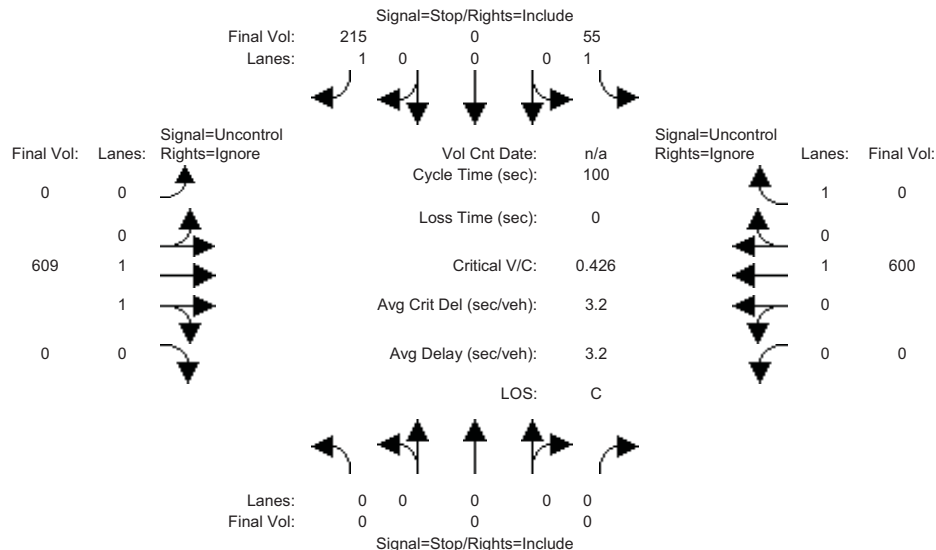
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Stanford EIR

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

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	55	0	215	0	609	219	0	600	678
Growth Adj:	1.00	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	55	0	215	0	609	219	0	600	678
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	215	0	609	219	0	600	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	55	0	215	0	609	0	0	600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	55	0	215	0	609	0	0	600	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	905	xxxx	600	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	310	xxxx	505	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	310	xxxx	505	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	2.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.1	xxxx	17.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      55 0 215      0 609 219      0 600 678
ApproachDel:    xxxxxx          17.7          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=270]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2376]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      55 0 215      0 609 219      0 600 678
-----|-----|-----|-----|-----|

```

Major Street Volume: 2106

Minor Approach Volume: 270

Minor Approach Volume Threshold: 54 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

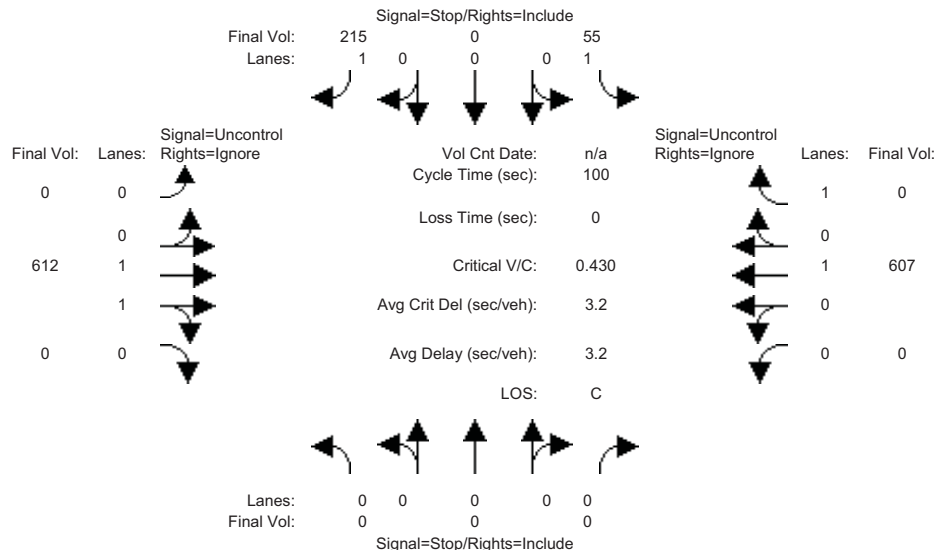
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name:	I-280 SB Off-Ramp						Alpine Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	55	0	215	0	609	219	0	600	678			
Growth Adj:	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	0	0	55	0	215	0	609	219	0	600	678			
Added Vol:	0	0	0	0	0	0	0	3	0	0	7	21			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	55	0	215	0	612	219	0	607	699			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	55	0	215	0	612	0	0	607	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	55	0	215	0	612	0	0	607	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	913	xxxx	607	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	306	xxxx	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	306	xxxx	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	2.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	19.3	xxxx	17.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		C	*		*	*	*		*		*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx			
Shared LOS:	*	*	*		*	*		*	*	*		*		*	*
ApproachDel:	xxxxxx			17.9			xxxxxx			xxxxxx					
ApproachLOS:	*			C			*			*				*	

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      55 0 215      0 612 219      0 607 699
ApproachDel:    xxxxxx          17.9          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=270]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2407]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      55 0 215      0 612 219      0 607 699
-----|-----|-----|-----|-----|

```

Major Street Volume: 2137

Minor Approach Volume: 270

Minor Approach Volume Threshold: 48 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

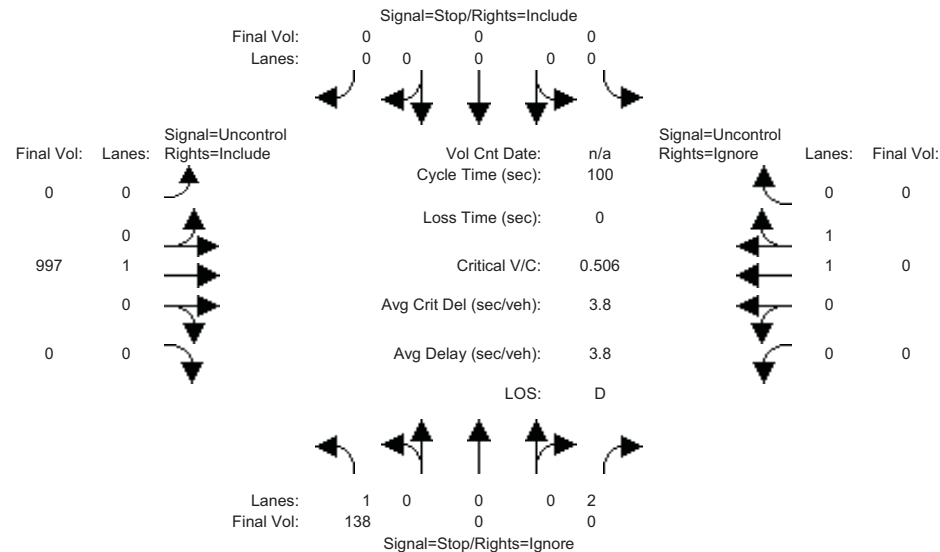
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Stanford EIR

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

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name:	I-280 NB Off-Ramp						Page Mill Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	138		0		1989		0		0		0		997		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:	138		0		1989		0		0		0		997		0
Added Vol:	0		0		0		0		0		0		0		0
PasserByVol:	0		0		0		0		0		0		0		0
Initial Fut:	138		0		1989		0		0		0		997		0
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00
PHF Volume:	138		0		0		0		0		997		0		0
Reduct Vol:	0		0		0		0		0		0		0		0
FinalVolume:	138		0		0		0		0		997		0		0
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	997	xxxx		997	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Potent Cap.:	273	xxxx		299	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Move Cap.:	273	xxxx		299	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Volume/Cap:	0.51	xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	2.7	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Control Del:	30.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	D	*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
Shared LOS:		*		*		*		*		*		*		*	
ApproachDel:		30.9				xxxxxx				xxxxxx				xxxxxx	
ApproachLOS:		D				*				*				*	

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    138    0 1989      0    0    0    0      0 997    0      0 293 368
ApproachDel:    30.9              xxxxxxxx          xxxxxxxx          xxxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=18.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2127]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3785]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    138    0 1989      0    0    0    0      0 997    0      0 293 368
-----|-----|-----|-----|-----|

```

Major Street Volume: 1658

Minor Approach Volume: 2127

Minor Approach Volume Threshold: 157

SIGNAL WARRANT DISCLAIMER

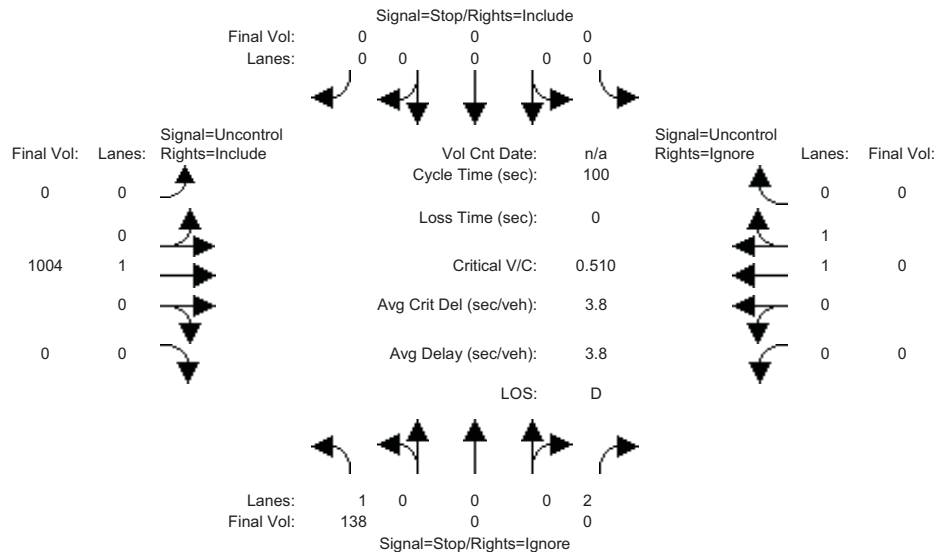
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	138	0	1989	0	0	0	0	997	0	0	293	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	0	1989	0	0	0	0	997	0	0	293	368
Added Vol:	0	0	21	0	0	0	0	7	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	0	2010	0	0	0	0	1004	0	0	302	368
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	138	0	0	0	0	0	0	1004	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	138	0	0	0	0	0	0	1004	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1004	xxxx	1004	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	270	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	270	xxxx	296	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.51	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	31.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	31.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    138    0  2010      0    0    0    0      0 1004    0      0  302  368
ApproachDel:    31.4            xxxxxxxx            xxxxxxxx            xxxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=18.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2148]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3822]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    138    0  2010      0    0    0    0      0 1004    0      0  302  368
-----|-----|-----|-----|-----|

```

Major Street Volume: 1674

Minor Approach Volume: 2148

Minor Approach Volume Threshold: 153

SIGNAL WARRANT DISCLAIMER

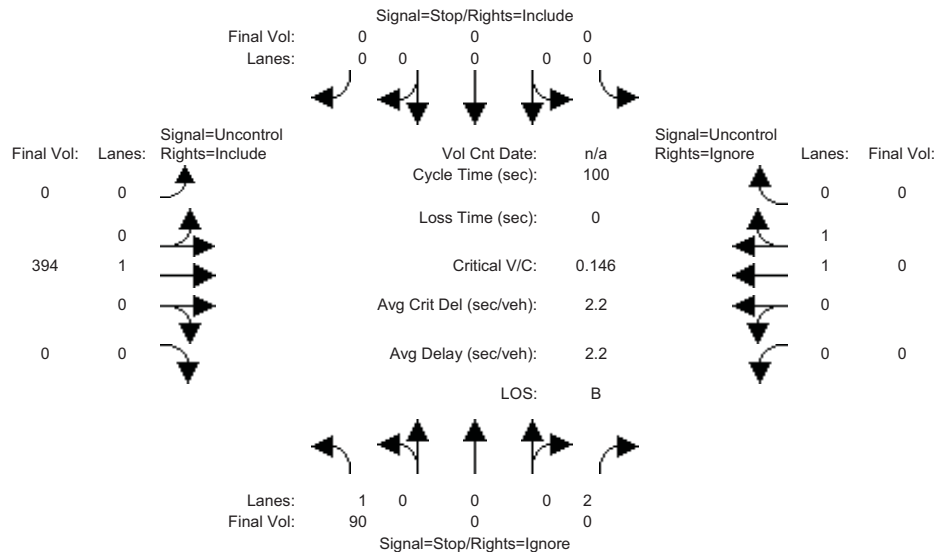
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name:	I-280 NB Off-Ramp						Page Mill Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	90	0	490	0	0	0	0	394	0	0	1704	1275			
Growth Adj:	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:	90	0	490	0	0	0	0	394	0	0	1704	1275			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	90	0	490	0	0	0	0	394	0	0	1704	1275			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00		
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	0.00		
PHF Volume:	90	0	0	0	0	0	0	394	0	0	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	90	0	0	0	0	0	0	394	0	0	0	0	0		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	394	xxxx	394	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	615	xxxx	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	615	xxxx	659	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	0.15	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx		
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9			xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	B			*				*				*			*
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    90    0    490      0    0    0    0      0  394    0      0 1704 1275
ApproachDel:    11.9              xxxxxxxx          xxxxxxxx          xxxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=580]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3953]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    90    0    490      0    0    0    0      0  394    0      0 1704 1275
-----|-----|-----|-----|-----|

```

Major Street Volume: 3373

Minor Approach Volume: 580

Minor Approach Volume Threshold: -149 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

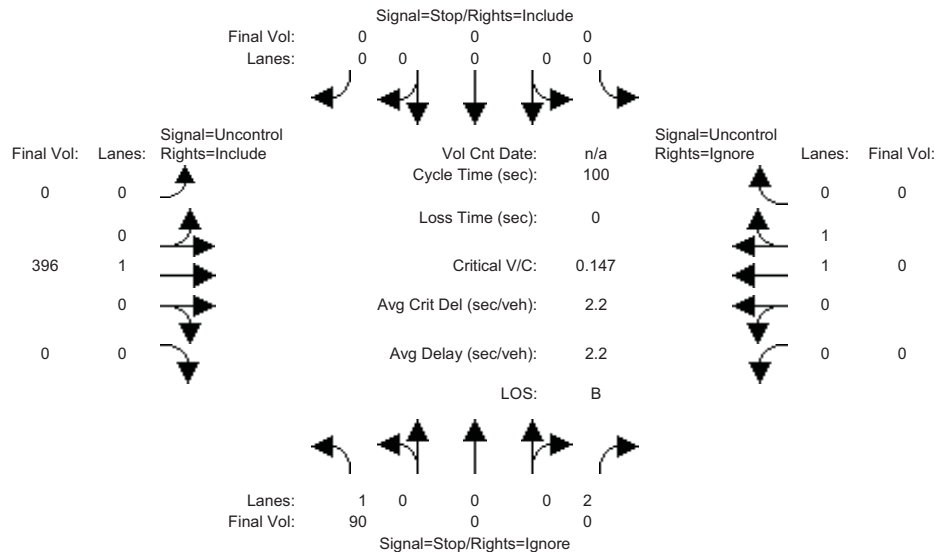
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name:	I-280 NB Off-Ramp						Page Mill Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	90		0		490		0		0		0		394		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
Initial Bse:	90		0		490		0		0		0		394		0
Added Vol:	0		0		7		0		0		0		2		0
PasserByVol:	0		0		0		0		0		0		0		0
Initial Fut:	90		0		497		0		0		0		396		0
User Adj:	1.00	1.00		0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00
PHF Volume:	90		0		0		0		0		0		396		0
Reduct Vol:	0		0		0		0		0		0		0		0
FinalVolume:	90		0		0		0		0		0		396		0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	396	xxxx		396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Potent Cap.:	613	xxxx		658	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Move Cap.:	613	xxxx		658	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
Volume/Cap:	0.15	xxxx		0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*		*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*		*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.9				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:	B				*				*				*		*

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    90    0    497      0    0    0    0      0  396    0      0 1729 1275
ApproachDel:    11.9             xxxxxxxx        xxxxxxxx        xxxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=587]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=3987]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    90    0    497      0    0    0    0      0  396    0      0 1729 1275
-----|-----|-----|-----|-----|

```

Major Street Volume: 3400

Minor Approach Volume: 587

Minor Approach Volume Threshold: -152 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

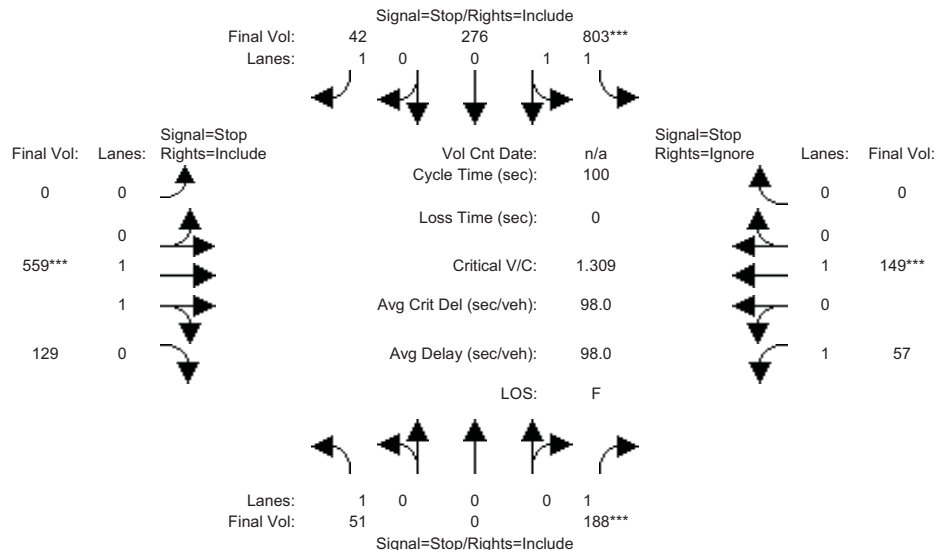
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Stanford EIR

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

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Volume	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol	51	0	188	803	276	42	0	559	129	57	149	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	51	0	188	803	276	42	0	559	129	57	149	0
Added Vol	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut	51	0	188	803	276	42	0	559	129	57	149	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	0.00
PHF Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume	51	0	188	803	276	42	0	559	129	57	149	0
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol	51	0	188	803	276	42	0	559	129	57	149	0
PCE Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume	51	0	188	803	276	42	0	559	129	57	149	0

Saturation Flow Module:

Saturation Flow	L	T	R	L	T	R	L	T	R	L	T	R
Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes	1.00	0.00	1.00	1.49	0.51	1.00	0.00	1.62	0.38	1.00	1.00	0.00
Final Sat	375	0	432	613	215	456	0	736	173	372	395	0

Capacity Analysis Module:

Capacity Analysis	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat	0.14	xxxx	0.43	1.31	1.28	0.09	xxxx	0.76	0.74	0.15	0.38	xxxx
Crit Moves			****	****				****			****	
Delay/Veh	13.5	0.0	16.8	180.7	170	11.1	0.0	31.4	29.6	13.8	16.8	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
AdjDel/Veh	13.5	0.0	16.8	180.7	170	11.1	0.0	31.4	29.6	13.8	16.8	0.0
LOS by Move	B	*	C	F	F	B	*	D	D	B	C	*
ApproachDel	16.1			171.6			31.1			15.9		
Delay Adj	1.00			1.00			1.00			1.00		
ApprAdjDel	16.1			171.6			31.1			15.9		
LOS by Appr	C			F			D			C		
AllWayAvgQ	0.1	0.0	0.7	18.5	18.5	0.1	0.0	2.7	2.5	0.2	0.6	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	1	0	0
Initial Vol:	51		0		188	803	276			42	0	559		129		57	149			0
Major Street Volume:											1360									
Minor Approach Volume:											688									
Minor Approach Volume Threshold:											242									

SIGNAL WARRANT DISCLAIMER

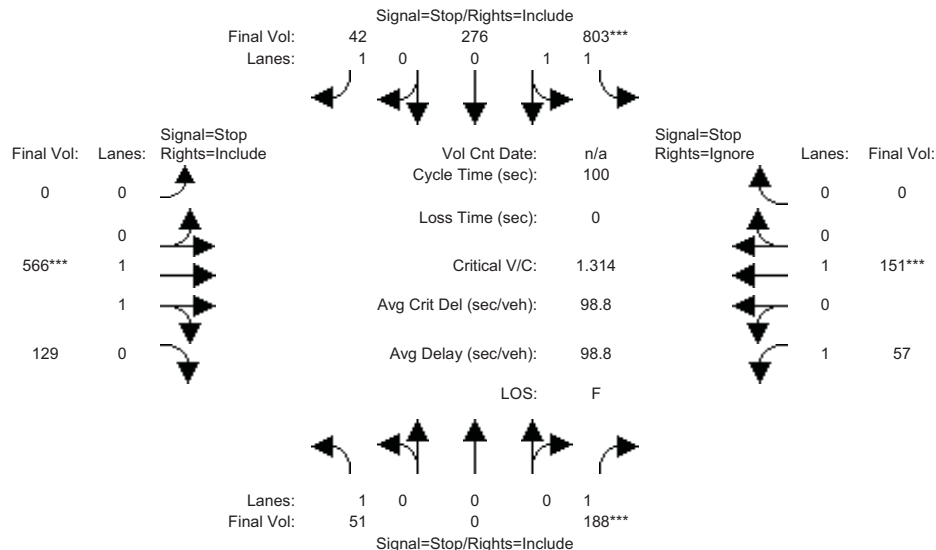
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Volume	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol	51	0	188	803	276	42	0	559	129	57	149	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	51	0	188	803	276	42	0	559	129	57	149	0
Added Vol	0	0	0	0	0	0	0	7	0	0	2	7
PasserByVol	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut	51	0	188	803	276	42	0	566	129	57	151	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	0.00
PHF Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume	51	0	188	803	276	42	0	566	129	57	151	0
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol	51	0	188	803	276	42	0	566	129	57	151	0
PCE Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume	51	0	188	803	276	42	0	566	129	57	151	0

Saturation Flow Module:

Saturation Flow	L	T	R	L	T	R	L	T	R	L	T	R
Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes	1.00	0.00	1.00	1.49	0.51	1.00	0.00	1.63	0.37	1.00	1.00	0.00
Final Sat	374	0	431	611	214	454	0	737	171	372	395	0

Capacity Analysis Module:

Capacity Analysis	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat	0.14	xxxx	0.44	1.31	1.29	0.09	xxxx	0.77	0.75	0.15	0.38	xxxx
Crit Moves			****	****				****			****	
Delay/Veh	13.5	0.0	16.9	182.5	171	11.1	0.0	32.2	30.3	13.8	16.9	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
AdjDel/Veh	13.5	0.0	16.9	182.5	171	11.1	0.0	32.2	30.3	13.8	16.9	0.0
LOS by Move	B	*	C	F	F	B	*	D	D	B	C	*
ApproachDel	16.1			173.3			31.8			16.1		
Delay Adj	1.00			1.00			1.00			1.00		
ApprAdjDel	16.1			173.3			31.8			16.1		
LOS by Appr	C			F			D			C		
AllWayAvgQ	0.1	0.0	0.7	18.6	18.6	0.1	0.0	2.8	2.5	0.2	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	51		0		188	803	276			42	0	566	129			57	151			7
Major Street Volume:											1360									
Minor Approach Volume:											695									
Minor Approach Volume Threshold:											242									

SIGNAL WARRANT DISCLAIMER

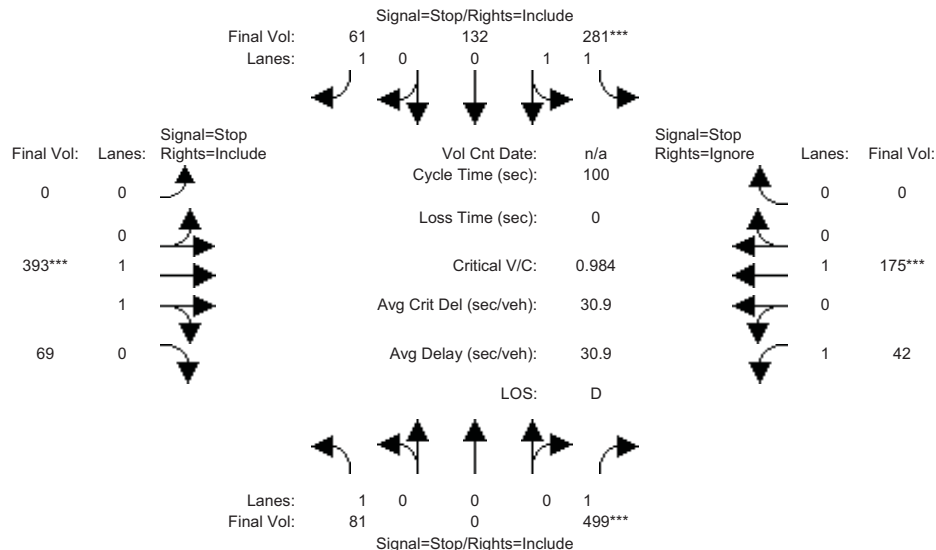
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

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

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	81	0	499	281	132	61	0	393	69	42	175	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:	81	0	499	281	132	61	0	393	69	42	175	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	499	281	132	61	0	393	69	42	175	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	81	0	499	281	132	61	0	393	69	42	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	499	281	132	61	0	393	69	42	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	81	0	499	281	132	61	0	393	69	42	175	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.36	0.64	1.00	0.00	1.70	0.30	1.00	1.00	0.00
Final Sat.:	425	0	507	532	257	441	0	748	133	381	405	0

Capacity Analysis Module:

Vol/Sat:	0.19	xxxx	0.98	0.53	0.51	0.14	xxxx	0.53	0.52	0.11	0.43	xxxx
Crit Moves:			****	****				****			****	
Delay/Veh:	12.9	0.0	61.7	21.1	20.2	11.9	0.0	19.1	18.6	12.9	17.4	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
AdjDel/Veh:	12.9	0.0	61.7	21.1	20.2	11.9	0.0	19.1	18.6	12.9	17.4	0.0
LOS by Move:	B	*	F	C	C	B	*	C	C	B	C	*
ApproachDel:	54.9			19.7			19.0			16.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	54.9			19.7			19.0			16.6		
LOS by Appr:	F			C			C			C		
AllWayAvgQ:	0.2	0.0	7.3	1.0	1.0	0.2	0.0	1.0	1.0	0.1	0.7	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	1	0	0
Initial Vol:	81		0		499	281	132			61	0	393		69		42	175			0
Major Street Volume:											1054									
Minor Approach Volume:											462									
Minor Approach Volume Threshold:											351									

SIGNAL WARRANT DISCLAIMER

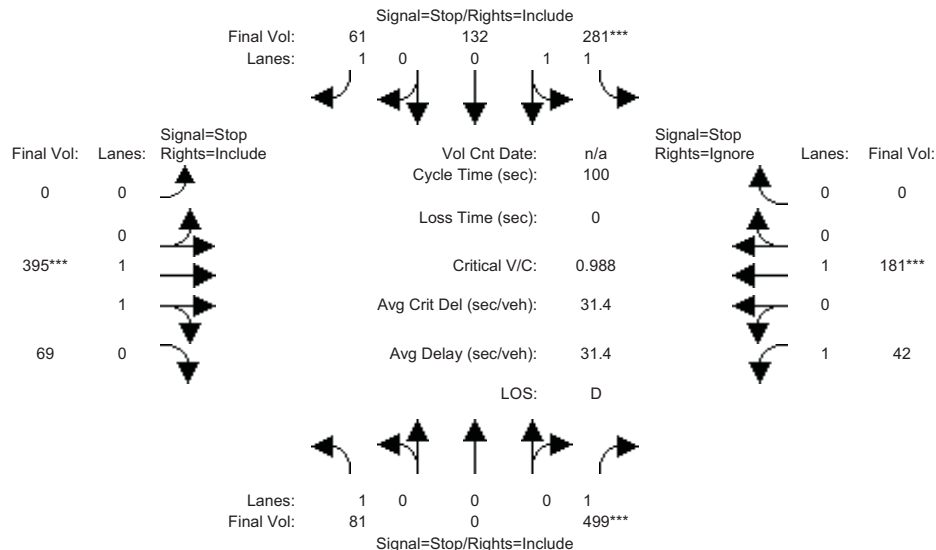
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

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

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Volume	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol	81	0	499	281	132	61	0	393	69	42	175	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	81	0	499	281	132	61	0	393	69	42	175	0
Added Vol	0	0	0	0	0	0	0	2	0	0	6	19
PasserByVol	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut	81	0	499	281	132	61	0	395	69	42	181	19
User Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume	81	0	499	281	132	61	0	395	69	42	181	0
Reduct Vol	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol	81	0	499	281	132	61	0	395	69	42	181	0
PCE Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume	81	0	499	281	132	61	0	395	69	42	181	0

Saturation Flow Module:

Saturation Flow	L	T	R	L	T	R	L	T	R	L	T	R
Adjustment	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes	1.00	0.00	1.00	1.36	0.64	1.00	0.00	1.70	0.30	1.00	1.00	0.00
Final Sat	423	0	505	531	256	440	0	745	132	381	404	0

Capacity Analysis Module:

Capacity Analysis	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat	0.19	xxxx	0.99	0.53	0.52	0.14	xxxx	0.53	0.52	0.11	0.45	xxxx
Crit Moves			****	****				****			****	
Delay/Veh	12.9	0.0	63.1	21.3	20.4	11.9	0.0	19.3	18.8	12.9	17.8	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
AdjDel/Veh	12.9	0.0	63.1	21.3	20.4	11.9	0.0	19.3	18.8	12.9	17.8	0.0
LOS by Move	B	*	F	C	C	B	*	C	C	B	C	*
ApproachDel	56.1			19.8			19.2			16.9		
Delay Adj	1.00			1.00			1.00			1.00		
ApprAdjDel	56.1			19.8			19.2			16.9		
LOS by Appr	F			C			C			C		
AllWayAvgQ	0.2	0.0	7.5	1.0	1.0	0.2	0.0	1.1	1.0	0.1	0.7	0.7

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	81		0		499	281	132			61	0	395			69	42	181			19
Major Street Volume:					1054															
Minor Approach Volume:					464															
Minor Approach Volume Threshold:					351															

SIGNAL WARRANT DISCLAIMER

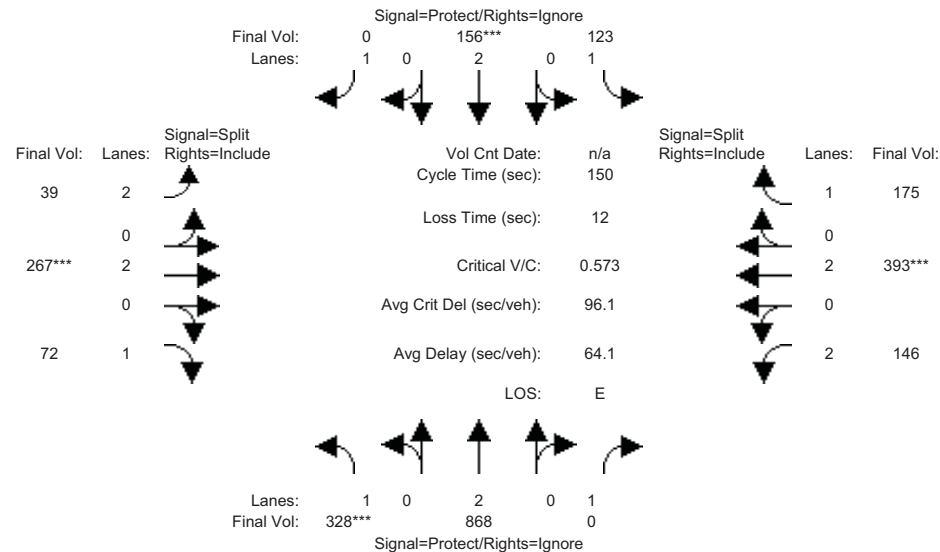
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Stanford EIR

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

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	328	868	360	123	156	20	39	267	72	146	393	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	868	360	123	156	20	39	267	72	146	393	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	868	360	123	156	20	39	267	72	146	393	175
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:	328	868	0	123	156	0	39	267	72	146	393	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	868	0	123	156	0	39	267	72	146	393	175
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
Final Volume:	328	868	0	123	156	0	39	267	72	146	393	175

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

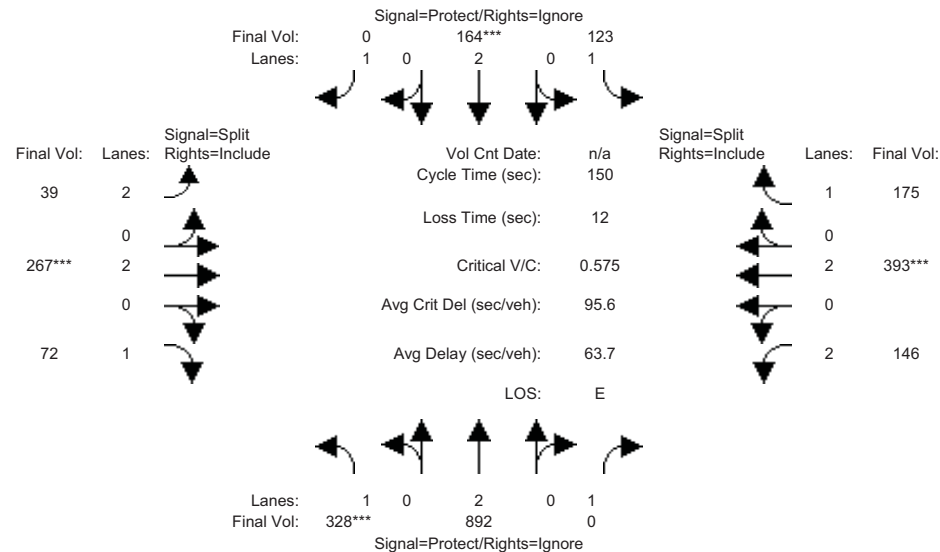
Vol/Sat:	0.19	0.23	0.00	0.07	0.04	0.00	0.02	0.12	0.04	0.07	0.18	0.10
Crit Moves:	***			***			***			***		
Green Time:	28.5	73.8	0.0	18.8	64.0	0.0	18.3	18.3	18.3	27.1	27.1	27.1
Volume/Cap:	0.99	0.46	0.00	0.56	0.10	0.00	0.14	0.99	0.34	0.37	0.99	0.55
Delay/Veh:	105.7	25.3	0.0	65.0	25.7	0.0	59.1	116	61.2	54.5	102	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.7	25.3	0.0	65.0	25.7	0.0	59.1	116	61.2	54.5	102	58.0
LOS by Move:	F	C	A	E	C	A	E+	F	E	D-	F	E+
HCM2kAvgQ:	21	13	0	6	2	0	1	10	3	3	10	8

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC AM

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	328	868	360	123	156	20	39	267	72	146	393	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	868	360	123	156	20	39	267	72	146	393	175
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	892	360	123	164	20	39	267	72	146	393	175
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:	328	892	0	123	164	0	39	267	72	146	393	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	892	0	123	164	0	39	267	72	146	393	175
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
Final Volume:	328	892	0	123	164	0	39	267	72	146	393	175

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

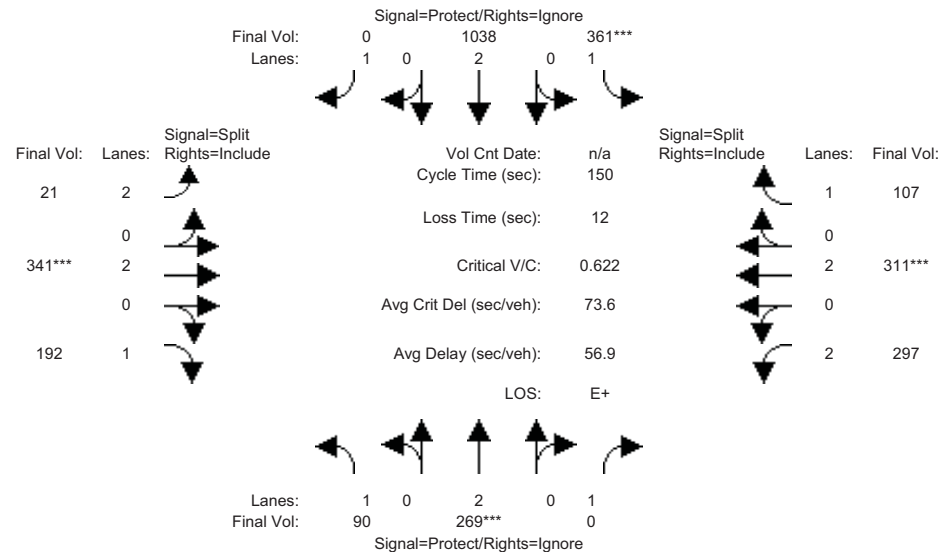
Vol/Sat:	0.19	0.23	0.00	0.07	0.04	0.00	0.02	0.12	0.04	0.07	0.18	0.10
Crit Moves:	***			***			***			***		
Green Time:	28.5	73.8	0.0	18.8	64.0	0.0	18.3	18.3	18.3	27.1	27.1	27.1
Volume/Cap:	0.99	0.48	0.00	0.56	0.10	0.00	0.14	0.99	0.34	0.37	0.99	0.55
Delay/Veh:	105.7	25.5	0.0	65.0	25.8	0.0	59.1	116	61.2	54.5	102	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.7	25.5	0.0	65.0	25.8	0.0	59.1	116	61.2	54.5	102	58.0
LOS by Move:	F	C	A	E	C	A	E+	F	E	D-	F	E+
HCM2kAvgQ:	21	13	0	6	2	0	1	10	3	3	10	8

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

Stanford EIR

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

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	90	269	183	361	1038	18	21	341	192	297	311	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	269	183	361	1038	18	21	341	192	297	311	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	269	183	361	1038	18	21	341	192	297	311	107
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:	90	269	0	361	1038	0	21	341	192	297	311	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	269	0	361	1038	0	21	341	192	297	311	107
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
Final Volume:	90	269	0	361	1038	0	21	341	192	297	311	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

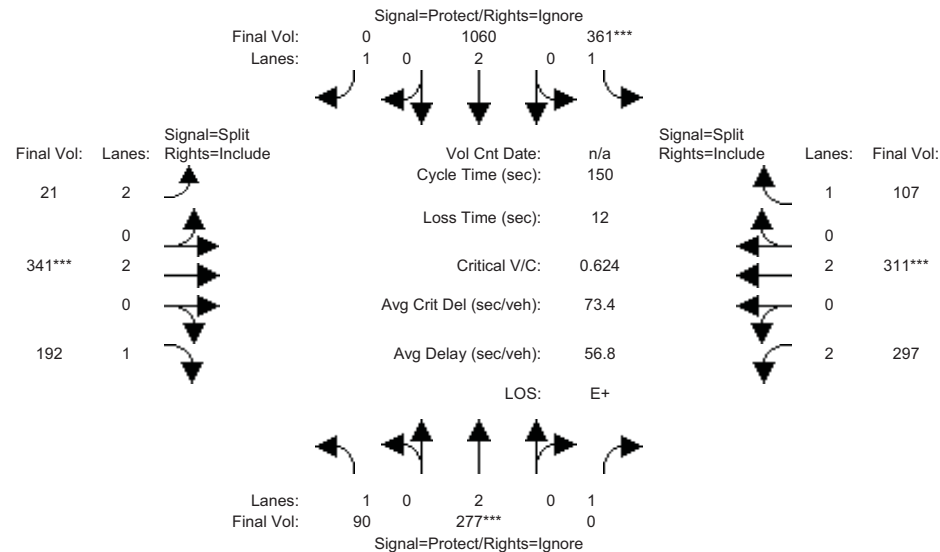
Vol/Sat:	0.05	0.07	0.00	0.21	0.27	0.00	0.01	0.15	0.11	0.13	0.14	0.06
Crit Moves:	****			****			****			****		
Green Time:	16.0	55.0	0.0	34.2	73.2	0.0	25.5	25.5	25.5	23.4	23.4	23.4
Volume/Cap:	0.48	0.19	0.00	0.91	0.56	0.00	0.06	0.91	0.65	0.86	0.91	0.39
Delay/Veh:	65.1	32.4	0.0	80.0	27.5	0.0	52.3	85.7	63.0	81.5	88.6	57.9
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:	65.1	32.4	0.0	80.0	27.5	0.0	52.3	85.7	63.0	81.5	88.6	57.9
LOS by Move:	E	C-	A	E-	C	A	D-	F	E	F	F	E+
HCM2kAvgQ:	5	4	0	16	15	0	1	11	10	8	8	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 EXISTING + SUMC PM

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	90	269	183	361	1038	18	21	341	192	297	311	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	269	183	361	1038	18	21	341	192	297	311	107
Added Vol:	0	8	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	277	183	361	1060	18	21	341	192	297	311	107
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:	90	277	0	361	1060	0	21	341	192	297	311	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	277	0	361	1060	0	21	341	192	297	311	107
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
Final Volume:	90	277	0	361	1060	0	21	341	192	297	311	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.00	0.21	0.28	0.00	0.01	0.15	0.11	0.13	0.14	0.06
Crit Moves:	****			****			****			****		
Green Time:	16.0	55.0	0.0	34.2	73.2	0.0	25.5	25.5	25.5	23.4	23.4	23.4
Volume/Cap:	0.48	0.20	0.00	0.91	0.57	0.00	0.06	0.91	0.65	0.86	0.91	0.39
Delay/Veh:	65.1	32.5	0.0	80.0	27.7	0.0	52.3	85.7	63.0	81.5	88.6	57.9
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:	65.1	32.5	0.0	80.0	27.7	0.0	52.3	85.7	63.0	81.5	88.6	57.9
LOS by Move:	E	C-	A	E-	C	A	D-	F	E	F	F	E+
HCM2kAvgQ:	5	4	0	16	16	0	1	11	10	8	8	5

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

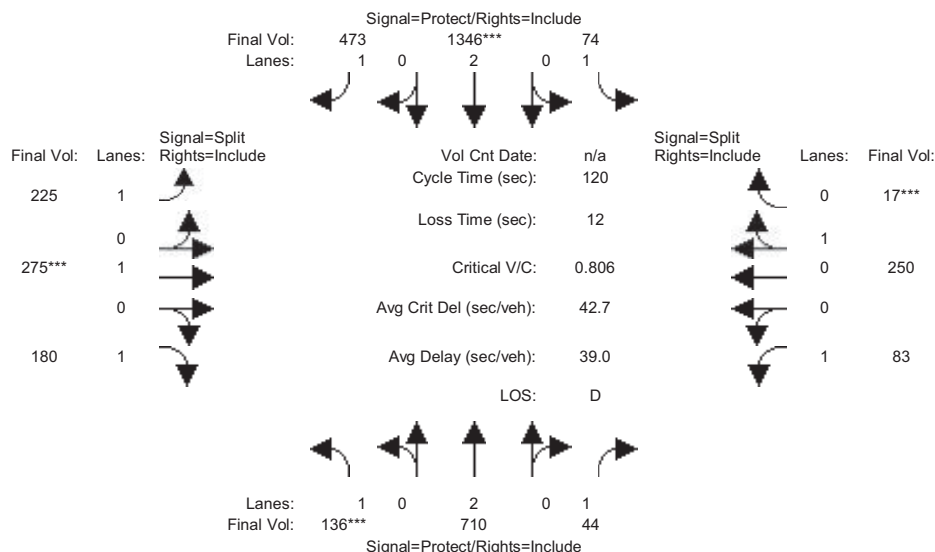
APPENDIX T-2

TRAFFIX RESULTS FOR 2025 CONDITIONS

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #1: El Camino Real / Valparaiso Ave



Street Name:	El Camino Real						Valparaiso Avenue - Glenwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	136	710	44	74	1346	473	225	275	180	83	250	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	710	44	74	1346	473	225	275	180	83	250	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	710	44	74	1346	473	225	275	180	83	250	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	710	44	74	1346	473	225	275	180	83	250	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	710	44	74	1346	473	225	275	180	83	250	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	710	44	74	1346	473	225	275	180	83	250	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1685	115

Capacity Analysis Module:

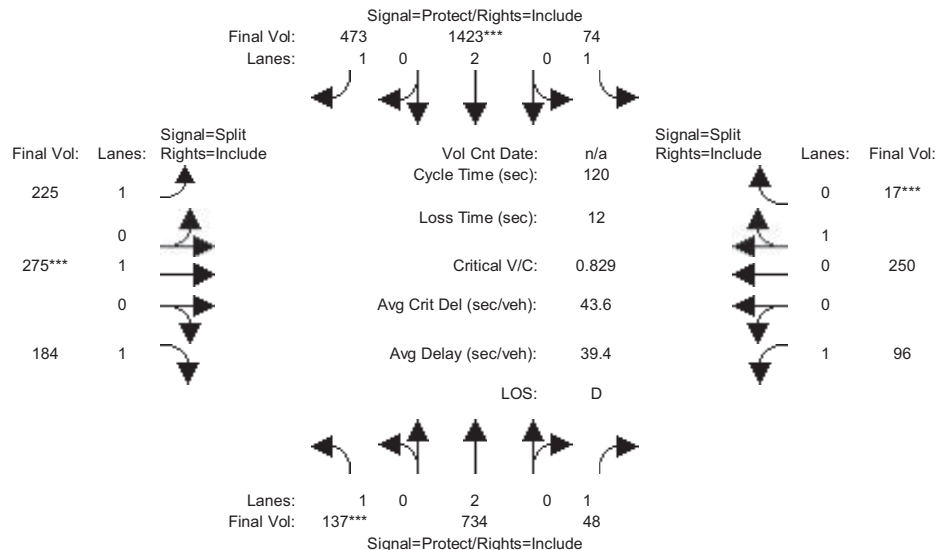
Vol/Sat:	0.08	0.19	0.03	0.04	0.35	0.27	0.13	0.14	0.10	0.05	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	11.6	44.5	44.5	19.8	52.8	52.8	21.6	21.6	21.6	22.1	22.1	22.1
Volume/Cap:	0.81	0.50	0.07	0.26	0.81	0.61	0.72	0.81	0.57	0.26	0.81	0.81
Delay/Veh:	77.0	29.5	24.4	44.1	32.1	27.3	54.0	60.3	47.5	42.4	60.3	60.3
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:	77.0	29.5	24.4	44.1	32.1	27.3	54.0	60.3	47.5	42.4	60.3	60.3
LOS by Move:	E-	C	C	D	C-	C	D-	E	D	D	E	E
HCM2kAvgQ:	6	10	1	2	21	14	10	12	7	3	12	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	136	710	44	74	1346	473	225	275	180	83	250	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	710	44	74	1346	473	225	275	180	83	250	17
Added Vol:	1	24	4	0	77	0	0	0	4	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	734	48	74	1423	473	225	275	184	96	250	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	734	48	74	1423	473	225	275	184	96	250	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	734	48	74	1423	473	225	275	184	96	250	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	734	48	74	1423	473	225	275	184	96	250	17

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1685	115

Capacity Analysis Module:

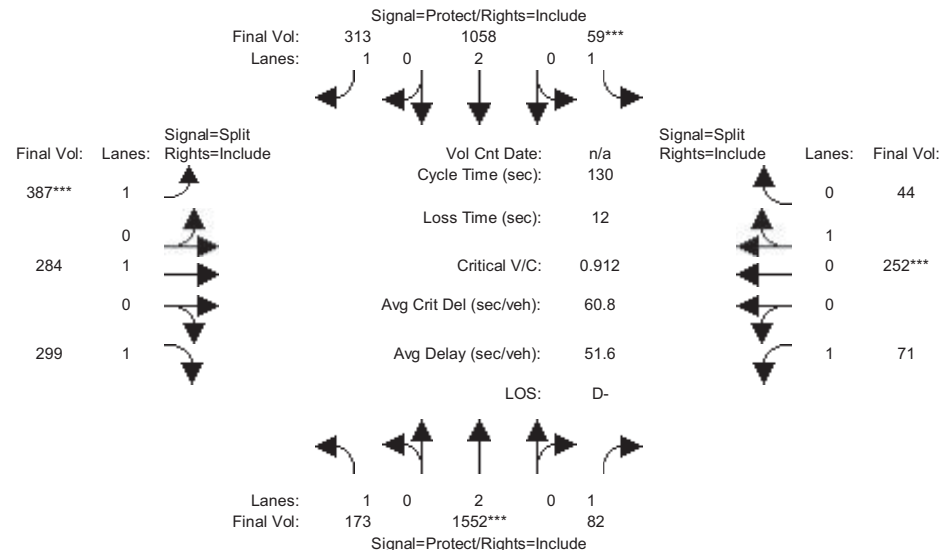
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.08	0.19	0.03	0.04	0.37	0.27	0.13	0.14	0.11	0.05	0.15	0.15
Crit Moves:	***			***			***					***
Green Time:	11.3	45.8	45.8	19.8	54.2	54.2	21.0	21.0	21.0	21.5	21.5	21.5
Volume/Cap:	0.83	0.51	0.07	0.26	0.83	0.60	0.74	0.83	0.60	0.31	0.83	0.83
Delay/Veh:	81.4	28.7	23.6	44.2	32.3	26.0	55.9	63.6	49.0	43.3	63.7	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:	81.4	28.7	23.6	44.2	32.3	26.0	55.9	63.6	49.0	43.3	63.7	63.7
LOS by Move:	F	C	C	D	C-	C	E+	E	D	D	E	E
HCM2kAvgQ:	6	10	1	2	23	14	10	12	8	3	12	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 173 1552 82 59 1058 313 387 284 299 71 252 44

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 173 1552 82 59 1058 313 387 284 299 71 252 44

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 173 1552 82 59 1058 313 387 284 299 71 252 44

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 173 1552 82 59 1058 313 387 284 299 71 252 44

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 173 1552 82 59 1058 313 387 284 299 71 252 44

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 173 1552 82 59 1058 313 387 284 299 71 252 44

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1532 268

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Capacity Analysis Module:

Vol/Sat: 0.10 0.41 0.05 0.03 0.28 0.18 0.22 0.15 0.17 0.04 0.16 0.16

Crit Moves: ****

Green Time: 17.2 55.6 55.6 10.0 48.4 48.4 30.1 30.1 30.1 22.4 22.4 22.4

Volume/Cap: 0.75 0.96 0.11 0.44 0.75 0.48 0.96 0.65 0.74 0.24 0.96 0.96

Delay/Veh: 67.0 49.4 22.4 59.6 37.8 31.8 82.7 48.5 53.3 46.8 92.6 92.6

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: 67.0 49.4 22.4 59.6 37.8 31.8 82.7 48.5 53.3 46.8 92.6 92.6

LOS by Move: E D C+ E+ D+ C F D D- D F F

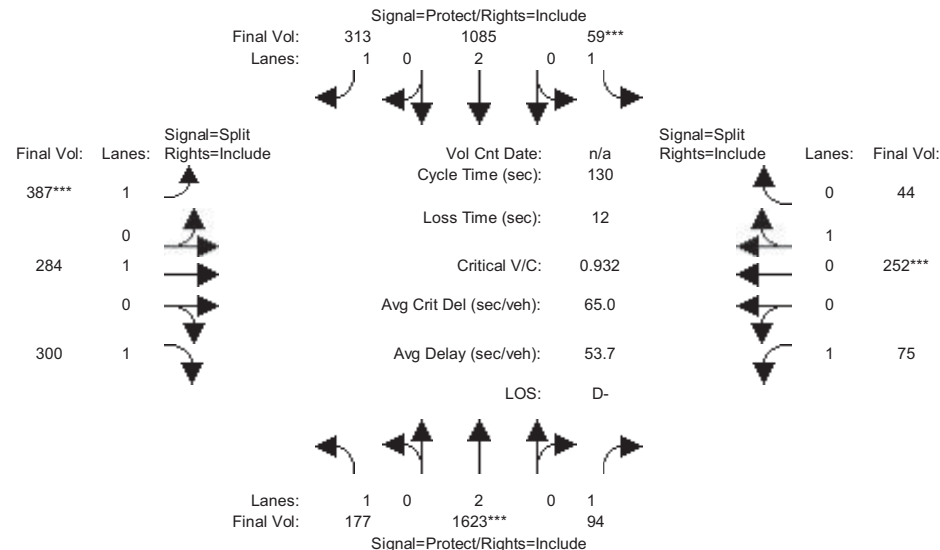
HCM2kAvgQ: 7 32 2 2 18 10 21 11 13 3 17 17

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 173 1552 82 59 1058 313 387 284 299 71 252 44

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 173 1552 82 59 1058 313 387 284 299 71 252 44

Added Vol: 4 71 12 0 27 0 0 0 0 1 4 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 177 1623 94 59 1085 313 387 284 300 75 252 44

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 177 1623 94 59 1085 313 387 284 300 75 252 44

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 177 1623 94 59 1085 313 387 284 300 75 252 44

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 177 1623 94 59 1085 313 387 284 300 75 252 44

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1532 268

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.10 0.43 0.05 0.03 0.29 0.18 0.22 0.15 0.17 0.04 0.16 0.16

Crit Moves: ****

Green Time: 17.5 56.8 56.8 10.0 49.3 49.3 29.4 29.4 29.4 21.9 21.9 21.9

Volume/Cap: 0.75 0.98 0.12 0.44 0.75 0.47 0.98 0.66 0.76 0.25 0.98 0.98

Delay/Veh: 67.0 53.1 21.9 59.6 37.4 31.0 89.3 49.6 55.2 47.5 99.5 99.5

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: 67.0 53.1 21.9 59.6 37.4 31.0 89.3 49.6 55.2 47.5 99.5 99.5

LOS by Move: E D- C+ E+ D+ C F D E+ D F F

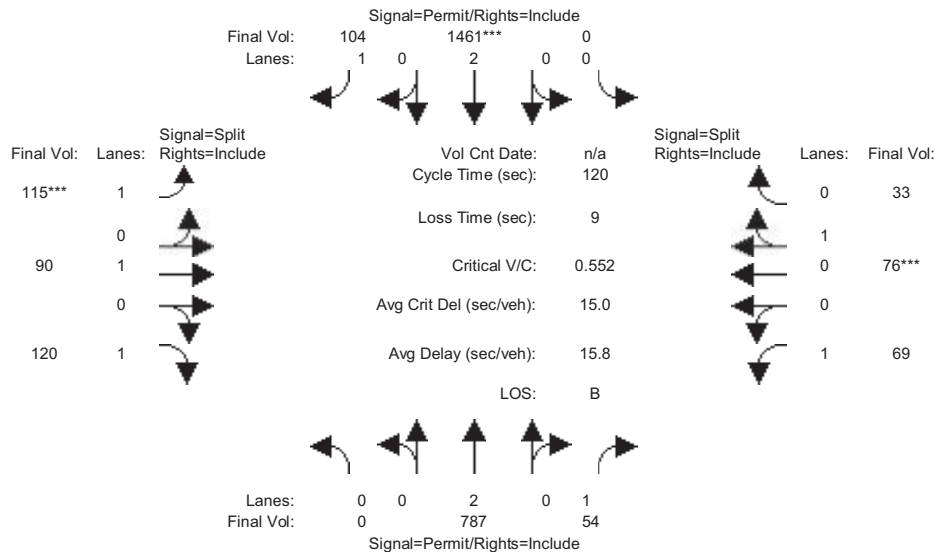
HCM2kAvgQ: 7 34 2 2 19 10 22 11 14 3 17 17

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	787	54	0	1461	104	115	90	120	69	76	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	787	54	0	1461	104	115	90	120	69	76	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	787	54	0	1461	104	115	90	120	69	76	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	787	54	0	1461	104	115	90	120	69	76	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	787	54	0	1461	104	115	90	120	69	76	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	787	54	0	1461	104	115	90	120	69	76	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1255	545

Capacity Analysis Module:

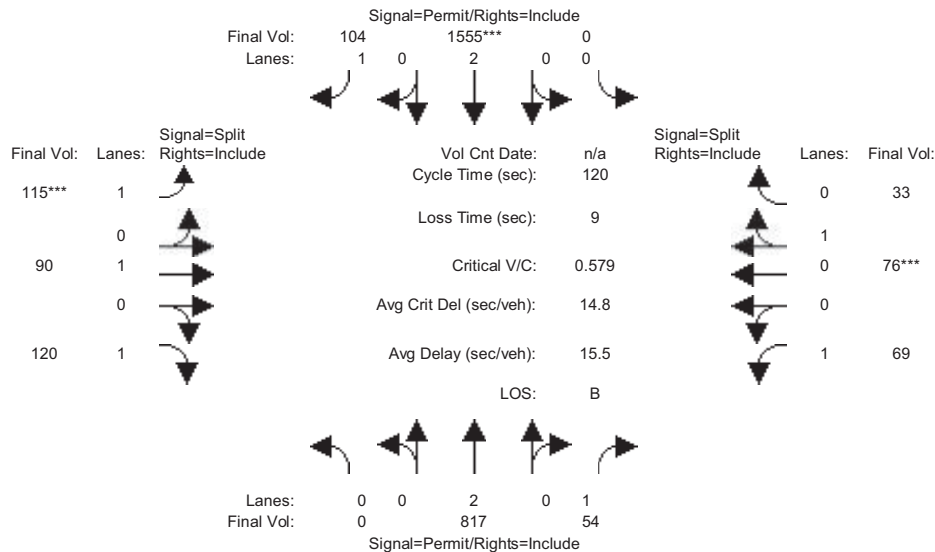
Vol/Sat:	0.00	0.21	0.03	0.00	0.38	0.06	0.07	0.05	0.07	0.04	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	0.0	83.6	83.6	0.0	83.6	83.6	14.9	14.9	14.9	13.2	13.2	13.2
Volume/Cap:	0.00	0.30	0.04	0.00	0.55	0.09	0.53	0.38	0.55	0.36	0.55	0.55
Delay/Veh:	0.0	7.0	5.7	0.0	9.2	5.9	51.7	49.3	52.5	50.7	54.0	54.0
User DelAdj:	1.00	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	7.0	5.7	0.0	9.2	5.9	51.7	49.3	52.5	50.7	54.0	54.0
LOS by Move:	A	A	A	A	A	A	D-	D	D-	D	D-	D-
HCM2kAvgQ:	0	5	1	0	13	1	5	3	5	3	5	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	787	54	0	1461	104	115	90	120	69	76	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	787	54	0	1461	104	115	90	120	69	76	33
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	54	0	1555	104	115	90	120	69	76	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	817	54	0	1555	104	115	90	120	69	76	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	817	54	0	1555	104	115	90	120	69	76	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	817	54	0	1555	104	115	90	120	69	76	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1255	545

Capacity Analysis Module:

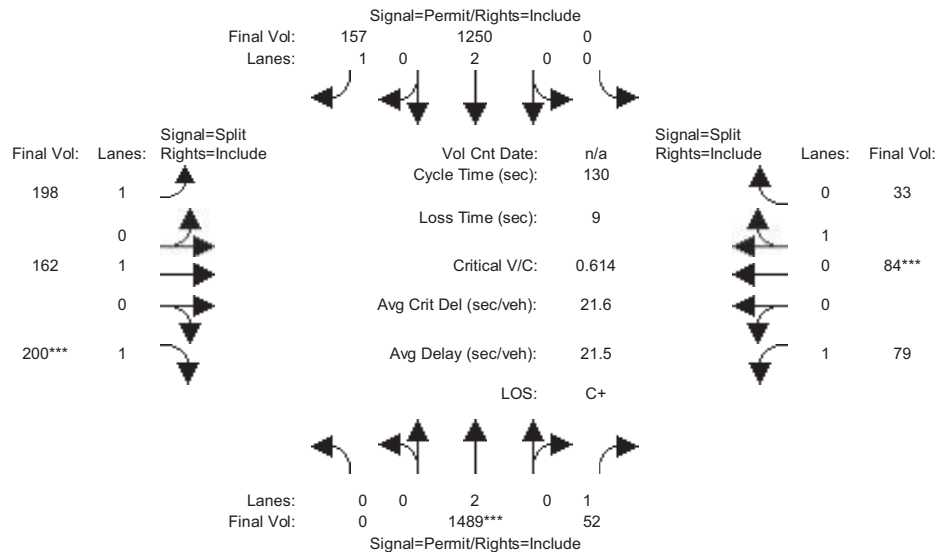
Vol/Sat:	0.00	0.22	0.03	0.00	0.41	0.06	0.07	0.05	0.07	0.04	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	0.0	84.8	84.8	0.0	84.8	84.8	14.2	14.2	14.2	12.6	12.6	12.6
Volume/Cap:	0.00	0.30	0.04	0.00	0.58	0.08	0.55	0.40	0.58	0.38	0.58	0.58
Delay/Veh:	0.0	6.6	5.3	0.0	9.0	5.5	53.2	50.1	54.1	51.4	55.7	55.7
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	6.6	5.3	0.0	9.0	5.5	53.2	50.1	54.1	51.4	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D	D-	D-	E+	E+
HCM2kAvgQ:	0	5	1	0	14	1	5	3	5	3	5	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	52	0	1250	157	198	162	200	79	84	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1489	52	0	1250	157	198	162	200	79	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1489	52	0	1250	157	198	162	200	79	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1489	52	0	1250	157	198	162	200	79	84	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1292	508

Capacity Analysis Module:

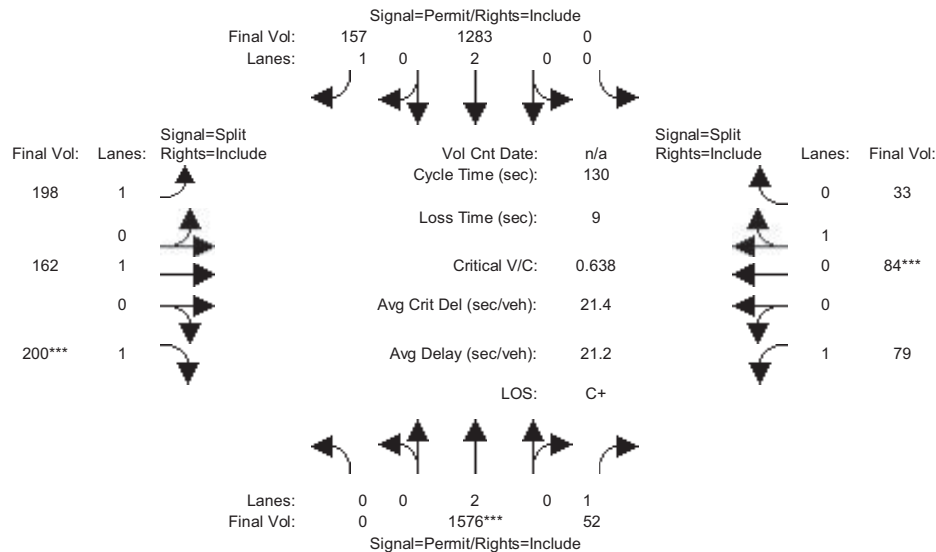
Vol/Sat:	0.00	0.39	0.03	0.00	0.33	0.09	0.11	0.09	0.11	0.05	0.07	0.07
Crit Moves:	****						****			****		
Green Time:	0.0	83.0	83.0	0.0	83.0	83.0	24.2	24.2	24.2	13.8	13.8	13.8
Volume/Cap:	0.00	0.61	0.05	0.00	0.52	0.14	0.61	0.46	0.61	0.43	0.61	0.61
Delay/Veh:	0.0	14.4	8.8	0.0	12.8	9.4	51.8	48.0	52.1	56.0	61.4	61.4
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	14.4	8.8	0.0	12.8	9.4	51.8	48.0	52.1	56.0	61.4	61.4
LOS by Move:	A	B	A	A	B	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	16	1	0	13	3	9	6	9	4	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real			Santa Cruz Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	52	0	1250	157	198	162	200	79	84	33
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1576	52	0	1283	157	198	162	200	79	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1576	52	0	1283	157	198	162	200	79	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1576	52	0	1283	157	198	162	200	79	84	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1576	52	0	1283	157	198	162	200	79	84	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1292	508

Capacity Analysis Module:

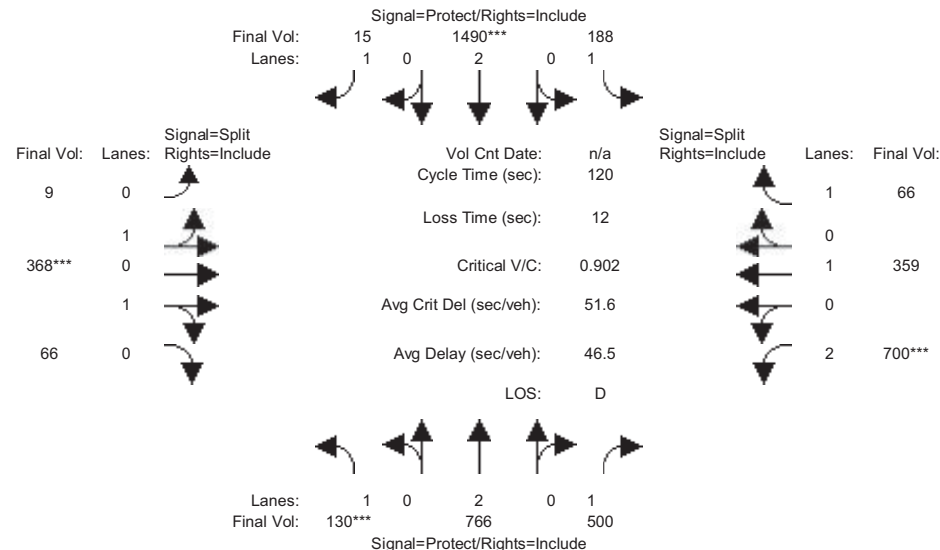
Vol/Sat:	0.00	0.41	0.03	0.00	0.34	0.09	0.11	0.09	0.11	0.05	0.07	0.07
Crit Moves:	****						****			****		
Green Time:	0.0	84.5	84.5	0.0	84.5	84.5	23.3	23.3	23.3	13.2	13.2	13.2
Volume/Cap:	0.00	0.64	0.05	0.00	0.52	0.14	0.63	0.48	0.64	0.44	0.64	0.64
Delay/Veh:	0.0	14.2	8.2	0.0	12.2	8.8	53.5	48.9	53.8	56.7	63.4	63.4
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	14.2	8.2	0.0	12.2	8.8	53.5	48.9	53.8	56.7	63.4	63.4
LOS by Move:	A	B	A	A	B	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	17	1	0	13	2	9	6	9	4	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	130	766	500	188	1490	15	9	368	66	700	359	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	766	500	188	1490	15	9	368	66	700	359	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	766	500	188	1490	15	9	368	66	700	359	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	766	500	188	1490	15	9	368	66	700	359	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	766	500	188	1490	15	9	368	66	700	359	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	766	500	188	1490	15	9	368	66	700	359	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	73	2991	536	3150	1900	1750

Capacity Analysis Module:

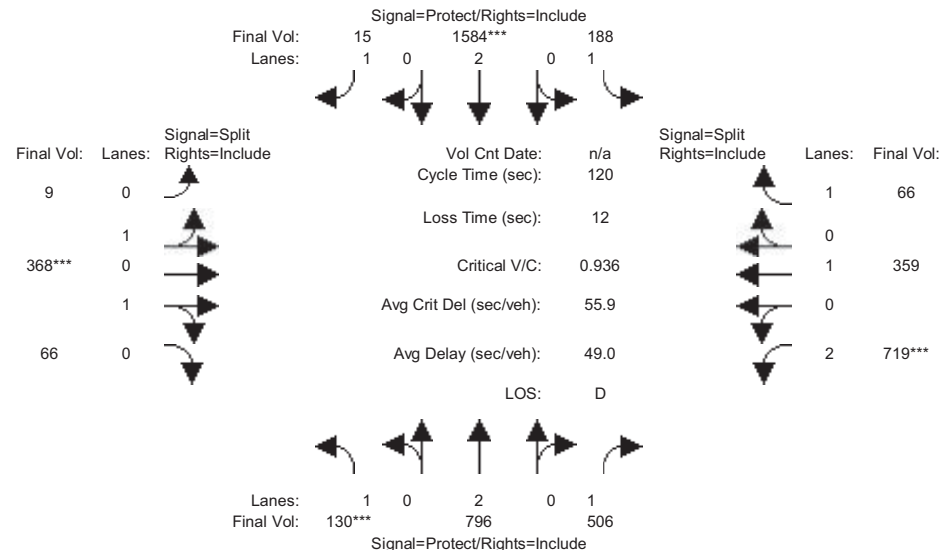
Vol/Sat:	0.07	0.20	0.29	0.11	0.39	0.01	0.12	0.12	0.12	0.22	0.19	0.04
Crit Moves:	***			***			***			***		
Green Time:	9.9	45.1	45.1	17.0	52.2	52.2	16.4	16.4	16.4	29.6	29.6	29.6
Volume/Cap:	0.90	0.54	0.76	0.76	0.90	0.02	0.90	0.90	0.90	0.90	0.77	0.15
Delay/Veh:	101.5	29.7	37.9	62.4	38.8	19.3	70.7	70.7	70.7	57.5	49.5	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:	101.5	29.7	37.9	62.4	38.8	19.3	70.7	70.7	70.7	57.5	49.5	35.6
LOS by Move:	F	C	D+	E	D+	B-	E	E	E	E+	D	D+
HCM2kAvgQ:	6	11	18	7	27	0	12	12	12	17	13	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	130	766	500	188	1490	15	9	368	66	700	359	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	766	500	188	1490	15	9	368	66	700	359	66
Added Vol:	0	30	6	0	94	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	796	506	188	1584	15	9	368	66	719	359	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	796	506	188	1584	15	9	368	66	719	359	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	796	506	188	1584	15	9	368	66	719	359	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	796	506	188	1584	15	9	368	66	719	359	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	73	2991	536	3150	1900	1750

Capacity Analysis Module:

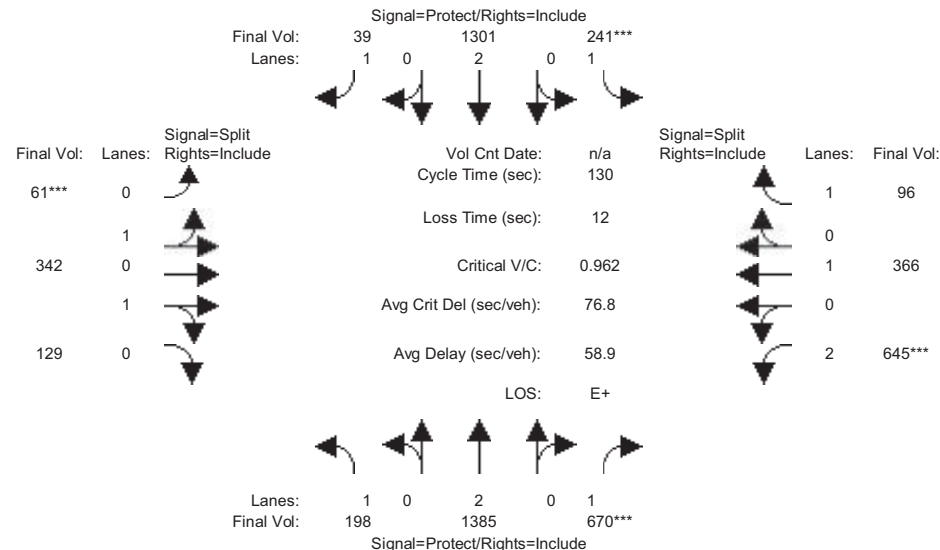
Vol/Sat:	0.07	0.21	0.29	0.11	0.42	0.01	0.12	0.12	0.12	0.23	0.19	0.04
Crit Moves:	***			***			***			***		
Green Time:	9.5	45.9	45.9	17.1	53.4	53.4	15.8	15.8	15.8	29.3	29.3	29.3
Volume/Cap:	0.94	0.55	0.76	0.76	0.94	0.02	0.94	0.94	0.94	0.94	0.77	0.15
Delay/Veh:	112.0	29.4	37.1	61.9	41.9	18.6	77.8	77.8	77.8	63.1	50.3	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:	112.0	29.4	37.1	61.9	41.9	18.6	77.8	77.8	77.8	63.1	50.3	35.8
LOS by Move:	F	C	D+	E	D	B-	E-	E-	E-	E	D	D+
HCM2kAvgQ:	6	11	18	7	30	0	12	12	12	18	13	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	1385	670	241	1301	39	61	342	129	645	366	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1385	670	241	1301	39	61	342	129	645	366	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1385	670	241	1301	39	61	342	129	645	366	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1385	670	241	1301	39	61	342	129	645	366	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1385	670	241	1301	39	61	342	129	645	366	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1385	670	241	1301	39	61	342	129	645	366	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	413	2314	873	3150	1900	1750

Capacity Analysis Module:

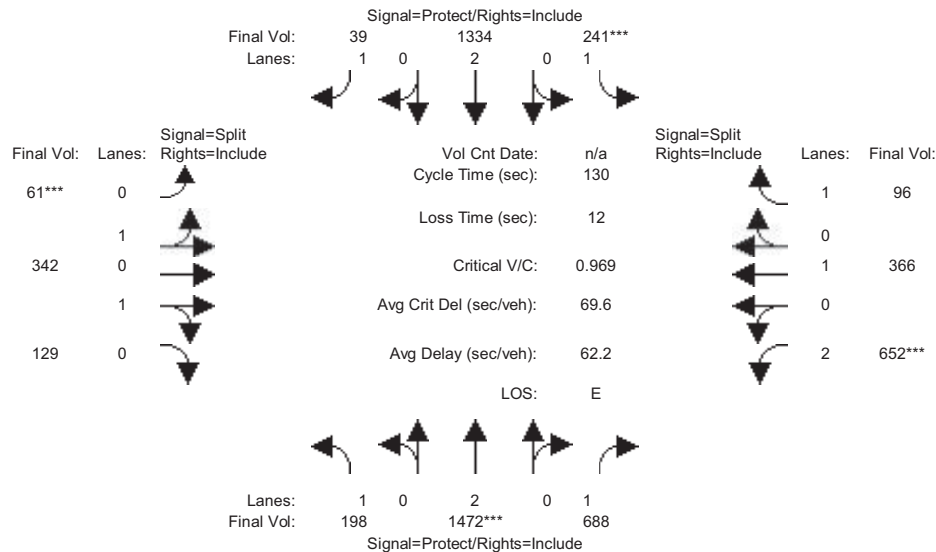
Vol/Sat:	0.11	0.36	0.38	0.14	0.34	0.02	0.15	0.15	0.15	0.20	0.19	0.05
Crit Moves:			****		****		****			****		
Green Time:	17.5	51.7	51.7	18.6	52.9	52.9	20.0	20.0	20.0	27.7	27.7	27.7
Volume/Cap:	0.84	0.92	0.96	0.96	0.84	0.05	0.96	0.96	0.96	0.96	0.90	0.26
Delay/Veh:	77.9	46.1	63.1	101.5	39.1	23.4	83.4	83.4	83.4	76.2	73.1	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	46.1	63.1	101.5	39.1	23.4	83.4	83.4	83.4	76.2	73.1	43.0
LOS by Move:	E-	D	E	F	D	C	F	F	F	E-	E	D
HCM2kAvgQ:	9	28	31	12	24	1	15	15	15	18	16	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	1385	670	241	1301	39	61	342	129	645	366	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1385	670	241	1301	39	61	342	129	645	366	96
Added Vol:	0	87	18	0	33	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1472	688	241	1334	39	61	342	129	652	366	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1472	688	241	1334	39	61	342	129	652	366	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1472	688	241	1334	39	61	342	129	652	366	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1472	688	241	1334	39	61	342	129	652	366	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	413	2314	873	3150	1900	1750

Capacity Analysis Module:

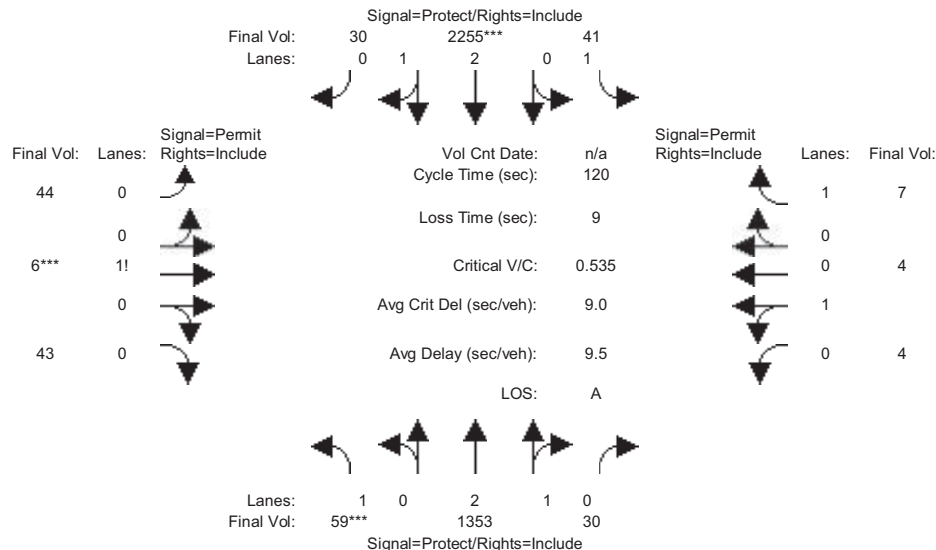
Vol/Sat:	0.11	0.39	0.39	0.14	0.35	0.02	0.15	0.15	0.15	0.21	0.19	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.2	52.0	52.0	18.5	53.3	53.3	19.8	19.8	19.8	27.8	27.8	27.8
Volume/Cap:	0.86	0.97	0.98	0.97	0.86	0.05	0.97	0.97	0.97	0.97	0.90	0.26
Delay/Veh:	80.9	54.6	68.5	103.8	39.9	23.2	85.4	85.4	85.4	77.8	72.5	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	54.6	68.5	103.8	39.9	23.2	85.4	85.4	85.4	77.8	72.5	42.9
LOS by Move:	F	D-	E	F	D	C	F	F	F	E-	E	D
HCM2kAvgQ:	9	32	33	12	25	1	15	15	15	18	16	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	59	1353	30	41	2255	30	44	6	43	4	4	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:	59	1353	30	41	2255	30	44	6	43	4	4	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1353	30	41	2255	30	44	6	43	4	4	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:	59	1353	30	41	2255	30	44	6	43	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1353	30	41	2255	30	44	6	43	4	4	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1353	30	41	2255	30	44	6	43	4	4	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.48	0.06	0.46	0.50	0.50	1.00
Final Sat.:	1750	5478	121	1750	5526	74	828	113	809	900	900	1750

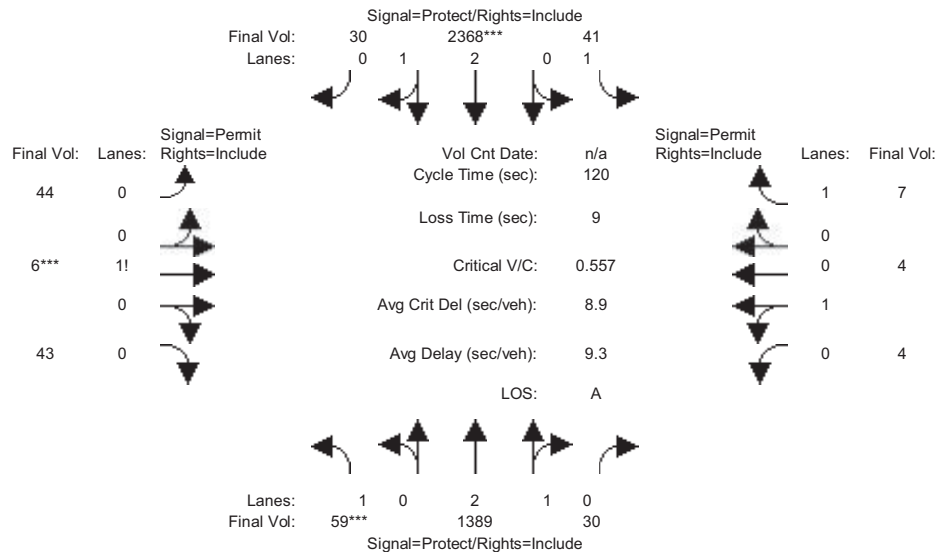
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.41	0.41	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.6	80.1	80.1	18.9	91.5	91.5	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	0.54	0.37	0.37	0.15	0.54	0.54	0.54	0.54	0.54	0.04	0.04	0.04
Delay/Veh:	59.6	8.8	8.8	43.8	5.8	5.8	54.6	54.6	54.6	49.0	49.0	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:	59.6	8.8	8.8	43.8	5.8	5.8	54.6	54.6	54.6	49.0	49.0	49.0
LOS by Move:	E+	A	A	D	A	A	D-	D-	D-	D	D	D
HCM2kAvgQ:	2	7	7	1	11	11	4	4	4	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real			Roble Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:						
Base Vol:	59	1353	30	41	2255	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1353	30	41	2255	30
Added Vol:	0	36	0	0	113	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	59	1389	30	41	2368	30
User Adj:	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
PHF Volume:	59	1389	30	41	2368	30
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	59	1389	30	41	2368	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1389	30	41	2368	30

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04
Final Sat.:	1750	5481	118	1750	5530	70

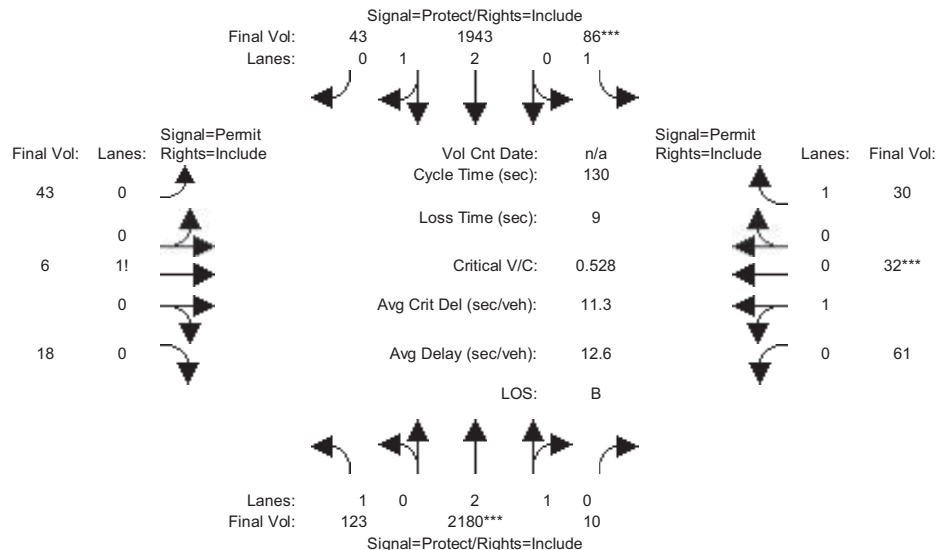
Capacity Analysis Module:						
Vol/Sat:	0.03	0.25	0.25	0.02	0.43	0.43
Crit Moves:	***			***		
Green Time:	7.3	80.9	80.9	18.6	92.3	92.3
Volume/Cap:	0.56	0.38	0.38	0.15	0.56	0.56
Delay/Veh:	61.2	8.6	8.6	44.1	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	8.6	8.6	44.1	5.8	5.8
LOS by Move:	E	A	A	D	A	A
HCM2kAvgQ:	2	8	8	1	11	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	123	2180	10	86	1943	43	43	6	18	61	32	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	2180	10	86	1943	43	43	6	18	61	32	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2180	10	86	1943	43	43	6	18	61	32	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2180	10	86	1943	43	43	6	18	61	32	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2180	10	86	1943	43	43	6	18	61	32	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2180	10	86	1943	43	43	6	18	61	32	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5574	26	1750	5479	121	1123	157	470	1181	619	1750

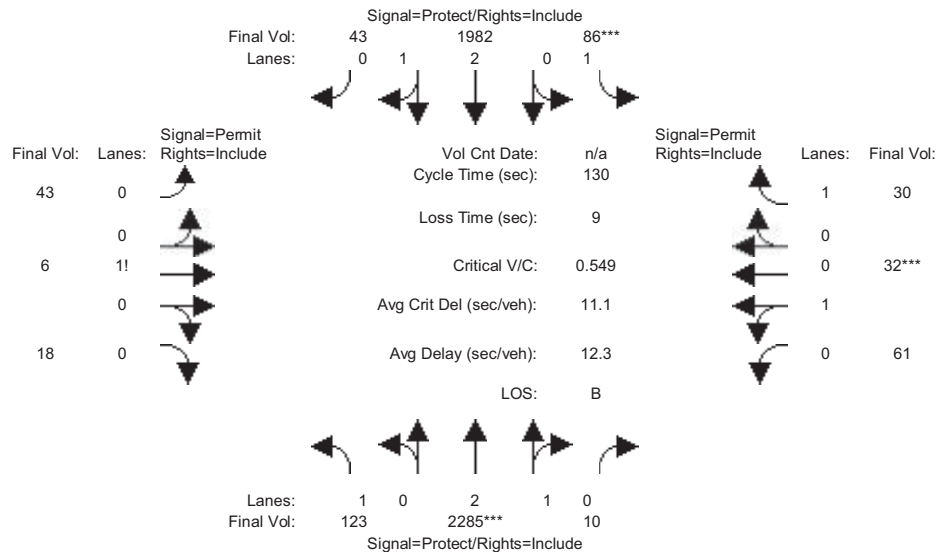
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.05	0.35	0.35	0.04	0.04	0.04	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	17.9	96.2	96.2	12.1	90.4	90.4	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.51	0.53	0.53	0.53	0.51	0.51	0.39	0.39	0.39	0.53	0.53	0.18
Delay/Veh:	53.8	7.3	7.3	59.5	9.5	9.5	56.5	56.5	56.5	58.8	58.8	54.3
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:	53.8	7.3	7.3	59.5	9.5	9.5	56.5	56.5	56.5	58.8	58.8	54.3
LOS by Move:	D-	A	A	E+	A	A	E+	E+	E+	E+	E+	D-
HCM2kAvgQ:	5	12	12	3	12	12	3	3	3	4	4	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	123	2180	10	86	1943	43	43	6	18	61	32	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	2180	10	86	1943	43	43	6	18	61	32	30
Added Vol:	0	105	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2285	10	86	1982	43	43	6	18	61	32	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2285	10	86	1982	43	43	6	18	61	32	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2285	10	86	1982	43	43	6	18	61	32	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2285	10	86	1982	43	43	6	18	61	32	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5576	24	1750	5481	119	1123	157	470	1181	619	1750

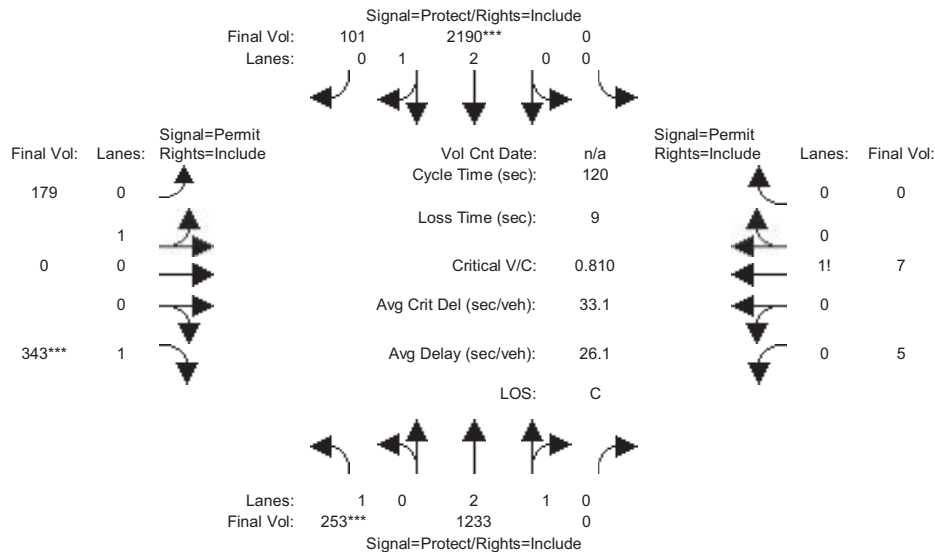
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.05	0.36	0.36	0.04	0.04	0.04	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	17.7	97.1	97.1	11.6	91.1	91.1	12.2	12.2	12.2	12.2	12.2	12.2
Volume/Cap:	0.52	0.55	0.55	0.55	0.52	0.52	0.41	0.41	0.41	0.55	0.55	0.18
Delay/Veh:	54.1	7.2	7.2	60.7	9.3	9.3	57.1	57.1	57.1	60.0	60.0	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	7.2	7.2	60.7	9.3	9.3	57.1	57.1	57.1	60.0	60.0	54.8
LOS by Move:	D-	A	A	E	A	A	E+	E+	E+	E	E	D-
HCM2kAvgQ:	5	12	12	3	12	12	3	3	3	4	4	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	253	1233	0	0	2190	101	179	0	343	5	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:	253	1233	0	0	2190	101	179	0	343	5	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	1233	0	0	2190	101	179	0	343	5	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:	253	1233	0	0	2190	101	179	0	343	5	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1233	0	0	2190	101	179	0	343	5	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
Final Volume:	253	1233	0	0	2190	101	179	0	343	5	7	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	1.00	0.00	1.00	0.42	0.58	0.00
Final Sat.:	1750	5600	0	0	5353	247	1800	0	1750	750	1050	0

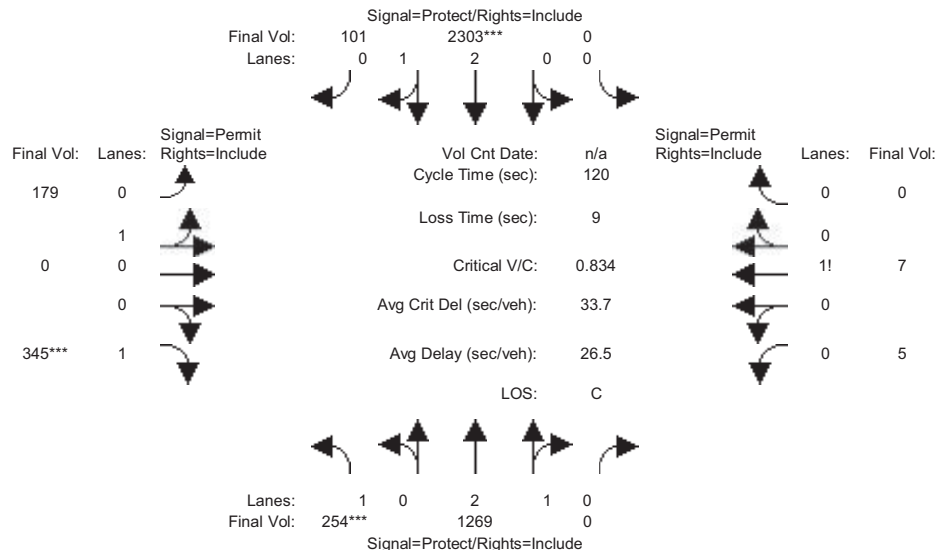
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.00	0.00	0.41	0.41	0.10	0.00	0.20	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	21.4	82.0	0.0	0.0	60.6	60.6	29.0	0.0	29.0	29.0	29.0	0.0
Volume/Cap:	0.81	0.32	0.00	0.00	0.81	0.81	0.41	0.00	0.81	0.03	0.03	0.00
Delay/Veh:	62.0	7.8	0.0	0.0	26.8	26.8	38.9	0.0	54.1	34.7	34.7	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:	62.0	7.8	0.0	0.0	26.8	26.8	38.9	0.0	54.1	34.7	34.7	0.0
LOS by Move:	E	A	A	A	C	C	D+	A	D-	C-	C-	A
HCM2kAvgQ:	10	6	0	0	24	24	6	0	15	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	253	1233	0	0	2190	101	179	0	343	5	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:	253	1233	0	0	2190	101	179	0	343	5	7	0
Added Vol:	1	36	0	0	113	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1269	0	0	2303	101	179	0	345	5	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:	254	1269	0	0	2303	101	179	0	345	5	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1269	0	0	2303	101	179	0	345	5	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
Final Volume:	254	1269	0	0	2303	101	179	0	345	5	7	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.42	0.58	0.00
Final Sat.:	1750	5600	0	0	5364	235	1800	0	1750	750	1050	0

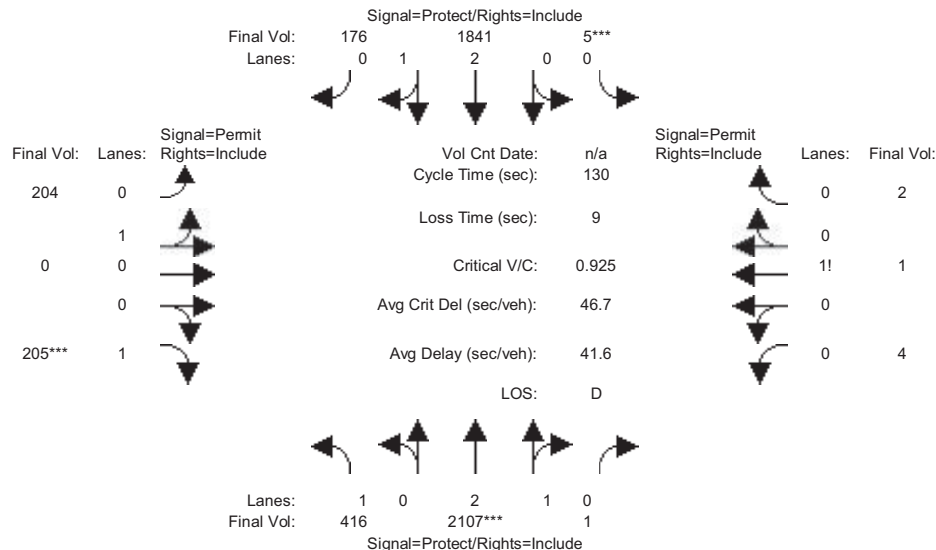
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.43	0.43	0.10	0.00	0.20	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	20.9	82.6	0.0	0.0	61.8	61.8	28.4	0.0	28.4	28.4	28.4	0.0
Volume/Cap:	0.83	0.33	0.00	0.00	0.83	0.83	0.42	0.00	0.83	0.03	0.03	0.00
Delay/Veh:	65.6	7.6	0.0	0.0	27.0	27.0	39.5	0.0	57.2	35.3	35.3	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:	65.6	7.6	0.0	0.0	27.0	27.0	39.5	0.0	57.2	35.3	35.3	0.0
LOS by Move:	E	A	A	A	C	C	D	A	E+	D+	D+	A
HCM2kAvgQ:	10	6	0	0	26	26	6	0	15	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	416	2107	1	5	1841	176	204	0	205	4	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	2107	1	5	1841	176	204	0	205	4	1	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	2107	1	5	1841	176	204	0	205	4	1	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:	416	2107	1	5	1841	176	204	0	205	4	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	2107	1	5	1841	176	204	0	205	4	1	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
Final Volume:	416	2107	1	5	1841	176	204	0	205	4	1	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.73	0.26	1.00	0.00	1.00	0.57	0.14	0.29
Final Sat.:	1750	5597	3	14	5007	479	1800	0	1750	1000	250	500

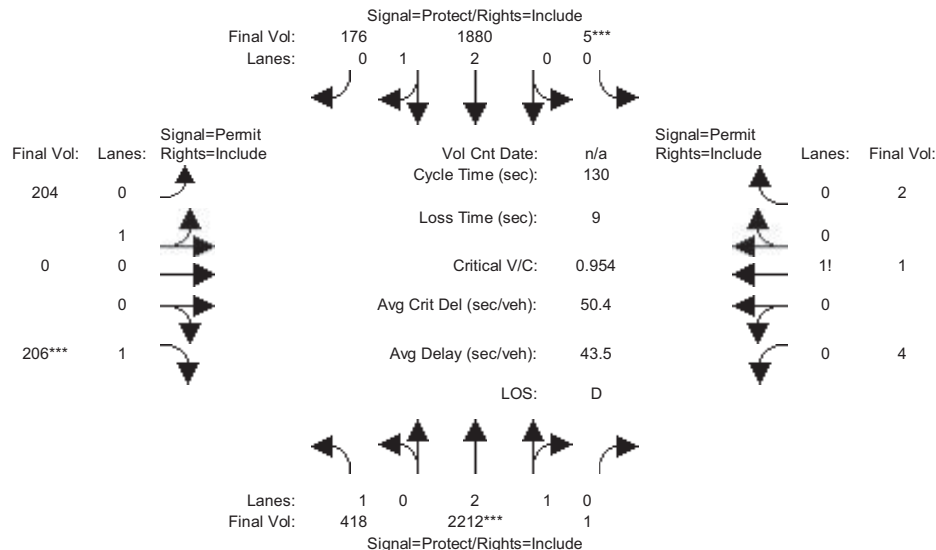
Capacity Analysis Module:												
Vol/Sat:	0.24	0.38	0.38	0.37	0.37	0.37	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	41.1	52.9	52.9	51.7	63.5	63.5	16.5	0.0	16.5	16.5	16.5	16.5
Volume/Cap:	0.75	0.93	0.93	0.93	0.75	0.75	0.90	0.00	0.93	0.03	0.03	0.03
Delay/Veh:	45.7	43.8	43.8	44.7	28.1	28.1	88.9	0.0	96.5	49.8	49.8	49.8
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:	45.7	43.8	43.8	44.7	28.1	28.1	88.9	0.0	96.5	49.8	49.8	49.8
LOS by Move:	D	D	D	D	C	C	F	A	F	D	D	D
HCM2kAvgQ:	16	29	29	29	22	22	12	0	12	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	416	2107	1	5	1841	176	204	0	205	4	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	2107	1	5	1841	176	204	0	205	4	1	2
Added Vol:	2	105	0	0	39	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	2212	1	5	1880	176	204	0	206	4	1	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:	418	2212	1	5	1880	176	204	0	206	4	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	2212	1	5	1880	176	204	0	206	4	1	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
Final Volume:	418	2212	1	5	1880	176	204	0	206	4	1	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.73	0.26	1.00	0.00	1.00	0.57	0.14	0.29
Final Sat.:	1750	5597	3	13	5017	470	1800	0	1750	1000	250	500

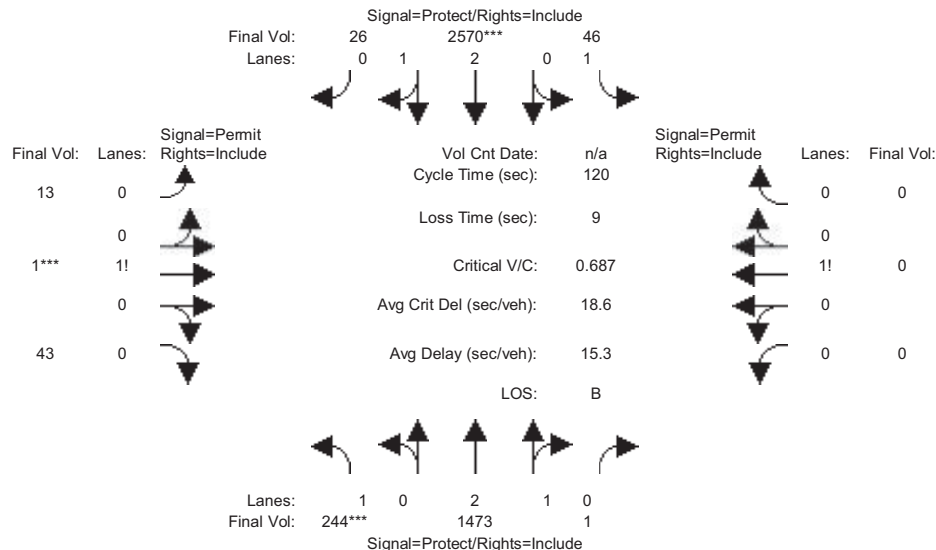
Capacity Analysis Module:												
Vol/Sat:	0.24	0.40	0.40	0.37	0.37	0.37	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	40.9	53.9	53.9	51.1	64.1	64.1	16.0	0.0	16.0	16.0	16.0	16.0
Volume/Cap:	0.76	0.95	0.95	0.95	0.76	0.76	0.92	0.00	0.95	0.03	0.03	0.03
Delay/Veh:	46.3	46.8	46.8	48.8	28.0	28.0	94.9	0.0	104.7	50.2	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	46.8	46.8	48.8	28.0	28.0	94.9	0.0	104.7	50.2	50.2	50.2
LOS by Move:	D	D	D	D	C	C	F	A	F	D	D	D
HCM2kAvgQ:	16	32	32	30	23	23	12	0	13	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	244	1473	1	46	2570	26	13	1	43	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:	244	1473	1	46	2570	26	13	1	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1473	1	46	2570	26	13	1	43	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:	244	1473	1	46	2570	26	13	1	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1473	1	46	2570	26	13	1	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	1473	1	46	2570	26	13	1	43	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5596	4	1750	5544	56	399	31	1320	0	1750	0

Capacity Analysis Module:

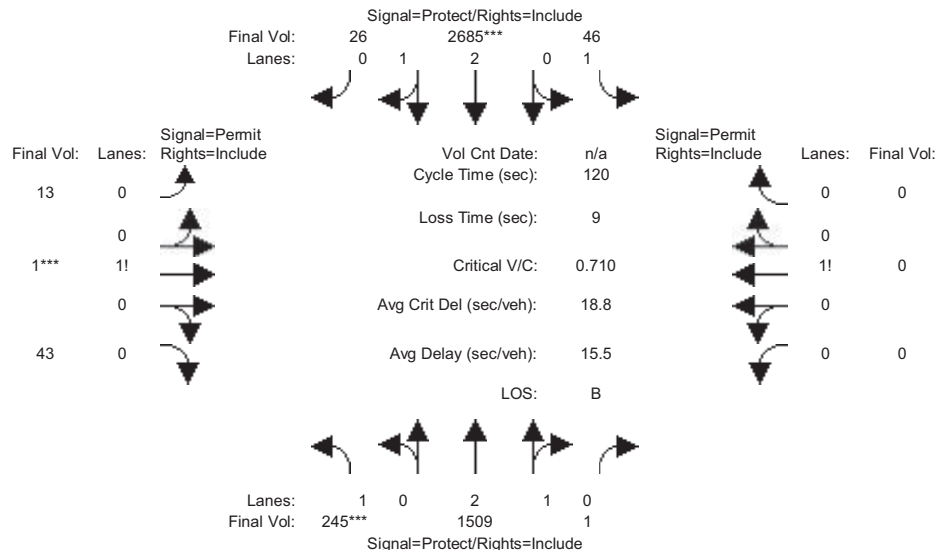
Vol/Sat:	0.14	0.26	0.26	0.03	0.46	0.46	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	23.4	82.7	82.7	18.3	77.6	77.6	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.72	0.38	0.38	0.17	0.72	0.72	0.39	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	52.3	7.9	7.9	44.5	14.6	14.6	53.8	53.8	53.8	0.0	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:	52.3	7.9	7.9	44.5	14.6	14.6	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D-	A	A	D	B	B	D-	D-	D-	A	A	A
HCM2kAvgQ:	10	8	8	1	20	20	3	3	3	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	244	1473	1	46	2570	26	13	1	43	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:	244	1473	1	46	2570	26	13	1	43	0	0	0
Added Vol:	1	36	0	0	115	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1509	1	46	2685	26	13	1	43	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:	245	1509	1	46	2685	26	13	1	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1509	1	46	2685	26	13	1	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	1509	1	46	2685	26	13	1	43	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5596	4	1750	5546	54	399	31	1320	0	1750	0

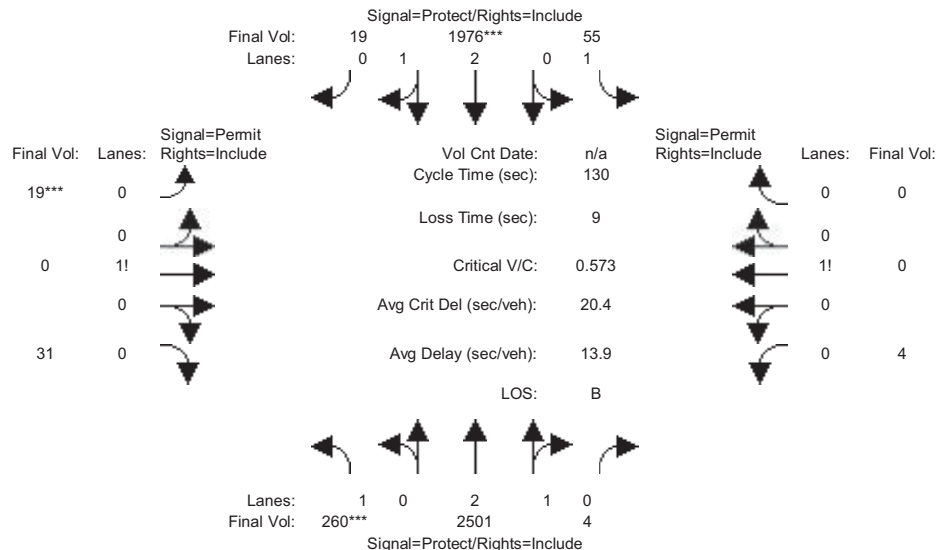
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.03	0.48	0.48	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	22.7	83.0	83.0	18.0	78.3	78.3	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.74	0.39	0.39	0.18	0.74	0.74	0.39	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	54.6	7.9	7.9	44.9	14.9	14.9	53.8	53.8	53.8	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:	54.6	7.9	7.9	44.9	14.9	14.9	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D-	A	A	D	B	B	D-	D-	D-	A	A	A
HCM2kAvgQ:	11	8	8	1	22	22	3	3	3	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	260	2501	4	55	1976	19	19	0	31	4	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:	260	2501	4	55	1976	19	19	0	31	4	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2501	4	55	1976	19	19	0	31	4	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:	260	2501	4	55	1976	19	19	0	31	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2501	4	55	1976	19	19	0	31	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	2501	4	55	1976	19	19	0	31	4	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5591	9	1750	5547	53	665	0	1085	1750	0	0

Capacity Analysis Module:

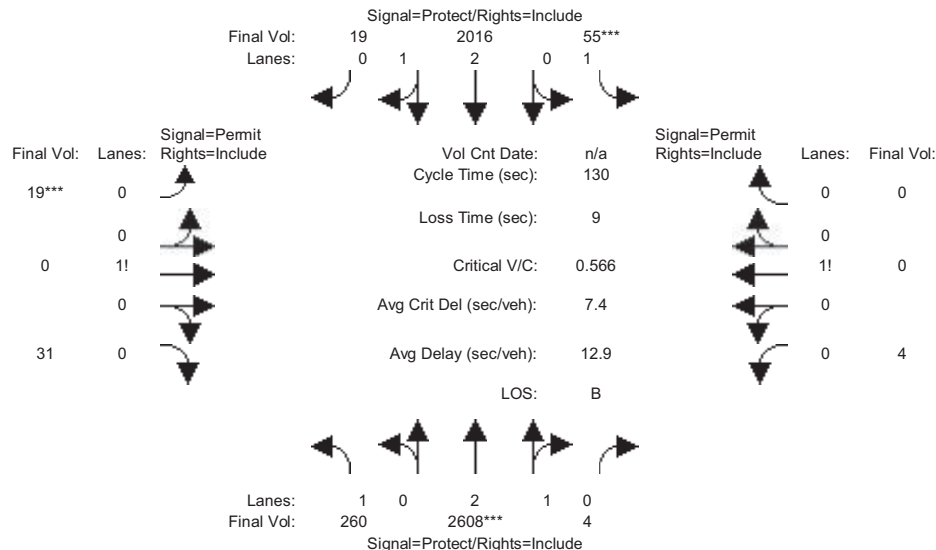
Vol/Sat:	0.15	0.45	0.45	0.03	0.36	0.36	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	32.7	99.1	99.1	11.9	78.3	78.3	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.59	0.59	0.59	0.34	0.59	0.59	0.37	0.00	0.37	0.03	0.00	0.00
Delay/Veh:	44.9	6.9	6.9	56.6	16.2	16.2	58.7	0.0	58.7	55.6	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:	44.9	6.9	6.9	56.6	16.2	16.2	58.7	0.0	58.7	55.6	0.0	0.0
LOS by Move:	D	A	A	E+	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	10	15	15	2	16	16	2	0	2	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	260	2501	4	55	1976	19	19	0	31	4	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:	260	2501	4	55	1976	19	19	0	31	4	0	0
Added Vol:	0	107	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2608	4	55	2016	19	19	0	31	4	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:	260	2608	4	55	2016	19	19	0	31	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2608	4	55	2016	19	19	0	31	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	2608	4	55	2016	19	19	0	31	4	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5591	9	1750	5548	52	665	0	1085	1750	0	0

Capacity Analysis Module:

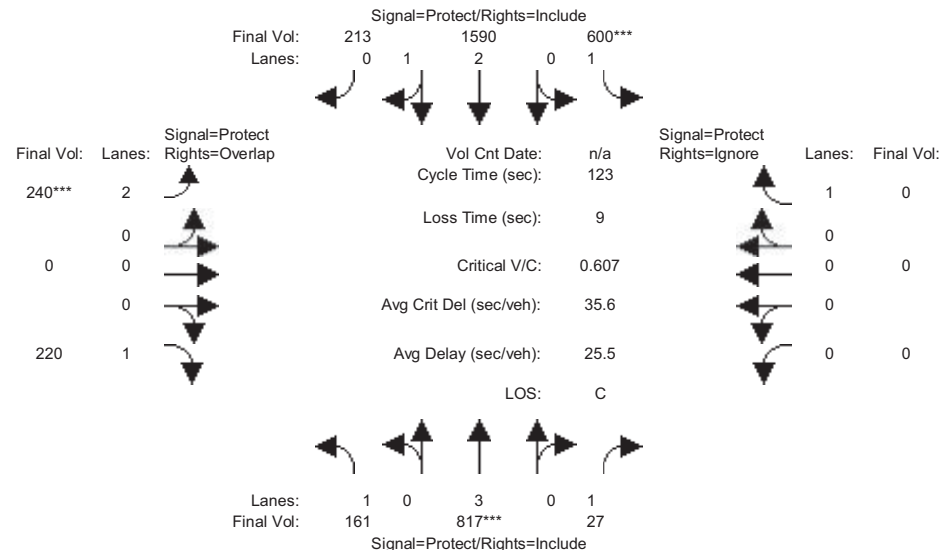
Vol/Sat:	0.15	0.47	0.47	0.03	0.36	0.36	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	32.2	104	104.0	7.0	78.8	78.8	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.60	0.58	0.58	0.58	0.60	0.60	0.37	0.00	0.37	0.03	0.00	0.00
Delay/Veh:	45.5	5.1	5.1	69.1	16.1	16.1	58.7	0.0	58.7	55.6	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:	45.5	5.1	5.1	69.1	16.1	16.1	58.7	0.0	58.7	55.6	0.0	0.0
LOS by Move:	D	A	A	E	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	10	13	13	2	16	16	2	0	2	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	161	817	27	600	1590	425	240	0	220	0	0	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	817	27	600	1590	425	240	0	220	0	0	660
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	817	27	600	1590	425	240	0	220	0	0	660
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	161	817	27	600	1590	213	240	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	817	27	600	1590	213	240	0	220	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	161	817	27	600	1590	213	240	0	220	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4939	660	3150	0	1750	0	0	1750

Capacity Analysis Module:

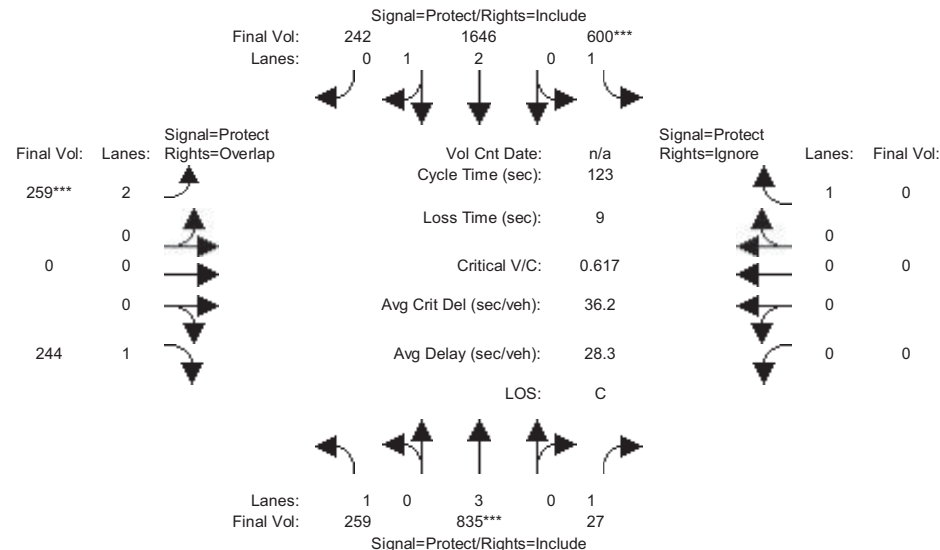
Vol/Sat:	0.09	0.14	0.02	0.34	0.32	0.32	0.08	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	21.9	29.1	29.1	69.5	76.7	76.7	15.4	0.0	37.3	0.0	0.0	0.0
Volume/Cap:	0.52	0.61	0.07	0.61	0.52	0.52	0.61	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	47.3	42.7	36.5	18.8	13.0	13.0	53.6	0.0	34.6	0.0	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:	47.3	42.7	36.5	18.8	13.0	13.0	53.6	0.0	34.6	0.0	0.0	0.0
LOS by Move:	D	D	D+	B-	B	B	D-	A	C-	A	A	A
HCM2kAvgQ:	6	10	1	16	13	13	6	0	7	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	161	817	27	600	1590	425	240	0	220	0	0	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	817	27	600	1590	425	240	0	220	0	0	660
Added Vol:	98	18	0	0	56	59	19	0	24	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	835	27	600	1646	484	259	0	244	0	0	661
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	259	835	27	600	1646	242	259	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	835	27	600	1646	242	259	0	244	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	259	835	27	600	1646	242	259	0	244	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.60	0.40	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4881	718	3150	0	1750	0	0	1750

Capacity Analysis Module:

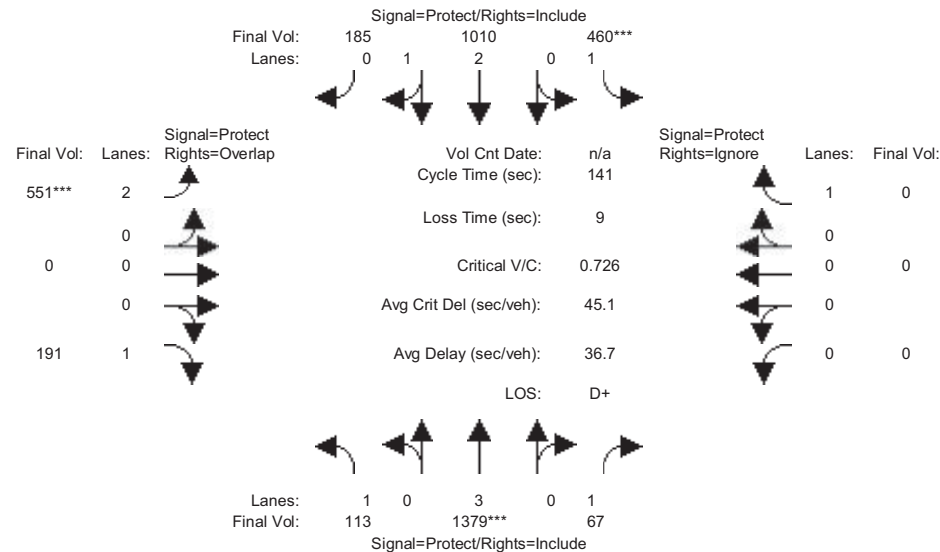
Vol/Sat:	0.15	0.15	0.02	0.34	0.34	0.34	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.2	29.2	68.4	67.8	67.8	16.4	0.0	46.2	0.0	0.0	0.0
Volume/Cap:	0.61	0.62	0.06	0.62	0.61	0.61	0.62	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	44.1	42.8	36.4	19.7	19.0	19.0	53.1	0.0	28.2	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:	44.1	42.8	36.4	19.7	19.0	19.0	53.1	0.0	28.2	0.0	0.0	0.0
LOS by Move:	D	D	D+	B-	B-	B-	D-	A	C	A	A	A
HCM2kAvgQ:	10	10	1	17	16	16	6	0	7	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	1379	67	460	1010	370	551	0	191	0	0	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1379	67	460	1010	370	551	0	191	0	0	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1379	67	460	1010	370	551	0	191	0	0	454
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	1379	67	460	1010	185	551	0	191	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1379	67	460	1010	185	551	0	191	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	113	1379	67	460	1010	185	551	0	191	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.52	0.48	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4732	867	3150	0	1750	0	0	1750

Capacity Analysis Module:

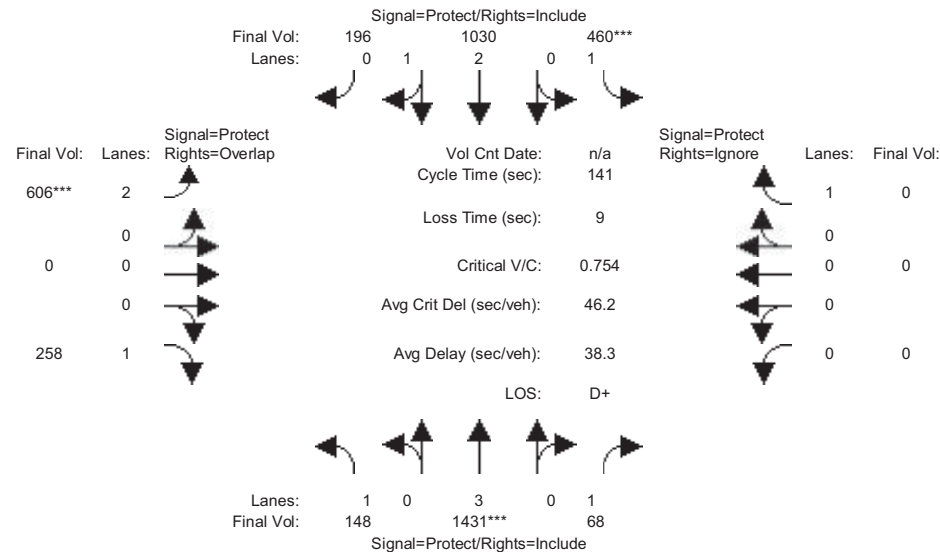
Vol/Sat:	0.06	0.24	0.04	0.26	0.21	0.21	0.17	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	22.8	47.0	47.0	51.0	75.3	75.3	34.0	0.0	56.7	0.0	0.0	0.0
Volume/Cap:	0.40	0.73	0.11	0.73	0.40	0.40	0.73	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	53.9	42.8	32.7	43.1	19.6	19.6	52.8	0.0	28.5	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:	53.9	42.8	32.7	43.1	19.6	19.6	52.8	0.0	28.5	0.0	0.0	0.0
LOS by Move:	D-	D	C-	D	B-	B-	D-	A	C	A	A	A
HCM2kAvgQ:	5	18	2	19	10	10	14	0	6	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	1379	67	460	1010	370	551	0	191	0	0	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1379	67	460	1010	370	551	0	191	0	0	454
Added Vol:	35	52	1	0	20	21	55	0	67	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1431	68	460	1030	391	606	0	258	0	0	454
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	148	1431	68	460	1030	196	606	0	258	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1431	68	460	1030	196	606	0	258	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	148	1431	68	460	1030	196	606	0	258	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4705	893	3150	0	1750	0	0	1750

Capacity Analysis Module:

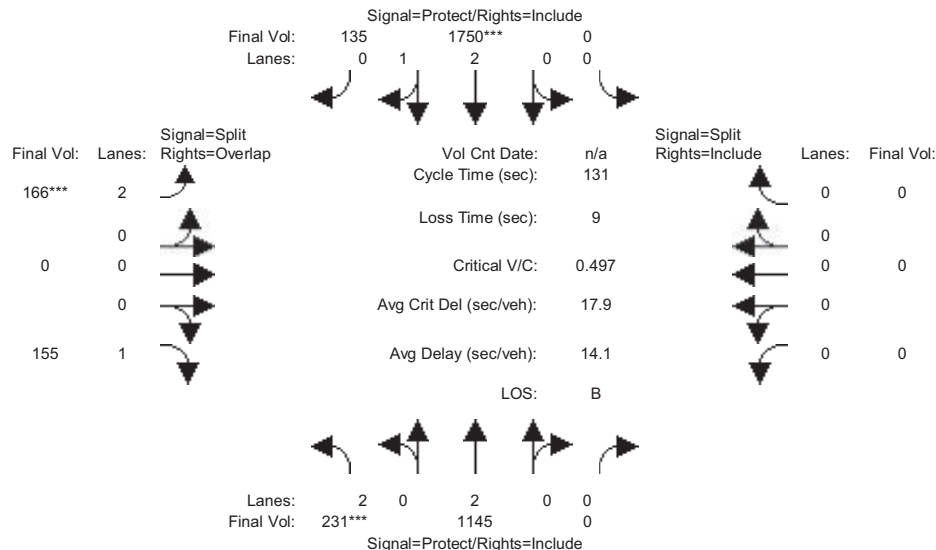
Vol/Sat:	0.08	0.25	0.04	0.26	0.22	0.22	0.19	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.8	46.9	46.9	49.1	69.3	69.3	36.0	0.0	62.7	0.0	0.0	0.0
Volume/Cap:	0.45	0.75	0.12	0.75	0.45	0.45	0.75	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	51.5	43.7	32.7	45.9	23.5	23.5	52.5	0.0	25.7	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:	51.5	43.7	32.7	45.9	23.5	23.5	52.5	0.0	25.7	0.0	0.0	0.0
LOS by Move:	D-	D	C-	D	C	C	D-	A	C	A	A	A
HCM2kAvgQ:	6	19	2	20	11	11	16	0	8	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	231	1145	0	0	1750	135	166	0	155	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:	231	1145	0	0	1750	135	166	0	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1145	0	0	1750	135	166	0	155	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:	231	1145	0	0	1750	135	166	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1145	0	0	1750	135	166	0	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	1145	0	0	1750	135	166	0	155	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5198	401	3150	0	1750	0	0	0

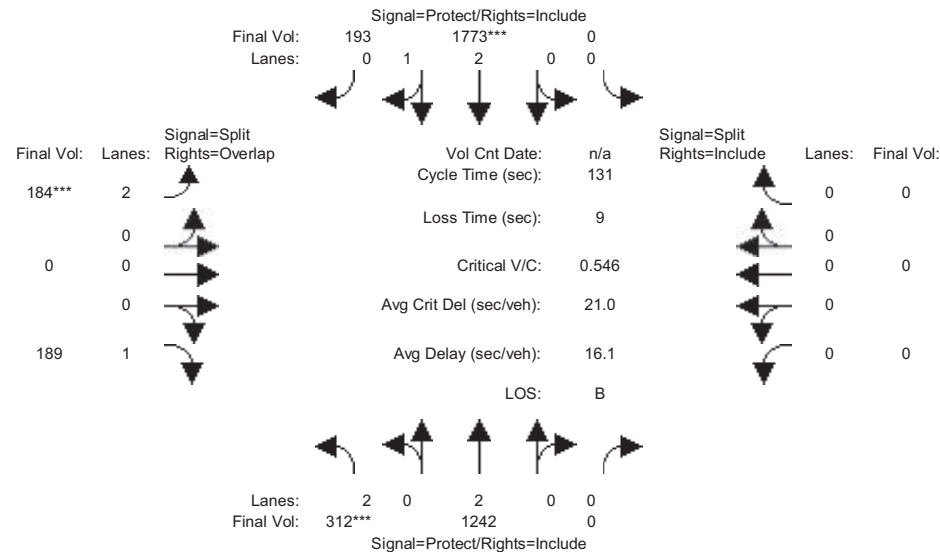
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.00	0.00	0.34	0.34	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	19.3	108	0.0	0.0	88.8	88.8	13.9	0.0	33.2	0.0	0.0	0.0
Volume/Cap:	0.50	0.37	0.00	0.00	0.50	0.50	0.50	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	52.2	2.9	0.0	0.0	10.4	10.4	56.4	0.0	40.5	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:	52.2	2.9	0.0	0.0	10.4	10.4	56.4	0.0	40.5	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	B+	B+	E+	A	D	A	A	A
HCM2kAvgQ:	6	6	0	0	12	12	4	0	6	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	231	1145	0	0	1750	135	166	0	155	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:	231	1145	0	0	1750	135	166	0	155	0	0	0
Added Vol:	81	97	0	0	23	58	18	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	1242	0	0	1773	193	184	0	189	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:	312	1242	0	0	1773	193	184	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	1242	0	0	1773	193	184	0	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	1242	0	0	1773	193	184	0	189	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.69	0.31	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5050	550	3150	0	1750	0	0	0

Capacity Analysis Module:

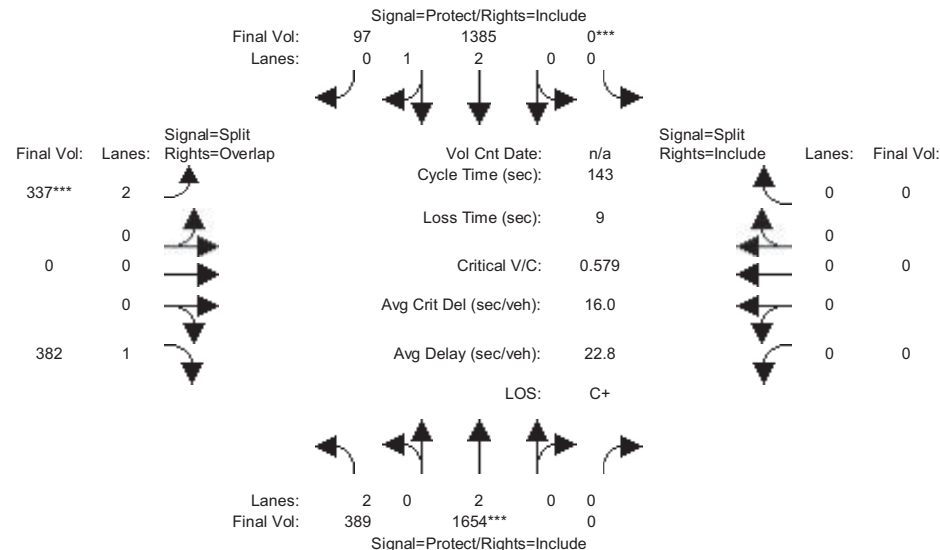
Vol/Sat:	0.10	0.33	0.00	0.00	0.35	0.35	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	23.8	108	0.0	0.0	84.2	84.2	14.0	0.0	37.8	0.0	0.0	0.0
Volume/Cap:	0.55	0.40	0.00	0.00	0.55	0.55	0.55	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	49.8	3.1	0.0	0.0	13.0	13.0	57.3	0.0	37.7	0.0	0.0	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:	49.8	3.1	0.0	0.0	13.0	13.0	57.3	0.0	37.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E+	A	D+	A	A	A
HCM2kAvgQ:	7	7	0	0	15	15	5	0	7	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	389	1654	0	0	1385	97	337	0	382	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:	389	1654	0	0	1385	97	337	0	382	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	1654	0	0	1385	97	337	0	382	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:	389	1654	0	0	1385	97	337	0	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1654	0	0	1385	97	337	0	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	389	1654	0	0	1385	97	337	0	382	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.80	0.20	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5233	366	3150	0	1750	0	0	0

Capacity Analysis Module:

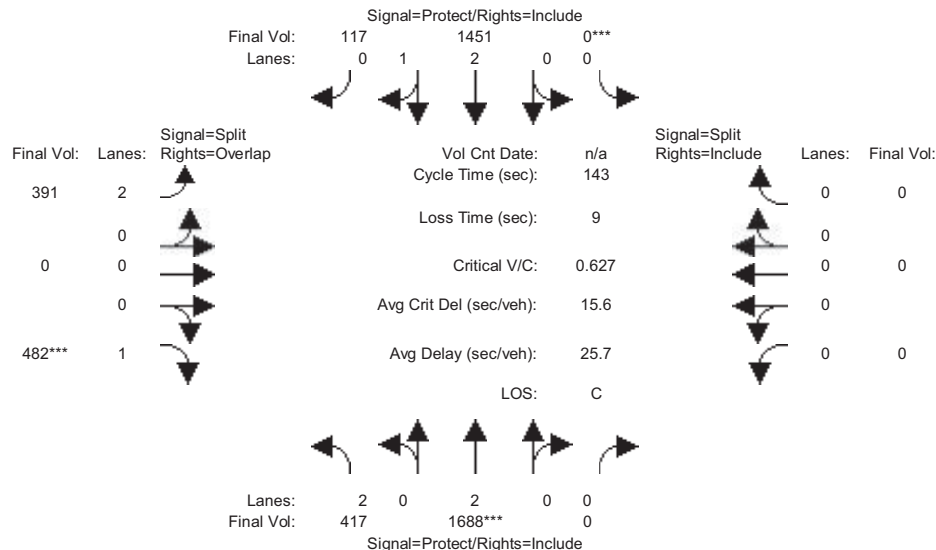
Vol/Sat:	0.12	0.44	0.00	0.00	0.26	0.26	0.11	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.2	108	0.0	0.0	73.3	73.3	26.4	0.0	60.7	0.0	0.0	0.0
Volume/Cap:	0.52	0.58	0.00	0.00	0.52	0.52	0.58	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	47.8	8.1	0.0	0.0	23.2	23.2	54.7	0.0	31.0	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:	47.8	8.1	0.0	0.0	23.2	23.2	54.7	0.0	31.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D-	A	C	A	A	A
HCM2kAvgQ:	9	16	0	0	14	14	9	0	13	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	389	1654	0	0	1385	97	337	0	382	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:	389	1654	0	0	1385	97	337	0	382	0	0	0
Added Vol:	28	34	0	0	66	20	54	0	100	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1688	0	0	1451	117	391	0	482	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:	417	1688	0	0	1451	117	391	0	482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1688	0	0	1451	117	391	0	482	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	417	1688	0	0	1451	117	391	0	482	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5182	418	3150	0	1750	0	0	0

Capacity Analysis Module:

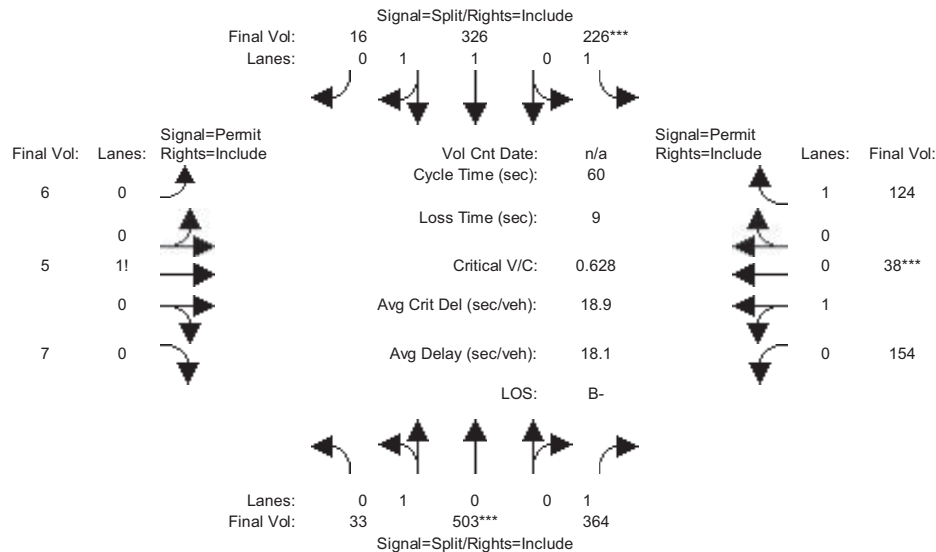
Vol/Sat:	0.13	0.44	0.00	0.00	0.28	0.28	0.12	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.5	101	0.0	0.0	68.8	68.8	32.6	0.0	65.2	0.0	0.0	0.0
Volume/Cap:	0.58	0.63	0.00	0.00	0.58	0.58	0.54	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	50.4	11.4	0.0	0.0	27.0	27.0	49.5	0.0	30.6	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:	50.4	11.4	0.0	0.0	27.0	27.0	49.5	0.0	30.6	0.0	0.0	0.0
LOS by Move:	D	B+	A	A	C	C	D	A	C	A	A	A
HCM2kAvgQ:	10	19	0	0	17	17	9	0	17	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #9: Alma St / Lytton Ave



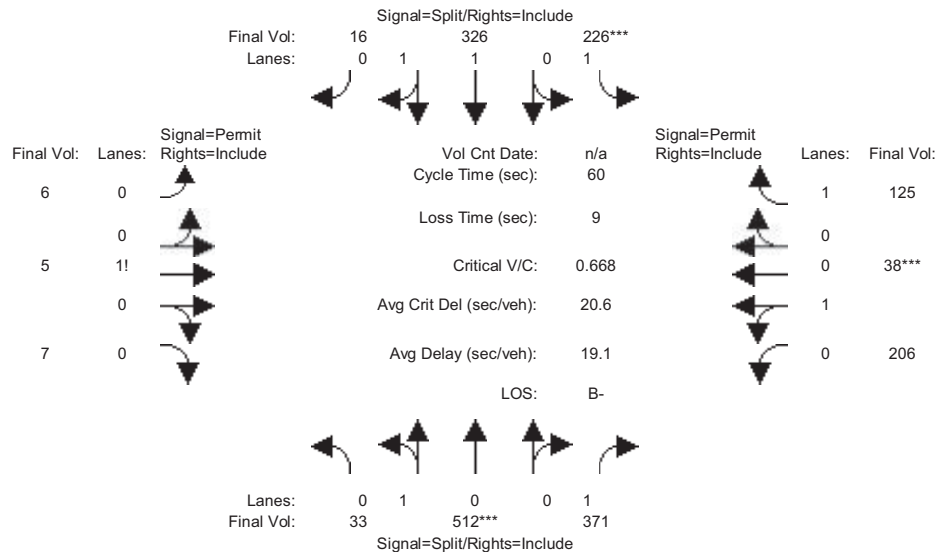
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	503	364	226	326	16	6	5	7	154	38	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	503	364	226	326	16	6	5	7	154	38	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	503	364	226	326	16	6	5	7	154	38	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:	33	503	364	226	326	16	6	5	7	154	38	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	503	364	226	326	16	6	5	7	154	38	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
Final Volume:	33	503	364	226	326	16	6	5	7	154	38	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.80	0.20	1.00
Final Sat.:	111	1689	1750	1750	3527	173	583	486	681	1444	356	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.21	0.13	0.09	0.09	0.01	0.01	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	28.5	28.5	28.5	12.3	12.3	12.3	10.2	10.2	10.2	10.2	10.2	10.2
Volume/Cap:	0.63	0.63	0.44	0.63	0.45	0.45	0.06	0.06	0.06	0.63	0.63	0.42
Delay/Veh:	13.3	13.3	10.8	25.2	21.3	21.3	21.0	21.0	21.0	27.3	27.3	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	10.8	25.2	21.3	21.3	21.0	21.0	21.0	27.3	27.3	23.2
LOS by Move:	B	B	B+	C	C+	C+	C+	C+	C+	C	C	C
HCM2kAvgQ:	9	9	5	5	3	3	0	0	0	5	5	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	33	503	364	226	326	16	6	5	7	154	38	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	503	364	226	326	16	6	5	7	154	38	124
Added Vol:	0	9	7	0	0	0	0	0	0	52	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	512	371	226	326	16	6	5	7	206	38	125
User Adj:	1.00	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:	33	512	371	226	326	16	6	5	7	206	38	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	512	371	226	326	16	6	5	7	206	38	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	512	371	226	326	16	6	5	7	206	38	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.84	0.16	1.00
Final Sat.:	109	1691	1750	1750	3527	173	583	486	681	1520	280	1750

Capacity Analysis Module:

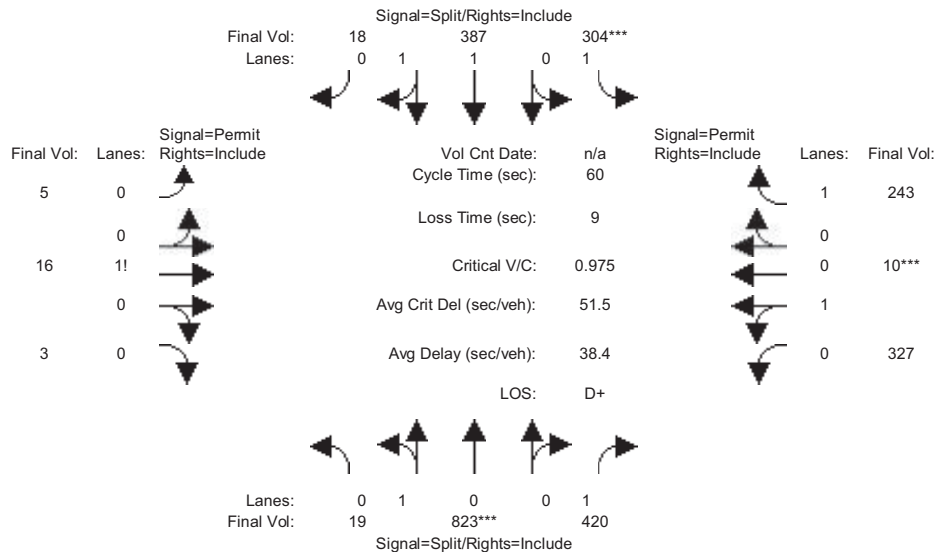
Vol/Sat:	0.30	0.30	0.21	0.13	0.09	0.09	0.01	0.01	0.01	0.14	0.14	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.2	27.2	27.2	11.6	11.6	11.6	12.2	12.2	12.2	12.2	12.2	12.2
Volume/Cap:	0.67	0.67	0.47	0.67	0.48	0.48	0.05	0.05	0.05	0.67	0.67	0.35
Delay/Veh:	15.0	15.0	11.8	27.5	22.0	22.0	19.3	19.3	19.3	26.7	26.7	21.1
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:	15.0	15.0	11.8	27.5	22.0	22.0	19.3	19.3	19.3	26.7	26.7	21.1
LOS by Move:	B	B	B+	C	C+	C+	B-	B-	B-	C	C	C+
HCM2kAvgQ:	9	9	6	6	3	3	0	0	0	6	6	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street			Lytton Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	19	823	420	304	387	18	5	16	3	327	10	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	823	420	304	387	18	5	16	3	327	10	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	823	420	304	387	18	5	16	3	327	10	243
User Adj:	1.00	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:	19	823	420	304	387	18	5	16	3	327	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	823	420	304	387	18	5	16	3	327	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	823	420	304	387	18	5	16	3	327	10	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	41	1759	1750	1750	3535	164	365	1167	219	1747	53	1750

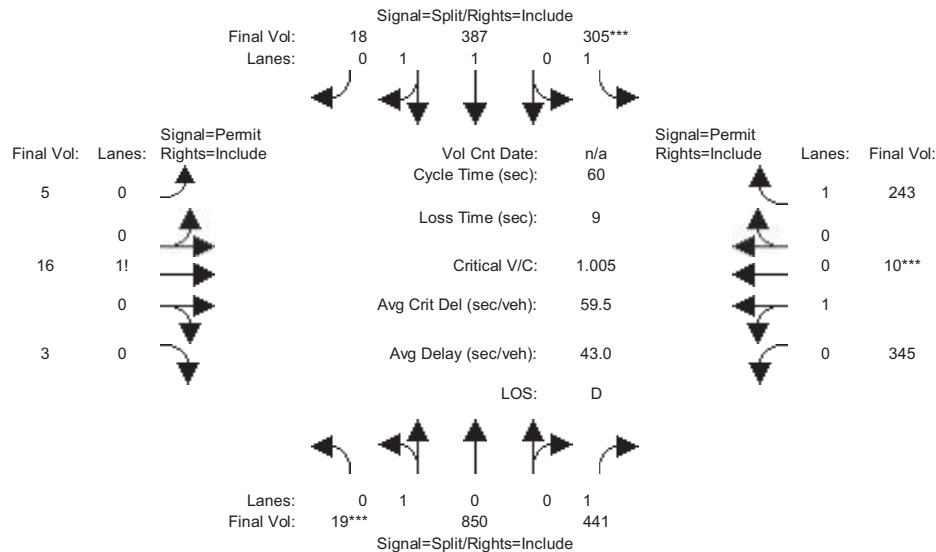
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.24	0.17	0.11	0.11	0.01	0.01	0.01	0.19	0.19	0.14
Crit Moves:	****			****			****			****		
Green Time:	28.8	28.8	28.8	10.7	10.7	10.7	11.5	11.5	11.5	11.5	11.5	11.5
Volume/Cap:	0.97	0.97	0.50	0.97	0.61	0.61	0.07	0.07	0.07	0.97	0.97	0.72
Delay/Veh:	39.8	39.8	11.2	68.5	24.5	24.5	19.9	19.9	19.9	65.6	65.6	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	39.8	11.2	68.5	24.5	24.5	19.9	19.9	19.9	65.6	65.6	30.3
LOS by Move:	D	D	B+	E	C	C	B-	B-	B-	E	E	C
HCM2kAvgQ:	24	24	6	11	5	5	0	0	0	12	12	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #9: Alma St / Lytton Ave



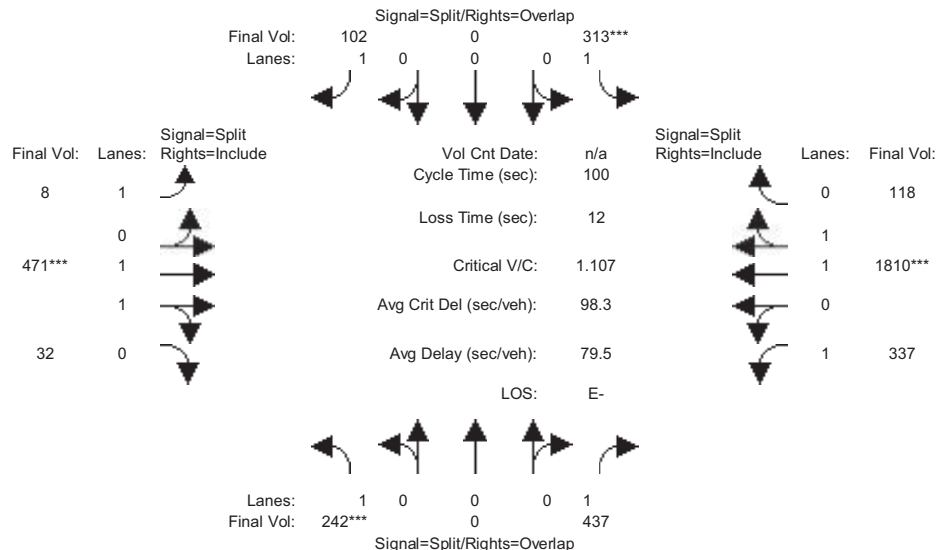
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	823	420	304	387	18	5	16	3	327	10	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	823	420	304	387	18	5	16	3	327	10	243
Added Vol:	0	27	21	1	0	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	850	441	305	387	18	5	16	3	345	10	243
User Adj:	1.00	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:	19	850	441	305	387	18	5	16	3	345	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	850	441	305	387	18	5	16	3	345	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	850	441	305	387	18	5	16	3	345	10	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	39	1761	1750	1750	3535	164	365	1167	219	1749	51	1750
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.25	0.17	0.11	0.11	0.01	0.01	0.01	0.20	0.20	0.14
Crit Moves:	***			***						***		
Green Time:	28.8	28.8	28.8	10.4	10.4	10.4	11.8	11.8	11.8	11.8	11.8	11.8
Volume/Cap:	1.01	1.01	0.52	1.01	0.63	0.63	0.07	0.07	0.07	1.01	1.01	0.71
Delay/Veh:	47.4	47.4	11.4	77.7	25.1	25.1	19.7	19.7	19.7	73.3	73.3	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:	47.4	47.4	11.4	77.7	25.1	25.1	19.7	19.7	19.7	73.3	73.3	29.2
LOS by Move:	D	D	B+	E-	C	C	B-	B-	B-	E	E	C
HCM2kAvgQ:	26	26	7	12	5	5	0	0	0	13	13	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	0	437	313	0	102	8	471	32	337	1810	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	437	313	0	102	8	471	32	337	1810	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	437	313	0	102	8	471	32	337	1810	118
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	242	0	437	313	0	102	8	471	32	337	1810	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	437	313	0	102	8	471	32	337	1810	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	0	437	313	0	102	8	471	32	337	1810	118

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1750	0	1750	1750	0	1750	1750	3464	235	1750	3473	226

Capacity Analysis Module:

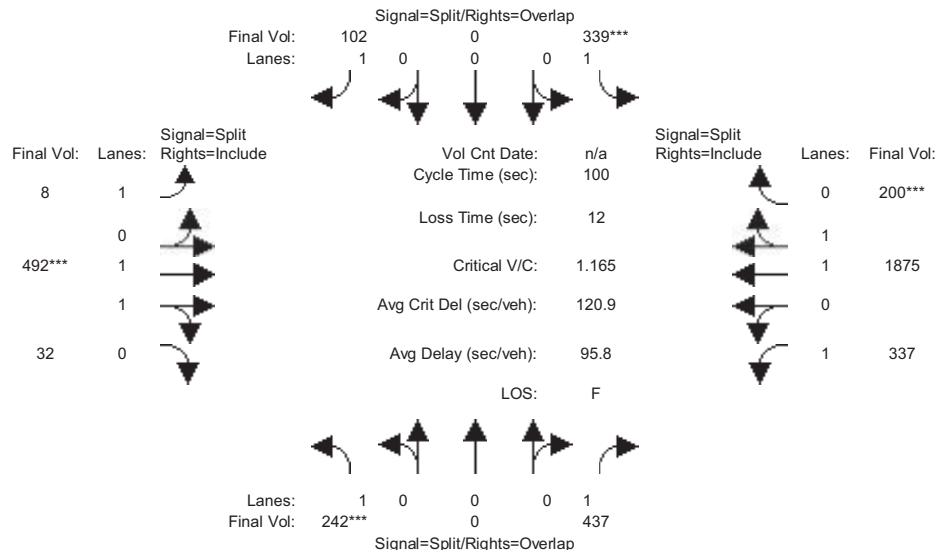
Vol/Sat:	0.14	0.00	0.25	0.18	0.00	0.06	0.00	0.14	0.14	0.19	0.52	0.52
Crit Moves:	***			***			***			***		
Green Time:	12.5	0.0	59.6	16.2	0.0	28.4	12.3	12.3	12.3	47.1	47.1	47.1
Volume/Cap:	1.11	0.00	0.42	1.11	0.00	0.20	0.04	1.11	1.11	0.41	1.11	1.11
Delay/Veh:	136.3	0.0	11.2	127.3	0.0	27.4	38.7	118	118.5	17.7	83.6	83.6
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:	136.3	0.0	11.2	127.3	0.0	27.4	38.7	118	118.5	17.7	83.6	83.6
LOS by Move:	F	A	B+	F	A	C	D+	F	F	B	F	F
HCM2kAvgQ:	15	0	8	18	0	3	0	12	12	7	44	44

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	0	437	313	0	102	8	471	32	337	1810	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	437	313	0	102	8	471	32	337	1810	118
Added Vol:	0	96	0	26	31	0	0	21	0	0	65	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	96	437	339	31	102	8	492	32	337	1875	200
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	242	0	437	339	0	102	8	492	32	337	1875	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	437	339	0	102	8	492	32	337	1875	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	0	437	339	0	102	8	492	32	337	1875	200

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.87	0.13	1.00	1.80	0.20
Final Sat.:	1800	0	1800	1800	0	1800	1750	3474	226	1750	3343	357

Capacity Analysis Module:

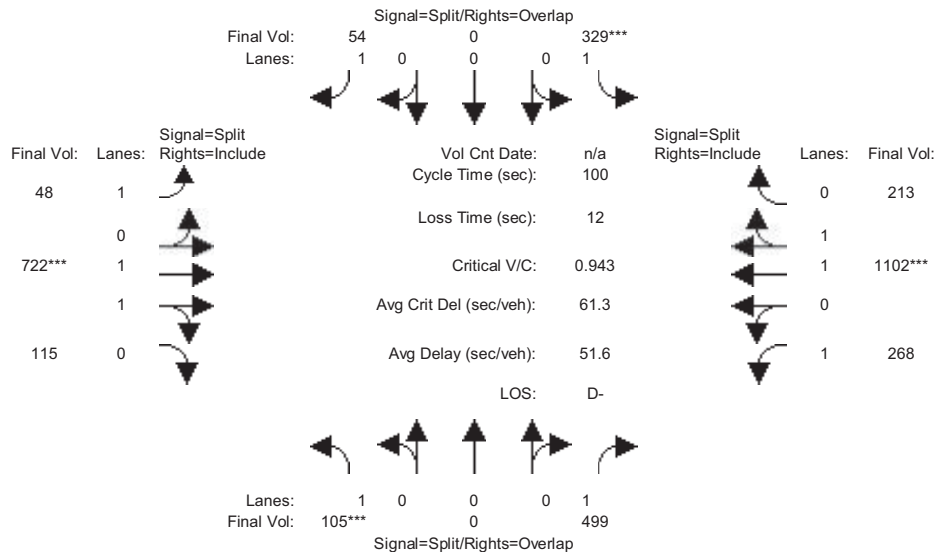
Vol/Sat:	0.13	0.00	0.24	0.19	0.00	0.06	0.00	0.14	0.14	0.19	0.56	0.56
Crit Moves:	***			***			***					***
Green Time:	11.5	0.0	59.7	16.2	0.0	28.3	12.2	12.2	12.2	48.1	48.1	48.1
Volume/Cap:	1.17	0.00	0.41	1.17	0.00	0.20	0.04	1.17	1.17	0.40	1.17	1.17
Delay/Veh:	136.1	0.0	10.9	141.3	0.0	27.3	38.8	140	140.0	17.0	107	106.8
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:	136.1	0.0	10.9	141.3	0.0	27.3	38.8	140	140.0	17.0	107	106.8
LOS by Move:	F	A	B+	F	A	C	D+	F	F	B	F	F
HCM2kAvgQ:	15	0	8	21	0	3	0	14	14	7	53	53

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	0	499	329	0	54	48	722	115	268	1102	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	499	329	0	54	48	722	115	268	1102	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	499	329	0	54	48	722	115	268	1102	213
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	105	0	499	329	0	54	48	722	115	268	1102	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	499	329	0	54	48	722	115	268	1102	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	0	499	329	0	54	48	722	115	268	1102	213

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.72	0.28	1.00	1.67	0.33
Final Sat.:	1750	0	1750	1750	0	1750	1750	3191	508	1750	3100	599

Capacity Analysis Module:

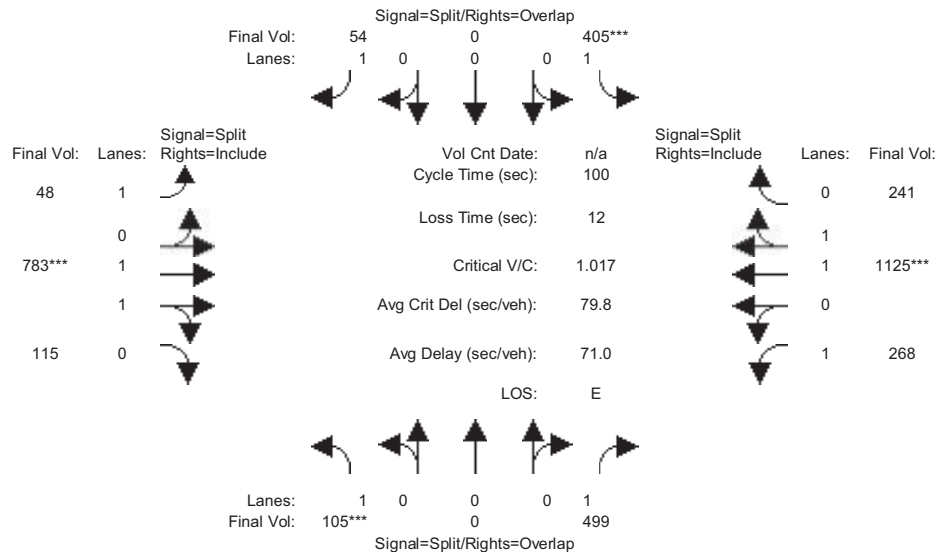
Vol/Sat:	0.06	0.00	0.29	0.19	0.00	0.03	0.03	0.23	0.23	0.15	0.36	0.36
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	46.0	19.1	0.0	42.0	22.9	22.9	22.9	36.0	36.0	36.0
Volume/Cap:	0.60	0.00	0.62	0.99	0.00	0.07	0.12	0.99	0.99	0.43	0.99	0.99
Delay/Veh:	48.8	0.0	21.9	85.9	0.0	17.4	30.7	65.9	65.9	24.6	53.2	53.2
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:	48.8	0.0	21.9	85.9	0.0	17.4	30.7	65.9	65.9	24.6	53.2	53.2
LOS by Move:	D	A	C+	F	A	B	C	E	E	C	D-	D-
HCM2kAvgQ:	4	0	13	16	0	1	1	16	16	7	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	0	499	329	0	54	48	722	115	268	1102	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	499	329	0	54	48	722	115	268	1102	213
Added Vol:	0	34	0	76	90	0	0	61	0	0	23	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	34	499	405	90	54	48	783	115	268	1125	241
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	105	0	499	405	0	54	48	783	115	268	1125	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	499	405	0	54	48	783	115	268	1125	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	0	499	405	0	54	48	783	115	268	1125	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.74	0.26	1.00	1.64	0.36
Final Sat.:	1800	0	1800	1800	0	1800	1750	3226	474	1750	3047	653

Capacity Analysis Module:

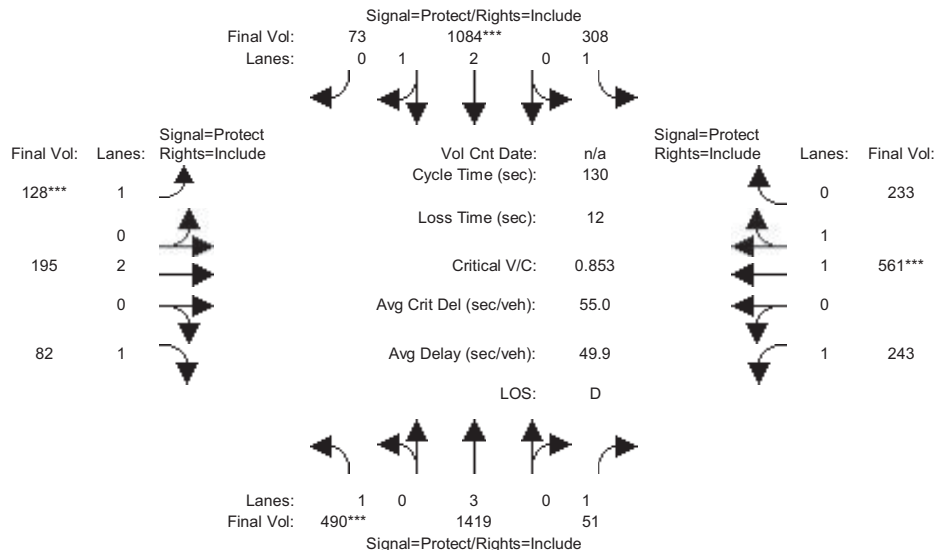
Vol/Sat:	0.06	0.00	0.28	0.23	0.00	0.03	0.03	0.24	0.24	0.15	0.37	0.37
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	44.4	21.0	0.0	43.6	22.6	22.6	22.6	34.4	34.4	34.4
Volume/Cap:	0.58	0.00	0.62	1.07	0.00	0.07	0.12	1.07	1.07	0.45	1.07	1.07
Delay/Veh:	43.9	0.0	22.7	103.9	0.0	16.4	30.9	91.3	91.3	25.9	80.1	80.1
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:	43.9	0.0	22.7	103.9	0.0	16.4	30.9	91.3	91.3	25.9	80.1	80.1
LOS by Move:	D	A	C+	F	A	B	C	F	F	C	F	F
HCM2kAvgQ:	4	0	13	21	0	1	1	20	20	7	30	30

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	490	1419	102	308	1084	145	128	195	164	243	561	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1419	102	308	1084	145	128	195	164	243	561	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1419	102	308	1084	145	128	195	164	243	561	233
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	490	1419	51	308	1084	73	128	195	82	243	561	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1419	51	308	1084	73	128	195	82	243	561	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	490	1419	51	308	1084	73	128	195	82	243	561	233

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.80	0.20	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	1750	5248	351	1750	3800	1750	1750	2613	1085

Capacity Analysis Module:

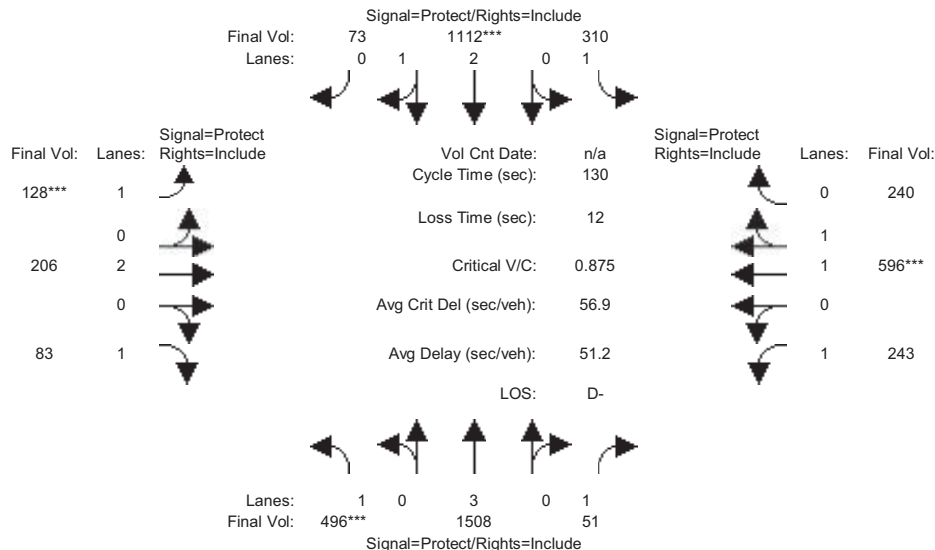
Vol/Sat:	0.28	0.25	0.03	0.18	0.21	0.21	0.07	0.05	0.05	0.14	0.21	0.21
Crit Moves:	***			***			***			***		
Green Time:	42.7	43.4	43.4	30.7	31.5	31.5	11.1	15.6	15.6	28.2	32.7	32.7
Volume/Cap:	0.85	0.75	0.09	0.75	0.85	0.85	0.85	0.43	0.39	0.64	0.85	0.85
Delay/Veh:	52.6	40.0	29.8	53.2	52.5	52.5	93.5	53.7	54.0	49.9	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	40.0	29.8	53.2	52.5	52.5	93.5	53.7	54.0	49.9	54.0	54.0
LOS by Move:	D-	D	C	D-	D-	D-	F	D-	D-	D	D-	D-
HCM2kAvgQ:	22	18	1	14	17	17	8	4	4	10	18	18

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real			Galvez Street-Embarcadero Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	490	1419	102	308	1084	145	128	195	164	243	561	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1419	102	308	1084	145	128	195	164	243	561	233
Added Vol:	6	89	0	2	28	0	0	11	2	0	35	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	496	1508	102	310	1112	145	128	206	166	243	596	240
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	496	1508	51	310	1112	73	128	206	83	243	596	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1508	51	310	1112	73	128	206	83	243	596	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	496	1508	51	310	1112	73	128	206	83	243	596	240

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.81	0.19	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1750	5700	1750	1750	5257	343	1750	3800	1750	1750	2637	1062

Capacity Analysis Module:

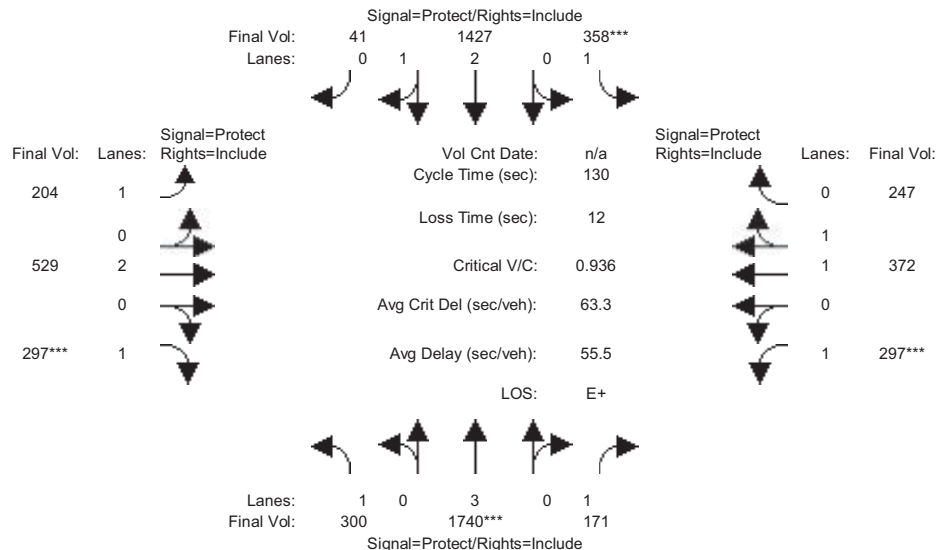
Vol/Sat:	0.28	0.26	0.03	0.18	0.21	0.21	0.07	0.05	0.05	0.14	0.23	0.23
Crit Moves:	***			***			***			***		
Green Time:	42.1	44.1	44.1	29.5	31.4	31.4	10.9	15.8	15.8	28.6	33.6	33.6
Volume/Cap:	0.87	0.78	0.09	0.78	0.87	0.87	0.87	0.44	0.39	0.63	0.87	0.87
Delay/Veh:	55.6	40.8	29.3	56.8	54.0	54.0	99.1	53.7	53.8	49.3	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	40.8	29.3	56.8	54.0	54.0	99.1	53.7	53.8	49.3	55.3	55.3
LOS by Move:	E+	D	C	E+	D-	D-	F	D-	D-	D	E+	E+
HCM2kAvgQ:	23	19	1	14	18	18	8	4	4	10	19	19

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	300	1740	341	358	1427	82	204	529	594	297	372	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1740	341	358	1427	82	204	529	594	297	372	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1740	341	358	1427	82	204	529	594	297	372	247
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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	1740	171	358	1427	41	204	529	297	297	372	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1740	171	358	1427	41	204	529	297	297	372	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	1740	171	358	1427	41	204	529	297	297	372	247

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	1.00	1.18	0.82
Final Sat.:	1750	5700	1750	1750	5443	156	1750	3800	1750	1750	2222	1476

Capacity Analysis Module:

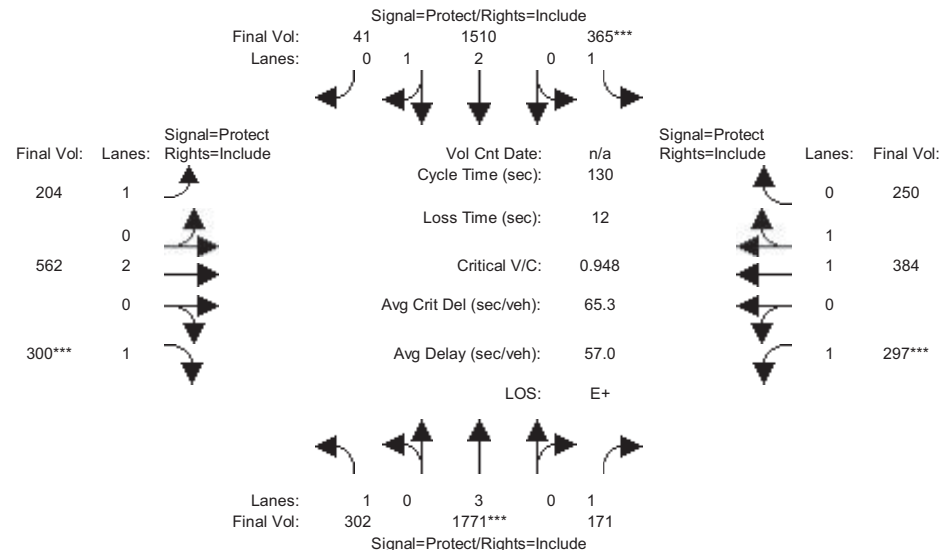
Vol/Sat:	0.17	0.31	0.10	0.20	0.26	0.26	0.12	0.14	0.17	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	28.0	42.4	42.4	28.4	42.8	42.8	19.4	23.6	23.6	23.6	27.8	27.8
Volume/Cap:	0.80	0.94	0.30	0.94	0.80	0.80	0.78	0.77	0.94	0.94	0.78	0.78
Delay/Veh:	59.5	52.0	33.0	80.0	42.1	42.1	67.5	55.8	86.5	86.5	53.4	53.4
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:	59.5	52.0	33.0	80.0	42.1	42.1	67.5	55.8	86.5	86.5	53.4	53.4
LOS by Move:	E+	D-	C-	E-	D	D	E	E+	F	F	D-	D-
HCM2kAvgQ:	14	27	5	19	20	20	10	12	17	17	14	14

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	300	1740	341	358	1427	82	204	529	594	297	372	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1740	341	358	1427	82	204	529	594	297	372	247
Added Vol:	2	31	0	7	83	0	0	33	6	0	12	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1771	341	365	1510	82	204	562	600	297	384	250
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	302	1771	171	365	1510	41	204	562	300	297	384	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1771	171	365	1510	41	204	562	300	297	384	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1771	171	365	1510	41	204	562	300	297	384	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	1.00	2.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	5700	1750	1750	5452	148	1750	3800	1750	1750	2240	1458

Capacity Analysis Module:

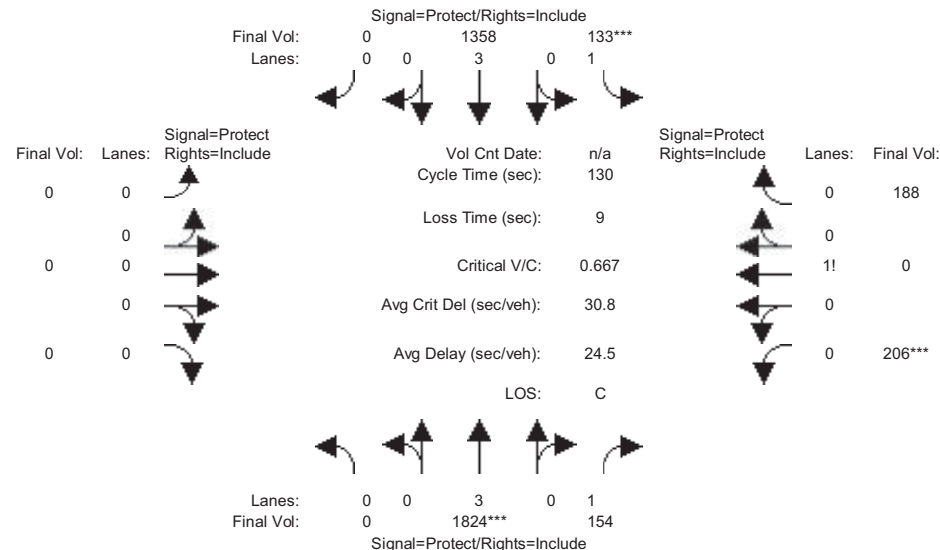
Vol/Sat:	0.17	0.31	0.10	0.21	0.28	0.28	0.12	0.15	0.17	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.3	42.6	42.6	28.6	43.9	43.9	18.9	23.5	23.5	23.3	27.8	27.8
Volume/Cap:	0.82	0.95	0.30	0.95	0.82	0.82	0.80	0.82	0.95	0.95	0.80	0.80
Delay/Veh:	62.6	53.6	32.8	82.6	42.5	42.5	70.0	58.8	89.5	89.9	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	53.6	32.8	82.6	42.5	42.5	70.0	58.8	89.5	89.9	54.3	54.3
LOS by Move:	E	D-	C-	F	D	D	E	E+	F	F	D-	D-
HCM2kAvgQ:	15	28	5	20	21	21	11	13	17	17	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1824	154	133	1358	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1824	154	133	1358	0	0	0	0	206	0	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1824	154	133	1358	0	0	0	0	206	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	1824	154	133	1358	0	0	0	0	206	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1824	154	133	1358	0	0	0	0	206	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
Final Volume:	0	1824	154	133	1358	0	0	0	0	206	0	188

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.52	0.00	0.48
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	915	0	835

Capacity Analysis Module:

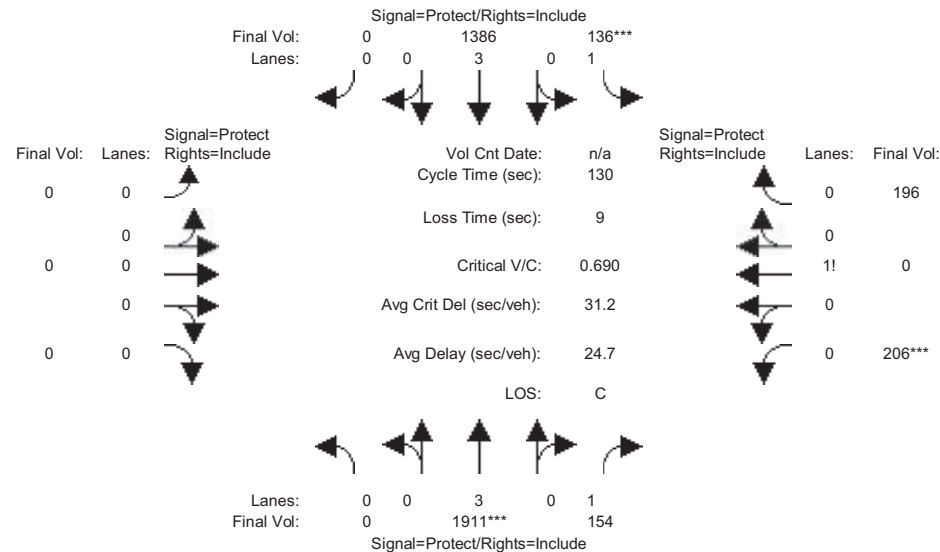
Vol/Sat:	0.00	0.32	0.09	0.08	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	62.3	62.3	14.8	77.1	0.0	0.0	0.0	0.0	43.9	0.0	43.9
Volume/Cap:	0.00	0.67	0.18	0.67	0.40	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	0.0	26.5	19.4	63.6	14.2	0.0	0.0	0.0	0.0	39.8	0.0	39.8
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	26.5	19.4	63.6	14.2	0.0	0.0	0.0	0.0	39.8	0.0	39.8
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	18	4	7	9	0	0	0	0	14	0	14

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1824	154	133	1358	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1824	154	133	1358	0	0	0	0	206	0	188
Added Vol:	0	87	0	3	28	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1911	154	136	1386	0	0	0	0	206	0	196
User Adj:	1.00	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	1911	154	136	1386	0	0	0	0	206	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1911	154	136	1386	0	0	0	0	206	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1911	154	136	1386	0	0	0	0	206	0	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.51	0.00	0.49
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	897	0	853

Capacity Analysis Module:

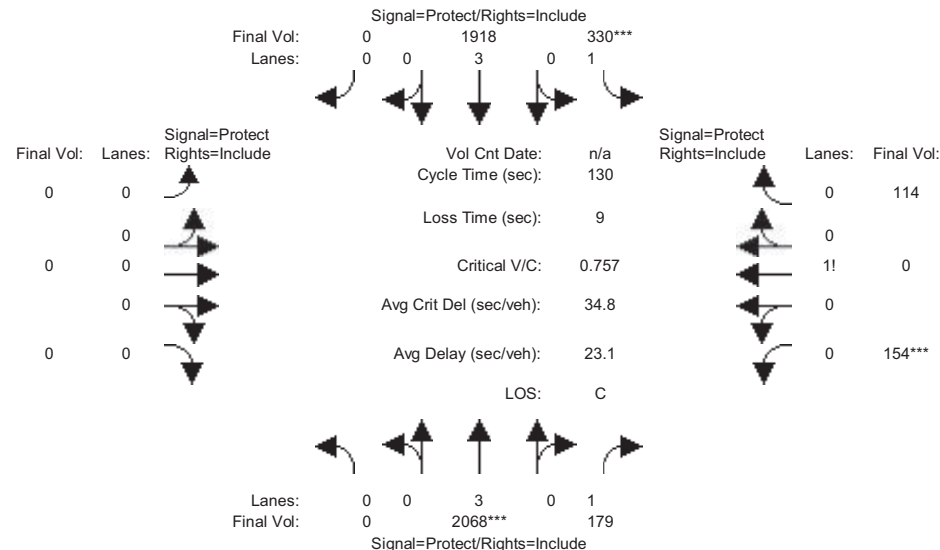
Vol/Sat:	0.00	0.34	0.09	0.08	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	63.1	63.1	14.6	77.8	0.0	0.0	0.0	0.0	43.2	0.0	43.2
Volume/Cap:	0.00	0.69	0.18	0.69	0.41	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	26.6	19.0	65.5	14.0	0.0	0.0	0.0	0.0	41.1	0.0	41.1
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	26.6	19.0	65.5	14.0	0.0	0.0	0.0	0.0	41.1	0.0	41.1
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	4	7	10	0	0	0	0	14	0	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
Growth Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2068	179	330	1918	0	0	0	0	154	0	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2068	179	330	1918	0	0	0	0	154	0	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	1006	0	744

Capacity Analysis Module:

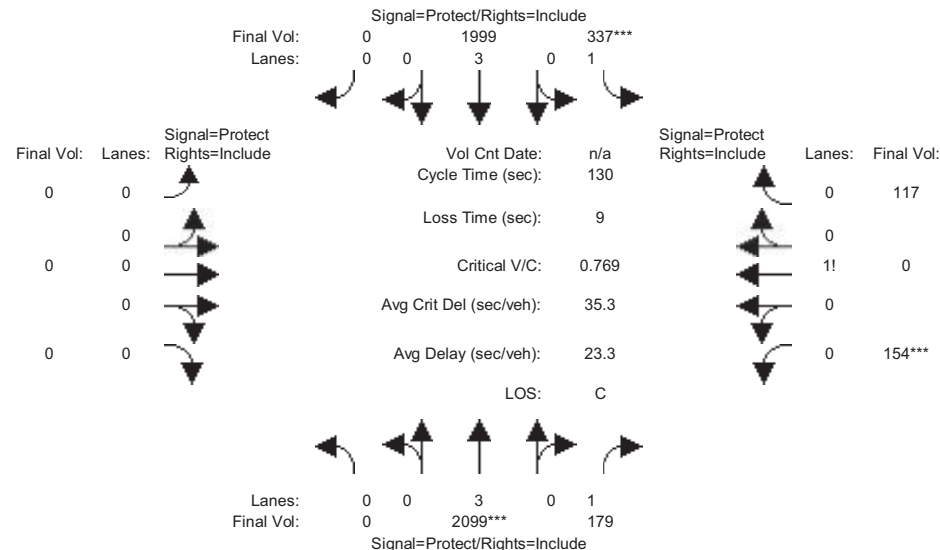
Vol/Sat:	0.00	0.36	0.10	0.19	0.34	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	62.3	62.3	32.4	94.7	0.0	0.0	0.0	0.0	26.3	0.0	26.3
Volume/Cap:	0.00	0.76	0.21	0.76	0.46	0.00	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	0.0	28.9	19.8	52.6	7.3	0.0	0.0	0.0	0.0	57.9	0.0	57.9
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	28.9	19.8	52.6	7.3	0.0	0.0	0.0	0.0	57.9	0.0	57.9
LOS by Move:	A	C	B-	D-	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	22	4	15	10	0	0	0	0	10	0	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----			-----			-----			-----					
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			

Volume Module:

Base Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
Growth Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Added Vol:	0	31	0	7	81	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2099	179	337	1999	0	0	0	0	154	0	117
User Adj:	1.00	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	2099	179	337	1999	0	0	0	0	154	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2099	179	337	1999	0	0	0	0	154	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2099	179	337	1999	0	0	0	0	154	0	117

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	994	0	756

Capacity Analysis Module:

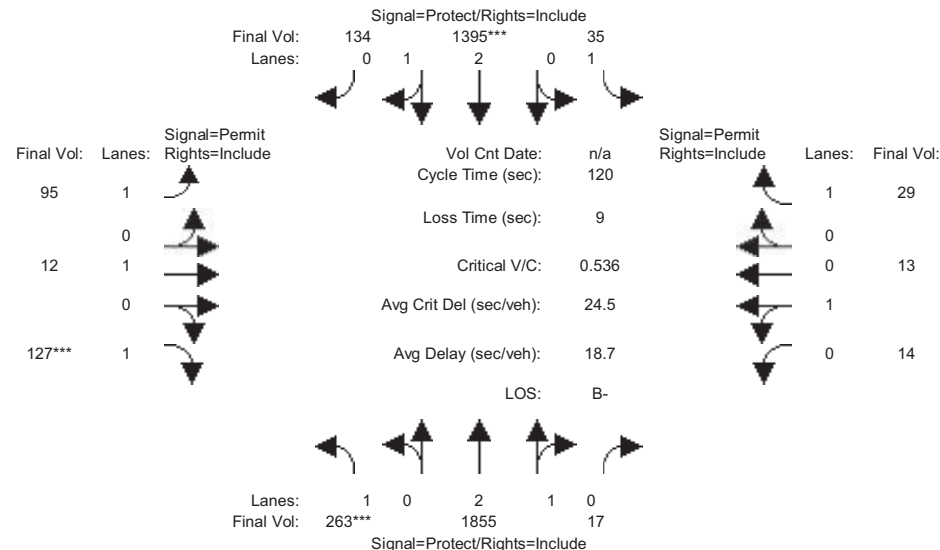
Vol/Sat:	0.00	0.37	0.10	0.19	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.3	62.3	32.6	94.8	0.0	0.0	0.0	0.0	26.2	0.0	26.2
Volume/Cap:	0.00	0.77	0.21	0.77	0.48	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	29.3	19.8	53.3	7.4	0.0	0.0	0.0	0.0	58.9	0.0	58.9
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	29.3	19.8	53.3	7.4	0.0	0.0	0.0	0.0	58.9	0.0	58.9
LOS by Move:	A	C	B-	D-	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	23	4	15	11	0	0	0	0	11	0	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1855	17	35	1395	134	95	12	127	14	13	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1855	17	35	1395	134	95	12	127	14	13	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1855	17	35	1395	134	95	12	127	14	13	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	1855	17	35	1395	134	95	12	127	14	13	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5549	51	1750	5109	491	1750	1900	1750	933	867	1750

Capacity Analysis Module:

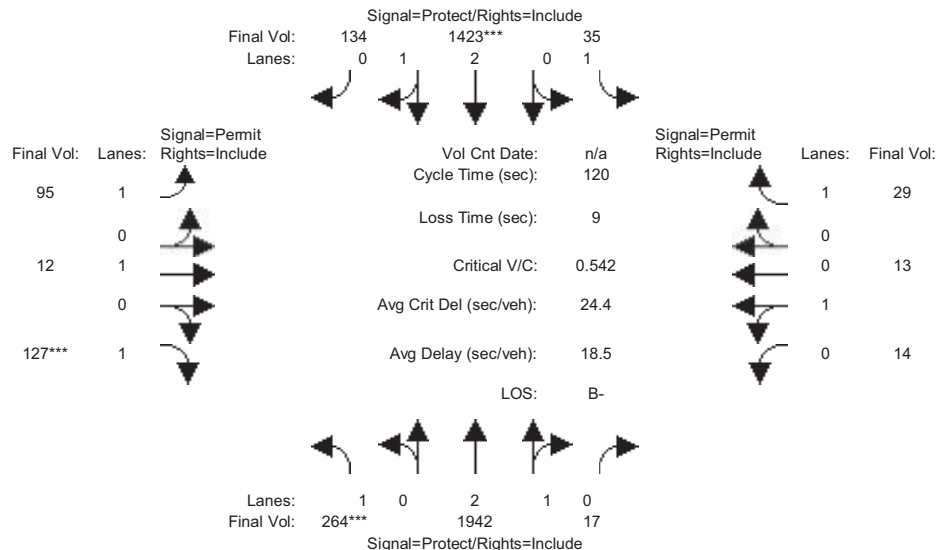
Vol/Sat:	0.15	0.33	0.33	0.02	0.27	0.27	0.05	0.01	0.07	0.02	0.02	0.02
Crit Moves:	***			***			***					
Green Time:	33.6	80.7	80.7	14.1	61.1	61.1	16.2	16.2	16.2	16.2	16.2	16.2
Volume/Cap:	0.54	0.50	0.50	0.17	0.54	0.54	0.40	0.05	0.54	0.11	0.11	0.12
Delay/Veh:	37.7	9.8	9.8	48.1	20.1	20.1	48.5	45.2	50.8	45.7	45.7	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	9.8	9.8	48.1	20.1	20.1	48.5	45.2	50.8	45.7	45.7	45.8
LOS by Move:	D+	A	A	D	C+	C+	D	D	D	D	D	D
HCM2kAvgQ:	9	11	11	1	13	13	4	0	5	1	1	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1855	17	35	1395	134	95	12	127	14	13	29
Added Vol:	1	87	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1942	17	35	1423	134	95	12	127	14	13	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1942	17	35	1423	134	95	12	127	14	13	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1942	17	35	1423	134	95	12	127	14	13	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	1942	17	35	1423	134	95	12	127	14	13	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5551	49	1750	5117	482	1750	1900	1750	933	867	1750

Capacity Analysis Module:

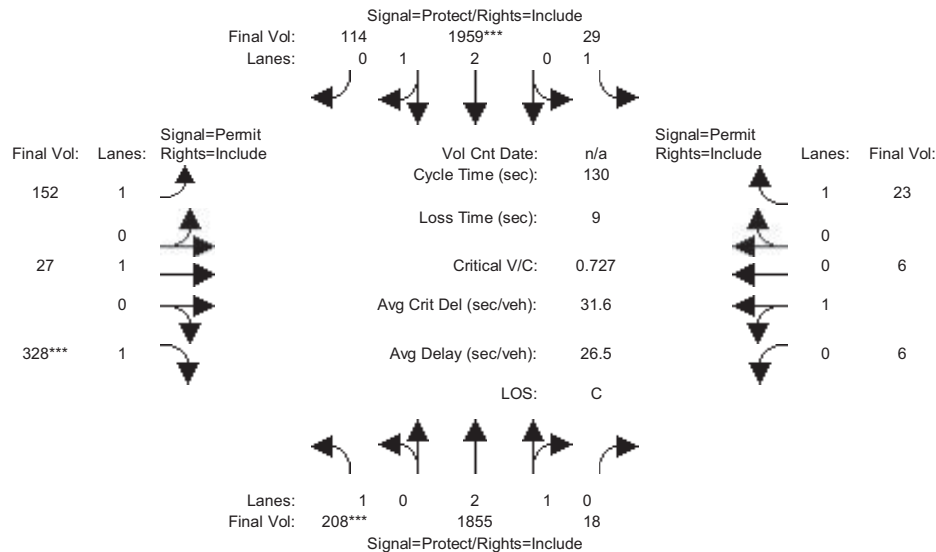
Vol/Sat:	0.15	0.35	0.35	0.02	0.28	0.28	0.05	0.01	0.07	0.02	0.02	0.02
Crit Moves:	***			***					***			
Green Time:	33.4	81.4	81.4	13.6	61.5	61.5	16.1	16.1	16.1	16.1	16.1	16.1
Volume/Cap:	0.54	0.52	0.52	0.18	0.54	0.54	0.41	0.05	0.54	0.11	0.11	0.12
Delay/Veh:	38.1	9.7	9.7	48.6	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
User DelAdj:	1.00	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	9.7	9.7	48.6	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
LOS by Move:	D+	A	A	D	B-	B-	D	D	D-	D	D	D
HCM2kAvgQ:	9	12	12	1	13	13	4	0	5	1	1	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1855	18	29	1959	114	152	27	328	6	6	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1855	18	29	1959	114	152	27	328	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1855	18	29	1959	114	152	27	328	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1855	18	29	1959	114	152	27	328	6	6	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5546	54	1750	5292	308	1750	1900	1750	900	900	1750

Capacity Analysis Module:

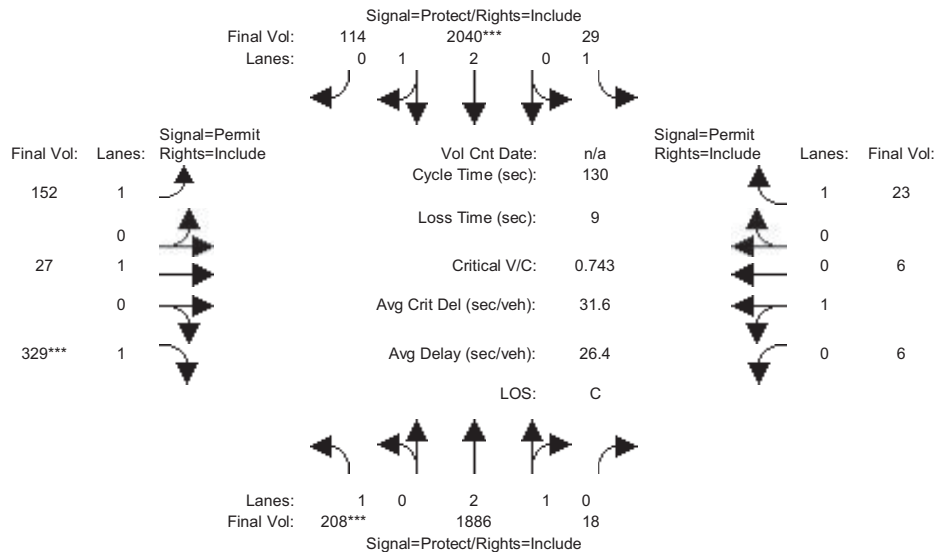
Vol/Sat:	0.12	0.33	0.33	0.02	0.37	0.37	0.09	0.01	0.19	0.01	0.01	0.01
Crit Moves:	***			***					***			
Green Time:	21.3	75.3	75.3	12.1	66.2	66.2	33.5	33.5	33.5	33.5	33.5	33.5
Volume/Cap:	0.73	0.58	0.58	0.18	0.73	0.73	0.34	0.06	0.73	0.03	0.03	0.05
Delay/Veh:	60.6	17.5	17.5	54.9	25.8	25.8	39.6	36.4	49.9	36.1	36.1	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	17.5	17.5	54.9	25.8	25.8	39.6	36.4	49.9	36.1	36.1	36.3
LOS by Move:	E	B	B	D-	C	C	D	D+	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	1	22	22	5	1	14	0	0	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1855	18	29	1959	114	152	27	328	6	6	23
Added Vol:	0	31	0	0	81	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1886	18	29	2040	114	152	27	329	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1886	18	29	2040	114	152	27	329	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1886	18	29	2040	114	152	27	329	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1886	18	29	2040	114	152	27	329	6	6	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5547	53	1750	5303	296	1750	1900	1750	900	900	1750

Capacity Analysis Module:

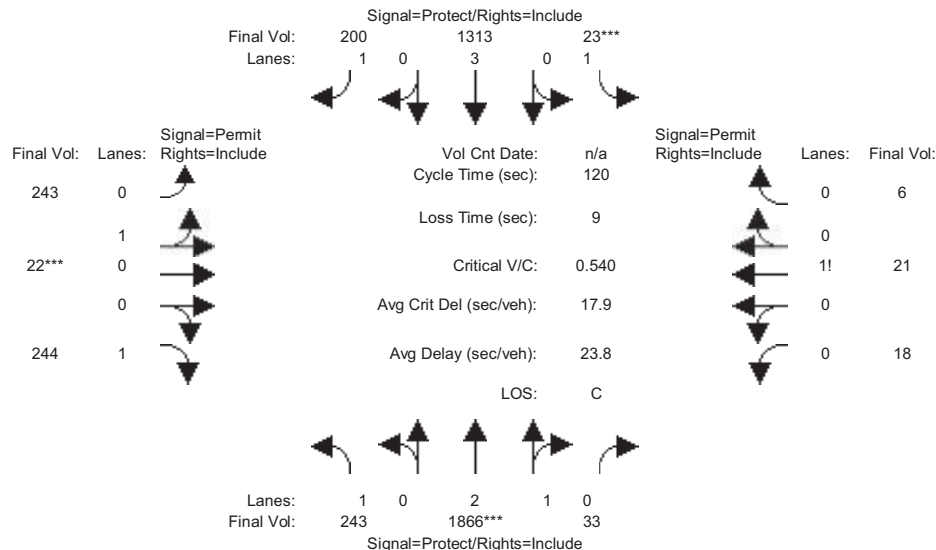
Vol/Sat:	0.12	0.34	0.34	0.02	0.38	0.38	0.09	0.01	0.19	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	20.8	76.1	76.1	12.0	67.3	67.3	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.74	0.58	0.58	0.18	0.74	0.74	0.34	0.06	0.74	0.03	0.03	0.05
Delay/Veh:	62.3	17.2	17.2	54.9	25.6	25.6	40.2	36.8	51.3	36.5	36.5	36.8
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:	62.3	17.2	17.2	54.9	25.6	25.6	40.2	36.8	51.3	36.5	36.5	36.8
LOS by Move:	E	B	B	D-	C	C	D	D+	D-	D+	D+	D+
HCM2kAvgQ:	9	16	16	1	23	23	5	1	14	0	0	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1866	33	23	1313	200	243	22	244	18	21	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1866	33	23	1313	200	243	22	244	18	21	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1866	33	23	1313	200	243	22	244	18	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	1866	33	23	1313	200	243	22	244	18	21	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.40	0.47	0.13
Final Sat.:	1750	5503	97	1750	5700	1750	1651	149	1750	700	817	233

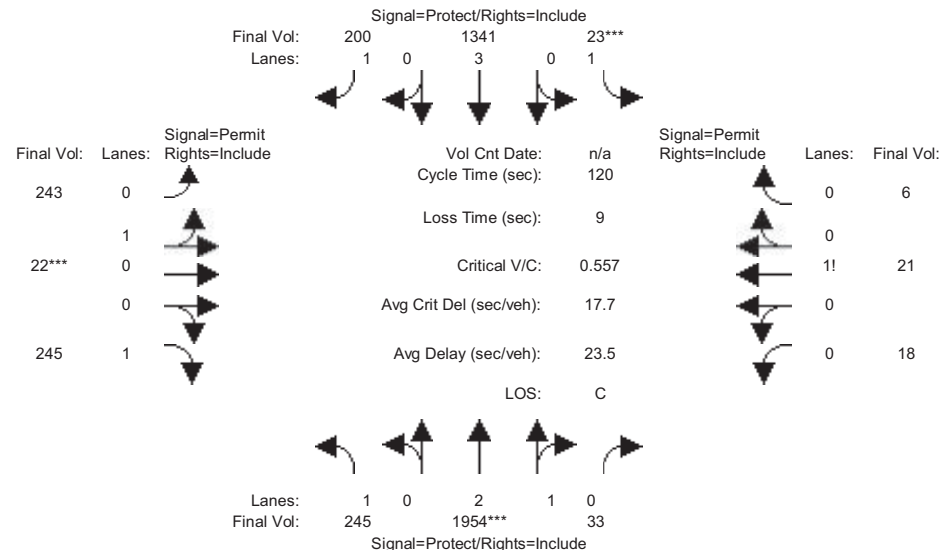
Capacity Analysis Module:												
Vol/Sat:	0.14	0.34	0.34	0.01	0.23	0.11	0.15	0.15	0.14	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	29.9	72.5	72.5	7.0	49.6	49.6	31.5	31.5	31.5	31.5	31.5	31.5
Volume/Cap:	0.56	0.56	0.56	0.23	0.56	0.28	0.56	0.56	0.53	0.10	0.10	0.10
Delay/Veh:	40.9	14.4	14.4	55.0	27.1	23.5	39.8	39.8	39.1	33.6	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	14.4	14.4	55.0	27.1	23.5	39.8	39.8	39.1	33.6	33.6	33.6
LOS by Move:	D	B	B	E+	C	C	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	14	14	1	12	5	9	9	9	1	1	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1866	33	23	1313	200	243	22	244	18	21	6
Added Vol:	2	88	0	0	28	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1954	33	23	1341	200	243	22	245	18	21	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1954	33	23	1341	200	243	22	245	18	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1954	33	23	1341	200	243	22	245	18	21	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	1954	33	23	1341	200	243	22	245	18	21	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.40	0.47	0.13
Final Sat.:	1750	5507	93	1750	5700	1750	1651	149	1750	700	817	233

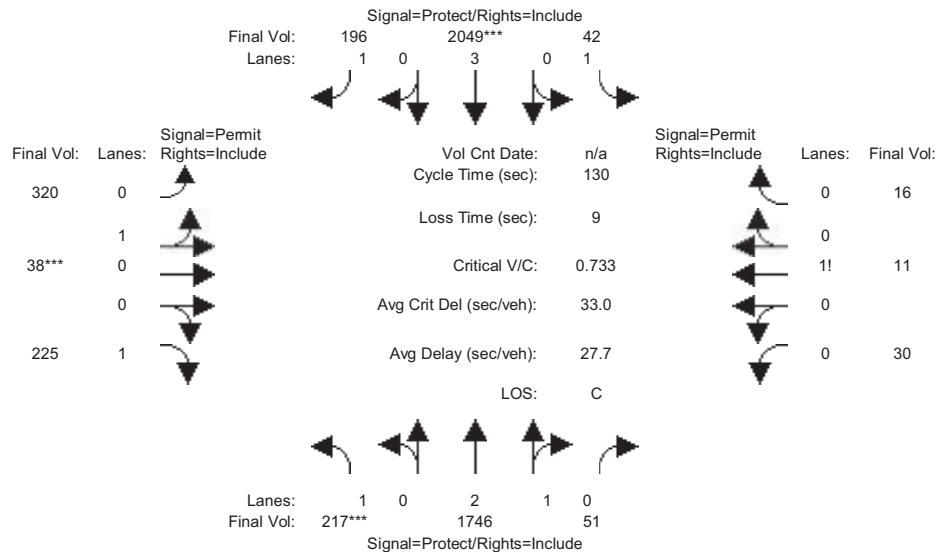
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.01	0.24	0.11	0.15	0.15	0.14	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	30.0	73.5	73.5	7.0	50.5	50.5	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.56	0.58	0.58	0.23	0.56	0.27	0.58	0.58	0.55	0.10	0.10	0.10
Delay/Veh:	40.8	14.2	14.2	55.0	26.6	22.9	41.0	41.0	40.3	34.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	14.2	14.2	55.0	26.6	22.9	41.0	41.0	40.3	34.4	34.4	34.4
LOS by Move:	D	B	B	E+	C	C+	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	14	14	1	12	5	9	9	9	1	1	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1746	51	42	2049	196	320	38	225	30	11	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1746	51	42	2049	196	320	38	225	30	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1746	51	42	2049	196	320	38	225	30	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	217	1746	51	42	2049	196	320	38	225	30	11	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5441	159	1750	5700	1750	1609	191	1750	921	338	491

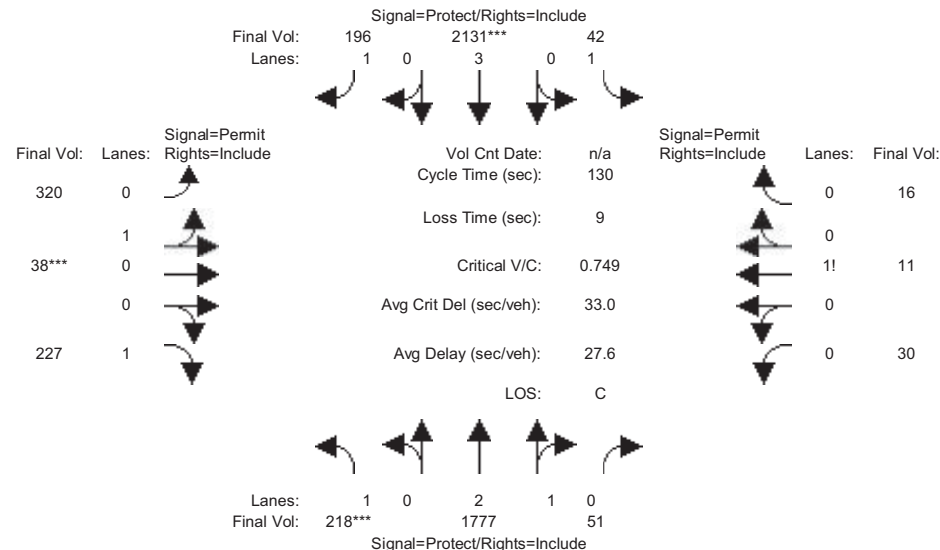
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.02	0.36	0.11	0.20	0.20	0.13	0.03	0.03	0.03
Crit Moves:	***			***			***					
Green Time:	22.0	73.4	73.4	12.3	63.7	63.7	35.3	35.3	35.3	35.3	35.3	35.3
Volume/Cap:	0.73	0.57	0.57	0.25	0.73	0.23	0.73	0.73	0.47	0.12	0.12	0.12
Delay/Veh:	60.3	18.4	18.4	55.4	27.4	19.2	48.8	48.8	40.4	35.8	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:	60.3	18.4	18.4	55.4	27.4	19.2	48.8	48.8	40.4	35.8	35.8	35.8
LOS by Move:	E	B-	B-	E+	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	2	21	5	15	15	8	2	2	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1746	51	42	2049	196	320	38	225	30	11	16
Added Vol:	1	31	0	0	82	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	1777	51	42	2131	196	320	38	227	30	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	1777	51	42	2131	196	320	38	227	30	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1777	51	42	2131	196	320	38	227	30	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	218	1777	51	42	2131	196	320	38	227	30	11	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5444	156	1750	5700	1750	1609	191	1750	921	338	491

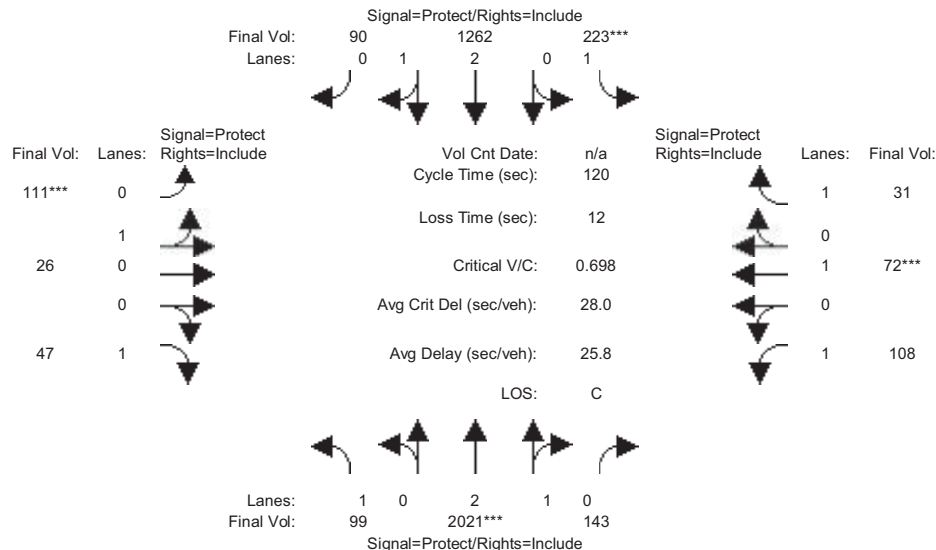
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.02	0.37	0.11	0.20	0.20	0.13	0.03	0.03	0.03
Crit Moves:	***			***			***					
Green Time:	21.6	74.2	74.2	12.2	64.9	64.9	34.5	34.5	34.5	34.5	34.5	34.5
Volume/Cap:	0.75	0.57	0.57	0.25	0.75	0.22	0.75	0.75	0.49	0.12	0.12	0.12
Delay/Veh:	61.9	18.0	18.0	55.5	27.2	18.5	50.3	50.3	41.1	36.4	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	18.0	18.0	55.5	27.2	18.5	50.3	50.3	41.1	36.4	36.4	36.4
LOS by Move:	E	B-	B-	E+	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	2	22	4	15	15	8	2	2	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2021	143	223	1262	90	111	26	47	108	72	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2021	143	223	1262	90	111	26	47	108	72	31
User Adj:	1.00	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:	99	2021	143	223	1262	90	111	26	47	108	72	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	2021	143	223	1262	90	111	26	47	108	72	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.79	0.21	1.00	2.79	0.21	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5229	370	1750	5227	373	1458	342	1750	1750	1900	1750

Capacity Analysis Module:

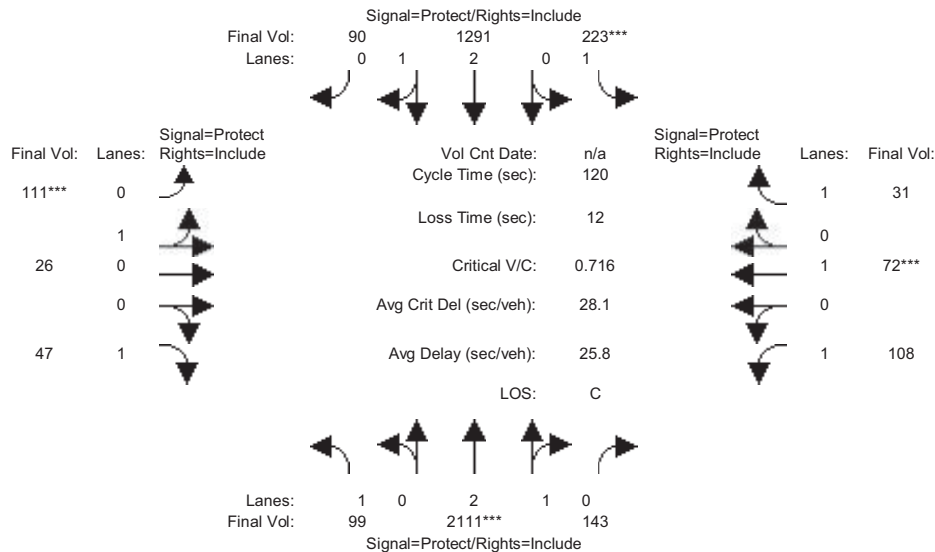
Vol/Sat:	0.06	0.39	0.39	0.13	0.24	0.24	0.08	0.08	0.03	0.06	0.04	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.6	64.2	64.2	21.2	68.7	68.7	12.6	13.0	13.0	9.6	10.0	10.0
Volume/Cap:	0.41	0.72	0.72	0.72	0.42	0.42	0.72	0.70	0.25	0.77	0.45	0.21
Delay/Veh:	48.3	22.0	22.0	54.8	14.5	14.5	64.8	62.5	49.7	76.4	54.5	52.1
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:	48.3	22.0	22.0	54.8	14.5	14.5	64.8	62.5	49.7	76.4	54.5	52.1
LOS by Move:	D	C+	C+	D-	B	B	E	E	D	E-	D-	D-
HCM2kAvgQ:	3	19	19	8	9	9	7	7	2	6	3	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2021	143	223	1262	90	111	26	47	108	72	31
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2111	143	223	1291	90	111	26	47	108	72	31
User Adj:	1.00	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:	99	2111	143	223	1291	90	111	26	47	108	72	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2111	143	223	1291	90	111	26	47	108	72	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	2111	143	223	1291	90	111	26	47	108	72	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5244	355	1750	5235	365	1458	342	1750	1750	1900	1750

Capacity Analysis Module:

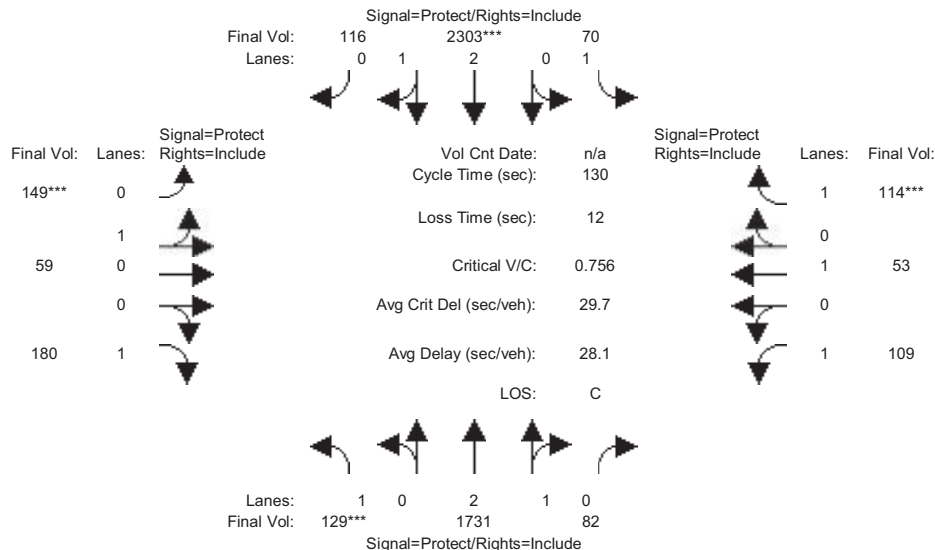
Vol/Sat:	0.06	0.40	0.40	0.13	0.25	0.25	0.08	0.08	0.03	0.06	0.04	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	65.1	65.1	20.6	69.3	69.3	12.3	12.8	12.8	9.5	10.0	10.0
Volume/Cap:	0.41	0.74	0.74	0.74	0.43	0.43	0.74	0.71	0.25	0.78	0.45	0.21
Delay/Veh:	48.6	22.0	22.0	56.7	14.3	14.3	67.2	63.7	49.9	78.4	54.5	52.1
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:	48.6	22.0	22.0	56.7	14.3	14.3	67.2	63.7	49.9	78.4	54.5	52.1
LOS by Move:	D	C+	C+	E+	B	B	E	E	D	E-	D-	D-
HCM2kAvgQ:	3	20	20	9	9	9	7	7	2	6	3	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1731	82	70	2303	116	149	59	180	109	53	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1731	82	70	2303	116	149	59	180	109	53	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1731	82	70	2303	116	149	59	180	109	53	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1731	82	70	2303	116	149	59	180	109	53	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.85	0.15	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5346	253	1750	5331	269	1289	511	1750	1750	1900	1750

Capacity Analysis Module:

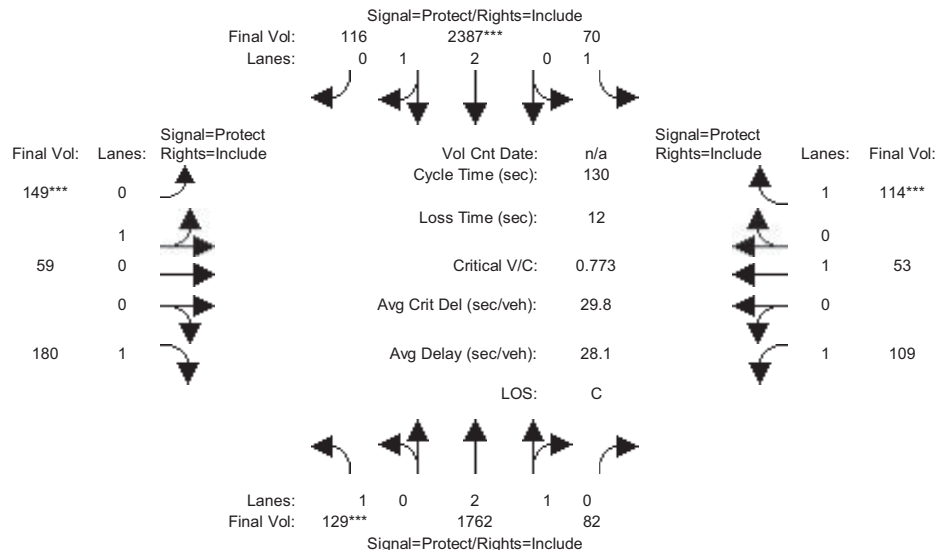
Vol/Sat:	0.07	0.32	0.32	0.04	0.43	0.43	0.12	0.12	0.10	0.06	0.03	0.07
Crit Moves:	***			***			***					***
Green Time:	12.7	74.5	74.5	12.4	74.3	74.3	19.9	20.2	20.2	10.9	11.2	11.2
Volume/Cap:	0.76	0.56	0.56	0.42	0.76	0.76	0.76	0.74	0.66	0.74	0.32	0.76
Delay/Veh:	74.6	17.7	17.7	57.1	22.1	22.1	64.1	62.8	57.7	76.7	57.0	77.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	17.7	17.7	57.1	22.1	22.1	64.1	62.8	57.7	76.7	57.0	77.5
LOS by Move:	E	B	B	E+	C+	C+	E	E	E+	E-	E+	E-
HCM2kAvgQ:	5	14	14	3	24	24	10	10	8	6	2	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1731	82	70	2303	116	149	59	180	109	53	114
Added Vol:	0	31	0	0	84	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1762	82	70	2387	116	149	59	180	109	53	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1762	82	70	2387	116	149	59	180	109	53	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1762	82	70	2387	116	149	59	180	109	53	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1762	82	70	2387	116	149	59	180	109	53	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.86	0.14	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5351	249	1750	5340	260	1289	511	1750	1750	1900	1750

Capacity Analysis Module:

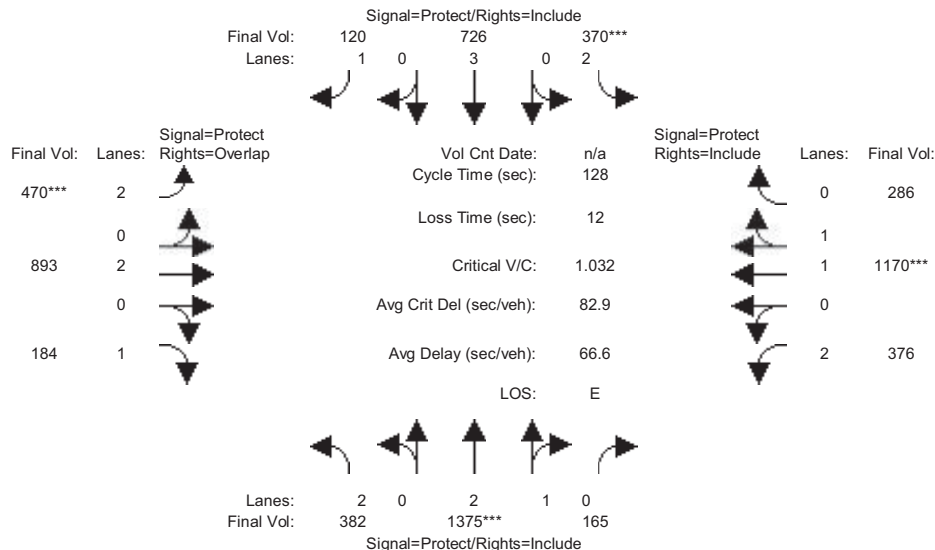
Vol/Sat:	0.07	0.33	0.33	0.04	0.45	0.45	0.12	0.12	0.10	0.06	0.03	0.07
Crit Moves:	***			***			***					***
Green Time:	12.4	75.3	75.3	12.3	75.2	75.2	19.4	19.8	19.8	10.6	11.0	11.0
Volume/Cap:	0.77	0.57	0.57	0.42	0.77	0.77	0.77	0.76	0.68	0.76	0.33	0.77
Delay/Veh:	77.1	17.4	17.4	57.2	22.1	22.1	66.1	64.6	58.9	79.3	57.3	80.2
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:	77.1	17.4	17.4	57.2	22.1	22.1	66.1	64.6	58.9	79.3	57.3	80.2
LOS by Move:	E-	B	B	E+	C+	C+	E	E	E+	E-	E+	F
HCM2kAvgQ:	5	14	14	3	25	25	10	10	8	6	2	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 382 1375 165 370 726 300 470 893 184 376 1170 286

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 382 1375 165 370 726 300 470 893 184 376 1170 286

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 382 1375 165 370 726 300 470 893 184 376 1170 286

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 382 1375 165 370 726 120 470 893 184 376 1170 286

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 382 1375 165 370 726 120 470 893 184 376 1170 286

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 382 1375 165 370 726 120 470 893 184 376 1170 286

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.98 0.95

Lanes: 2.00 2.67 0.33 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.60 0.40

Final Sat.: 3150 4999 600 3150 5700 1750 3150 3800 1750 3150 2973 727

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Capacity Analysis Module:

Vol/Sat: 0.12 0.28 0.28 0.12 0.13 0.07 0.15 0.24 0.11 0.12 0.39 0.39

Crit Moves: ****

Green Time: 23.7 34.1 34.1 14.6 24.9 24.9 18.5 44.6 68.4 22.7 48.8 48.8

Volume/Cap: 0.65 1.03 1.03 1.03 0.65 0.35 1.03 0.67 0.20 0.67 1.03 1.03

Delay/Veh: 51.0 78.9 78.9 112.8 49.0 45.2 105.4 36.9 15.6 52.5 72.2 72.2

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: 51.0 78.9 78.9 112.8 49.0 45.2 105.4 36.9 15.6 52.5 72.2 72.2

LOS by Move: D E- E- F D D F D+ B D- E E

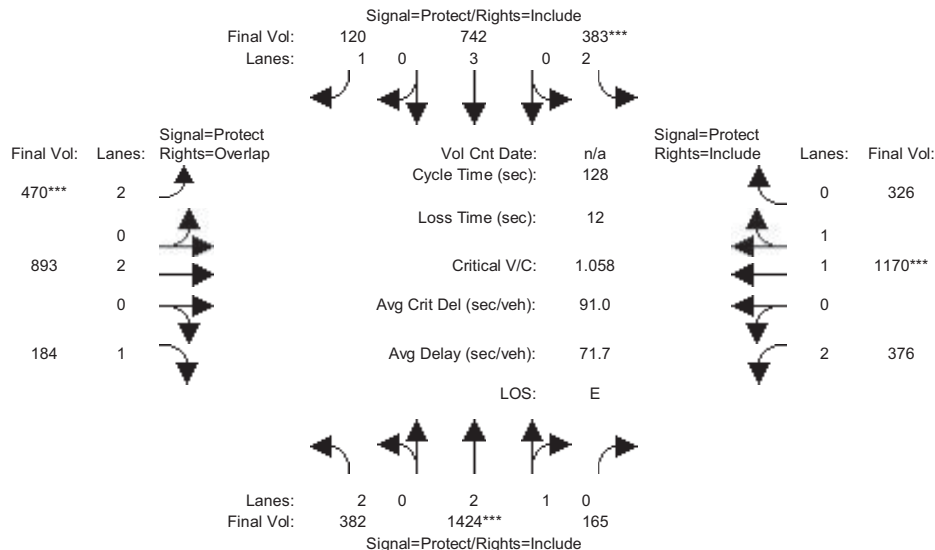
HCM2kAvgQ: 8 23 23 11 9 4 12 14 4 9 38 38

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol: 382 1375 165 370 726 300 470 893 184 376 1170 286

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 382 1375 165 370 726 300 470 893 184 376 1170 286

Added Vol: 0 49 0 13 16 0 0 0 0 0 0 40

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 382 1424 165 383 742 300 470 893 184 376 1170 326

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 382 1424 165 383 742 120 470 893 184 376 1170 326

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 382 1424 165 383 742 120 470 893 184 376 1170 326

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 382 1424 165 383 742 120 470 893 184 376 1170 326

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.98 0.95

Lanes: 2.00 2.68 0.32 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.55 0.45

Final Sat.: 3150 5018 581 3150 5700 1750 3150 3800 1750 3150 2893 806

Capacity Analysis Module:

Vol/Sat: 0.12 0.28 0.28 0.12 0.13 0.07 0.15 0.24 0.11 0.12 0.40 0.40

Crit Moves: ****

Green Time: 23.6 34.3 34.3 14.7 25.4 25.4 18.0 44.4 68.1 22.6 48.9 48.9

Volume/Cap: 0.66 1.06 1.06 1.06 0.66 0.35 1.06 0.68 0.20 0.68 1.06 1.06

Delay/Veh: 51.1 87.2 87.2 120.1 48.7 44.8 113.9 37.1 15.8 52.7 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: 51.1 87.2 87.2 120.1 48.7 44.8 113.9 37.1 15.8 52.7 80.5 80.5

LOS by Move: D- F F F D D F D+ B D- F F

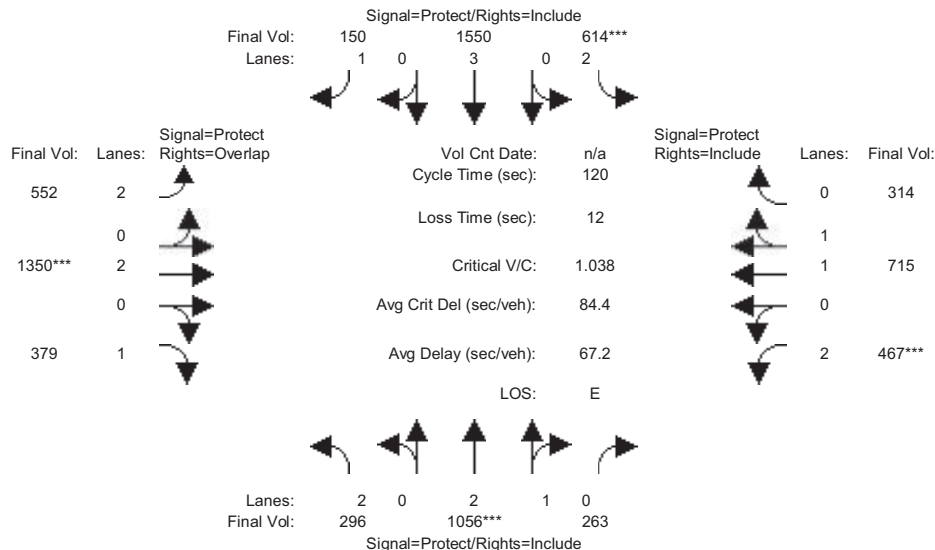
HCM2kAvgQ: 8 25 25 12 9 4 13 14 4 9 40 40

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 296 1056 263 614 1550 374 552 1350 379 467 715 314

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 296 1056 263 614 1550 150 552 1350 379 467 715 314

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 296 1056 263 614 1550 150 552 1350 379 467 715 314

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 296 1056 263 614 1550 150 552 1350 379 467 715 314

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.95

Lanes: 2.00 2.38 0.62 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.37 0.63

Final Sat.: 3150 4482 1116 3150 5700 1750 3150 3800 1750 3150 2570 1129

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Capacity Analysis Module:

Vol/Sat: 0.09 0.24 0.24 0.19 0.27 0.09 0.18 0.36 0.22 0.15 0.28 0.28

Crit Moves: ****

Green Time: 12.8 27.2 27.2 22.5 37.0 37.0 22.5 41.1 53.9 17.1 35.7 35.7

Volume/Cap: 0.88 1.04 1.04 1.04 0.88 0.28 0.93 1.04 0.48 1.04 0.93 0.93

Delay/Veh: 75.6 82.0 82.0 95.9 45.0 31.7 70.2 74.8 23.7 104.0 55.1 55.1

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: 75.6 82.0 82.0 95.9 45.0 31.7 70.2 74.8 23.7 104.0 55.1 55.1

LOS by Move: E- F F F D C E E C F E+ E+

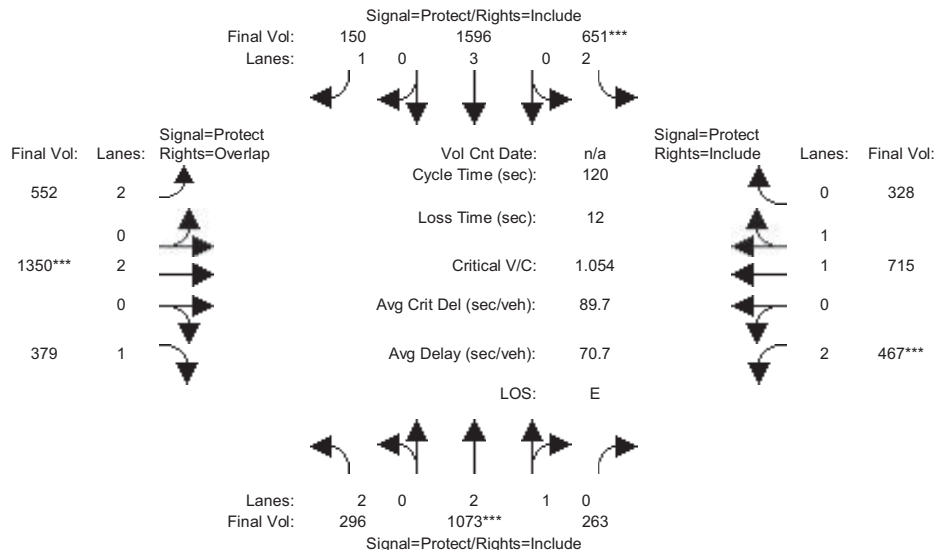
HCM2kAvgQ: 7 20 20 17 18 4 14 31 10 16 23 23

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Added Vol: 0 17 0 37 46 0 0 0 0 0 0 14

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 296 1073 263 651 1596 374 552 1350 379 467 715 328

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 296 1073 263 651 1596 150 552 1350 379 467 715 328

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 296 1073 263 651 1596 150 552 1350 379 467 715 328

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 296 1073 263 651 1596 150 552 1350 379 467 715 328

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.95

Lanes: 2.00 2.39 0.61 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.35 0.65

Final Sat.: 3150 4496 1102 3150 5700 1750 3150 3800 1750 3150 2536 1163

Capacity Analysis Module:

Vol/Sat: 0.09 0.24 0.24 0.21 0.28 0.09 0.18 0.36 0.22 0.15 0.28 0.28

Crit Moves: ****

Green Time: 12.7 27.2 27.2 23.5 38.0 38.0 22.0 40.4 53.2 16.9 35.3 35.3

Volume/Cap: 0.89 1.05 1.05 1.05 0.89 0.27 0.96 1.05 0.49 1.05 0.96 0.96

Delay/Veh: 76.3 87.3 87.3 99.6 44.6 30.9 75.6 80.6 24.2 109.3 59.5 59.5

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: 76.3 87.3 87.3 99.6 44.6 30.9 75.6 80.6 24.2 109.3 59.5 59.5

LOS by Move: E- F F F D C E- F C F E+ E+

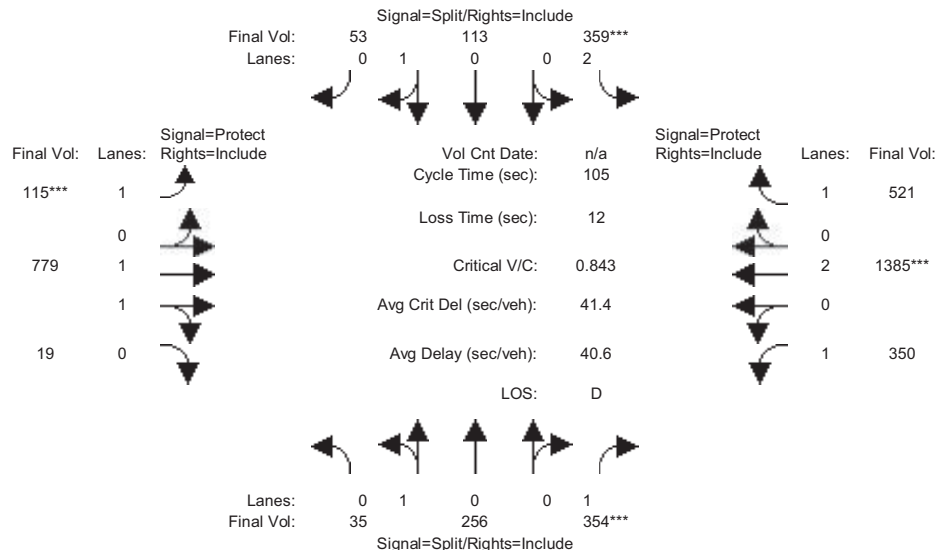
HCM2kAvgQ: 7 21 21 18 19 4 14 32 10 16 24 24

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #17: Woodland Ave / UniversityAve



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	256	354	359	113	53	115	779	19	350	1385	521
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	256	354	359	113	53	115	779	19	350	1385	521
User Adj:	1.00	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:	35	256	354	359	113	53	115	779	19	350	1385	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	256	354	359	113	53	115	779	19	350	1385	521

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1225	575	1750	3612	88	1750	3800	1750

Capacity Analysis Module:

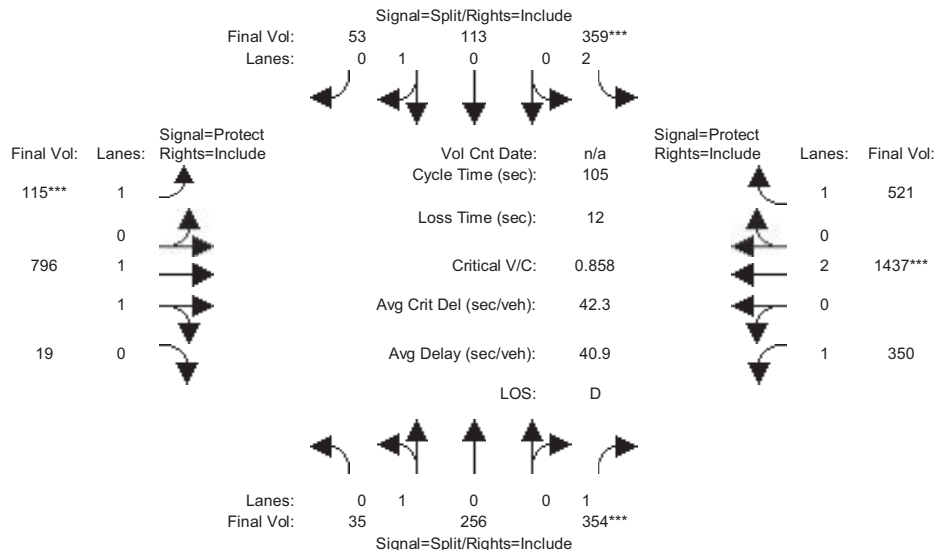
Vol/Sat:	0.16	0.16	0.20	0.11	0.09	0.09	0.07	0.22	0.22	0.20	0.36	0.30
Crit Moves:	****			****			****			****		
Green Time:	25.2	25.2	25.2	14.2	14.2	14.2	8.2	27.8	27.8	25.8	45.4	45.4
Volume/Cap:	0.67	0.67	0.84	0.84	0.68	0.68	0.84	0.81	0.81	0.81	0.84	0.69
Delay/Veh:	40.3	40.3	52.3	58.4	50.9	50.9	83.1	41.5	41.5	48.7	30.8	26.8
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:	40.3	40.3	52.3	58.4	50.9	50.9	83.1	41.5	41.5	48.7	30.8	26.8
LOS by Move:	D	D	D-	E+	D	D	F	D	D	D	C	C
HCM2kAvgQ:	10	10	14	9	7	7	5	13	13	14	22	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	256	354	359	113	53	115	779	19	350	1385	521
Added Vol:	0	0	0	0	0	0	0	17	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	256	354	359	113	53	115	796	19	350	1437	521
User Adj:	1.00	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:	35	256	354	359	113	53	115	796	19	350	1437	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	256	354	359	113	53	115	796	19	350	1437	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	256	354	359	113	53	115	796	19	350	1437	521

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1225	575	1750	3614	86	1750	3800	1750

Capacity Analysis Module:

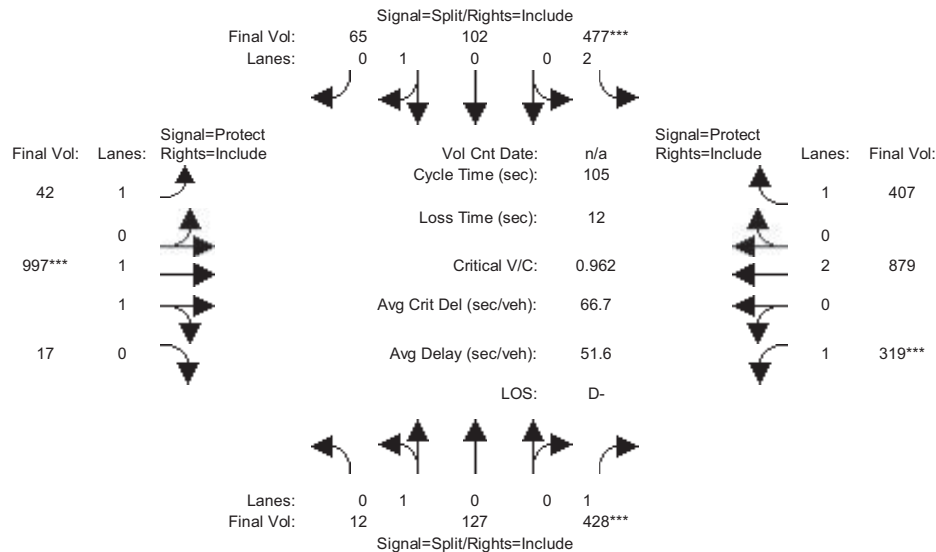
Vol/Sat:	0.16	0.16	0.20	0.11	0.09	0.09	0.07	0.22	0.22	0.20	0.38	0.30
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	13.9	13.9	13.9	8.0	28.5	28.5	25.8	46.3	46.3
Volume/Cap:	0.69	0.69	0.86	0.86	0.69	0.69	0.86	0.81	0.81	0.81	0.86	0.68
Delay/Veh:	41.2	41.2	54.7	60.6	52.1	52.1	86.9	40.9	40.9	48.5	31.1	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:	41.2	41.2	54.7	60.6	52.1	52.1	86.9	40.9	40.9	48.5	31.1	25.8
LOS by Move:	D	D	D-	E	D-	D-	F	D	D	D	C	C
HCM2kAvgQ:	10	10	15	10	7	7	5	13	13	14	23	15

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #17: Woodland Ave / UniversityAve



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	12	127	428	477	102	65	42	997	17	319	879	407
Growth Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	428	477	102	65	42	997	17	319	879	407
User Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	127	428	477	102	65	42	997	17	319	879	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	127	428	477	102	65	42	997	17	319	879	407

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	155	1645	1750	3150	1099	701	1750	3638	62	1750	3800	1750

Capacity Analysis Module:

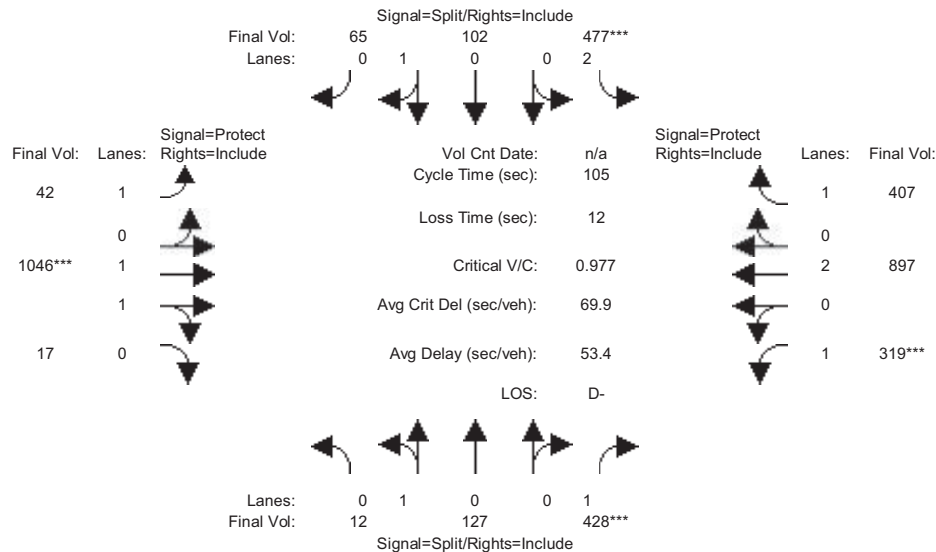
Vol/Sat:	0.08	0.08	0.24	0.15	0.09	0.09	0.02	0.27	0.27	0.18	0.23	0.23
Crit Moves:			****	****				****		****		
Green Time:	26.7	26.7	26.7	16.5	16.5	16.5	11.1	29.9	29.9	19.9	38.7	38.7
Volume/Cap:	0.30	0.30	0.96	0.96	0.59	0.59	0.23	0.96	0.96	0.96	0.63	0.63
Delay/Veh:	32.0	32.0	71.6	74.8	44.3	44.3	43.7	56.2	56.2	81.5	28.1	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	71.6	74.8	44.3	44.3	43.7	56.2	56.2	81.5	28.1	29.3
LOS by Move:	C-	C-	E	E	D	D	D	E+	E+	F	C	C
HCM2kAvgQ:	4	4	20	14	6	6	1	20	20	16	12	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #17: Woodland Ave / UniversityAve



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	12	127	428	477	102	65	42	997	17	319	879	407
Growth Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Added Vol:	0	0	0	0	0	0	0	49	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	428	477	102	65	42	1046	17	319	897	407
User Adj:	1.00	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	127	428	477	102	65	42	1046	17	319	897	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	127	428	477	102	65	42	1046	17	319	897	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	127	428	477	102	65	42	1046	17	319	897	407

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	155	1645	1750	3150	1099	701	1750	3641	59	1750	3800	1750

Capacity Analysis Module:

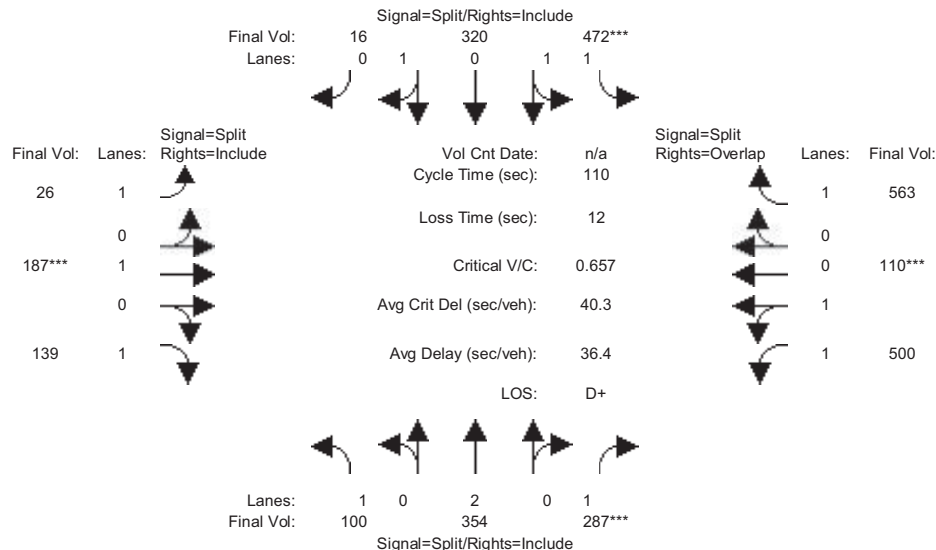
Vol/Sat:	0.08	0.08	0.24	0.15	0.09	0.09	0.02	0.29	0.29	0.18	0.24	0.23
Crit Moves:			****	****				****		****		
Green Time:	26.3	26.3	26.3	16.3	16.3	16.3	11.1	30.9	30.9	19.6	39.3	39.3
Volume/Cap:	0.31	0.31	0.98	0.98	0.60	0.60	0.23	0.98	0.98	0.98	0.63	0.62
Delay/Veh:	32.4	32.4	76.0	78.9	44.9	44.9	43.6	58.6	58.6	86.0	27.8	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	76.0	78.9	44.9	44.9	43.6	58.6	58.6	86.0	27.8	28.6
LOS by Move:	C-	C-	E-	E-	D	D	D	E+	E+	F	C	C
HCM2kAvgQ:	4	4	20	14	6	6	1	21	21	16	12	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	100	354	287	472	320	16	26	187	139	500	110	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	354	287	472	320	16	26	187	139	500	110	563
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	354	287	472	320	16	26	187	139	500	110	563
User Adj:	1.00	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:	100	354	287	472	320	16	26	187	139	500	110	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	354	287	472	320	16	26	187	139	500	110	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	354	287	472	320	16	26	187	139	500	110	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.64	0.36	1.00
Final Sat.:	1750	3800	1750	3125	2119	106	1750	1900	1750	2910	640	1750

Capacity Analysis Module:

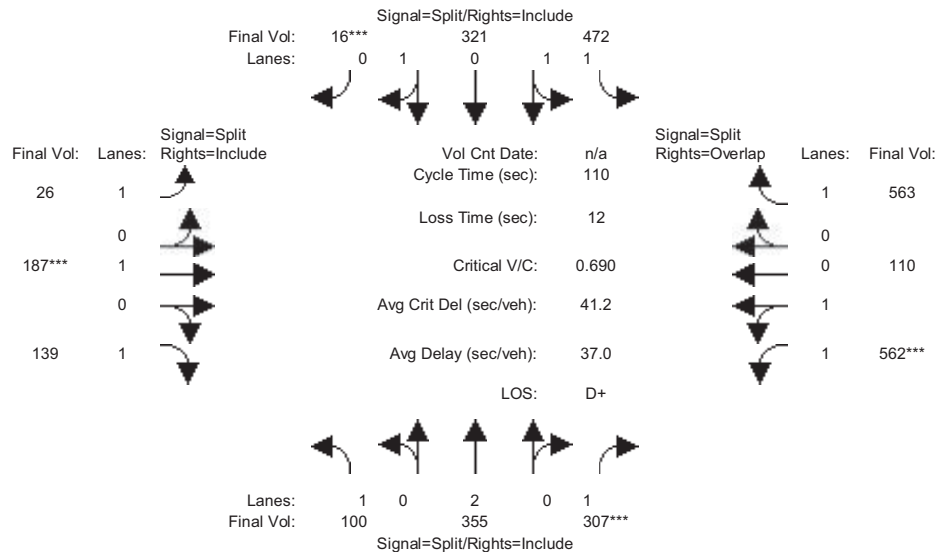
Vol/Sat:	0.06	0.09	0.16	0.15	0.15	0.15	0.01	0.10	0.08	0.17	0.17	0.32
Crit Moves:			****	****				****			****	
Green Time:	27.5	27.5	27.5	25.3	25.3	25.3	16.5	16.5	16.5	28.8	28.8	54.1
Volume/Cap:	0.23	0.37	0.66	0.66	0.66	0.66	0.10	0.66	0.53	0.66	0.66	0.65
Delay/Veh:	33.1	34.4	40.7	39.7	39.7	39.7	40.5	49.6	45.2	37.9	37.9	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:	33.1	34.4	40.7	39.7	39.7	39.7	40.5	49.6	45.2	37.9	37.9	22.8
LOS by Move:	C-	C-	D	D	D	D	D	D	D	D+	D+	C+
HCM2kAvgQ:	3	5	9	9	9	9	1	7	5	11	11	16

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	100	354	287	472	320	16	26	187	139	500	110	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	354	287	472	320	16	26	187	139	500	110	563
Added Vol:	0	1	20	0	1	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	355	307	472	321	16	26	187	139	562	110	563
User Adj:	1.00	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:	100	355	307	472	321	16	26	187	139	562	110	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	355	307	472	321	16	26	187	139	562	110	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	355	307	472	321	16	26	187	139	562	110	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.68	0.32	1.00
Final Sat.:	1750	3800	1750	3121	2123	106	1750	1900	1750	2969	581	1750

Capacity Analysis Module:

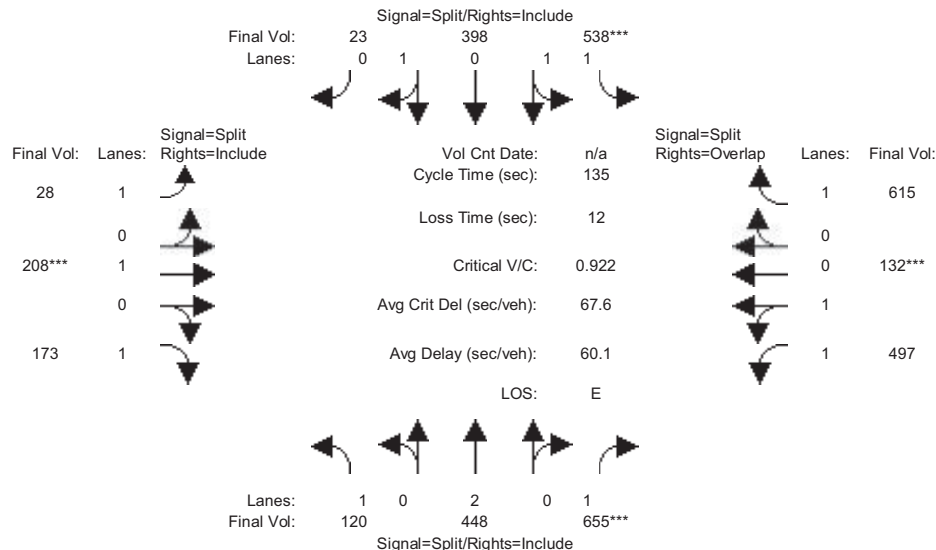
Vol/Sat:	0.06	0.09	0.18	0.15	0.15	0.15	0.01	0.10	0.08	0.19	0.19	0.32
Crit Moves:	***			***			***			***		
Green Time:	28.0	28.0	28.0	24.1	24.1	24.1	15.7	15.7	15.7	30.2	30.2	54.3
Volume/Cap:	0.22	0.37	0.69	0.69	0.69	0.69	0.10	0.69	0.56	0.69	0.69	0.65
Delay/Veh:	32.7	34.0	41.6	41.3	41.3	41.3	41.2	52.2	46.7	37.8	37.8	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	34.0	41.6	41.3	41.3	41.3	41.2	52.2	46.7	37.8	37.8	22.6
LOS by Move:	C-	C-	D	D	D	D	D	D-	D	D+	D+	C+
HCM2kAvgQ:	3	5	9	9	9	9	1	7	5	12	12	16

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	448	655	538	398	23	28	208	173	497	132	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	448	655	538	398	23	28	208	173	497	132	615
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	448	655	538	398	23	28	208	173	497	132	615
User Adj:	1.00	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:	120	448	655	538	398	23	28	208	173	497	132	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	448	655	538	398	23	28	208	173	497	132	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	448	655	538	398	23	28	208	173	497	132	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.70	1.23	0.07	1.00	1.00	1.00	1.59	0.41	1.00
Final Sat.:	1750	3800	1750	3001	2220	128	1750	1900	1750	2805	745	1750

Capacity Analysis Module:

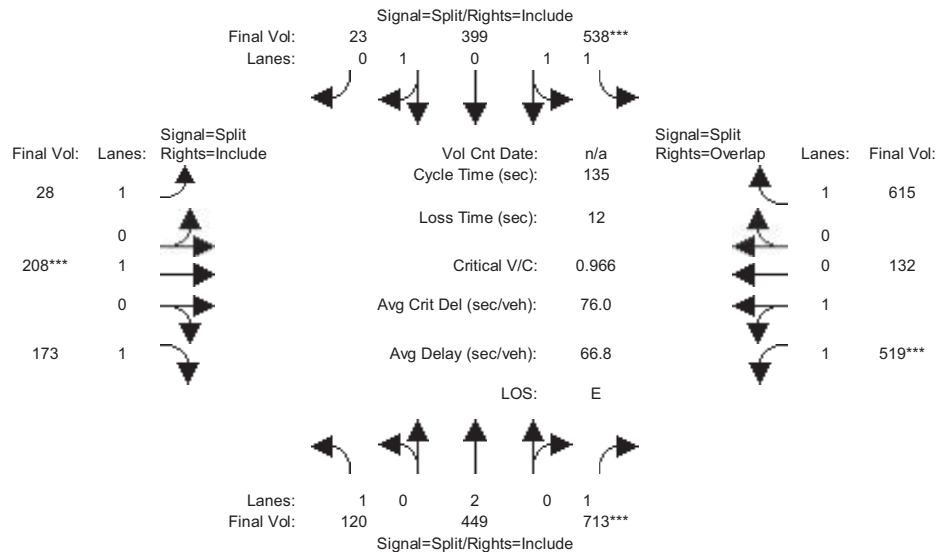
Vol/Sat:	0.07	0.12	0.37	0.18	0.18	0.18	0.02	0.11	0.10	0.18	0.18	0.35
Crit Moves:			****	****				****			****	
Green Time:	54.8	54.8	54.8	26.2	26.2	26.2	16.0	16.0	16.0	25.9	25.9	52.2
Volume/Cap:	0.17	0.29	0.92	0.92	0.92	0.92	0.13	0.92	0.83	0.92	0.92	0.91
Delay/Veh:	25.7	27.1	55.6	66.5	66.5	66.5	53.6	98.0	82.1	71.6	71.6	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:	25.7	27.1	55.6	66.5	66.5	66.5	53.6	98.0	82.1	71.6	71.6	55.4
LOS by Move:	C	C	E+	E	E	E	D-	F	F	E	E	E+
HCM2kAvgQ:	3	6	32	15	15	15	1	12	10	17	17	30

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	448	655	538	398	23	28	208	173	497	132	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	448	655	538	398	23	28	208	173	497	132	615
Added Vol:	0	1	58	0	1	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	449	713	538	399	23	28	208	173	519	132	615
User Adj:	1.00	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:	120	449	713	538	399	23	28	208	173	519	132	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	449	713	538	399	23	28	208	173	519	132	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	449	713	538	399	23	28	208	173	519	132	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.69	1.24	0.07	1.00	1.00	1.00	1.60	0.40	1.00
Final Sat.:	1750	3800	1750	2998	2223	128	1750	1900	1750	2830	720	1750

Capacity Analysis Module:

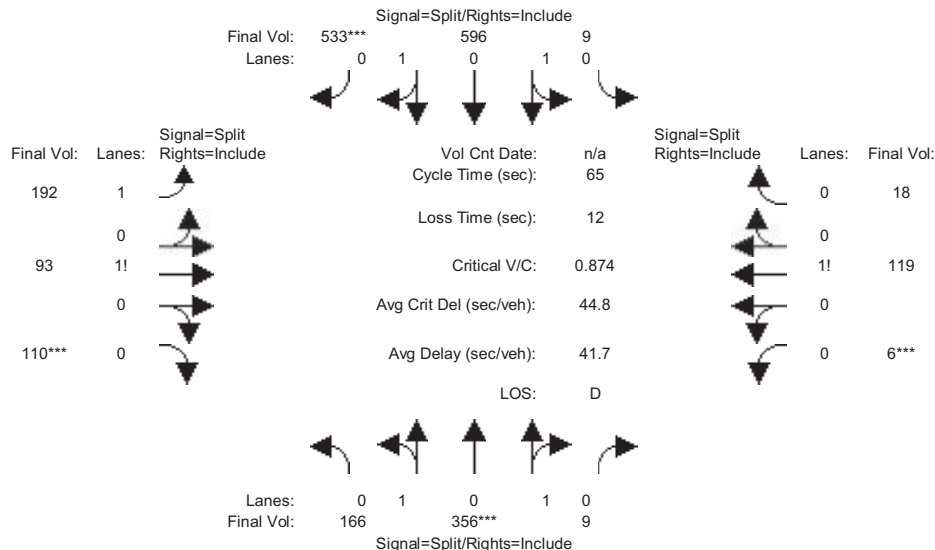
Vol/Sat:	0.07	0.12	0.41	0.18	0.18	0.18	0.02	0.11	0.10	0.18	0.18	0.35
Crit Moves:			****	****				****		****		
Green Time:	57.0	57.0	57.0	25.1	25.1	25.1	15.3	15.3	15.3	25.6	25.6	50.7
Volume/Cap:	0.16	0.28	0.97	0.97	0.97	0.97	0.14	0.97	0.87	0.97	0.97	0.94
Delay/Veh:	24.3	25.7	62.9	75.1	75.1	75.1	54.3	111	90.6	80.5	80.5	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	25.7	62.9	75.1	75.1	75.1	54.3	111	90.6	80.5	80.5	61.3
LOS by Move:	C	C	E	E-	E-	E-	D-	F	F	F	F	E
HCM2kAvgQ:	3	6	37	16	16	16	1	12	10	19	19	31

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	166	356	9	9	596	533	192	93	110	6	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	356	9	9	596	533	192	93	110	6	119	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	356	9	9	596	533	192	93	110	6	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	356	9	9	596	533	192	93	110	6	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	356	9	9	596	533	192	93	110	6	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	166	356	9	9	596	533	192	93	110	6	119	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.63	1.34	0.03	0.01	1.05	0.94	1.33	0.31	0.36	0.04	0.83	0.13
Final Sat.:	1125	2414	61	28	1885	1686	2323	555	656	73	1456	220

Capacity Analysis Module:

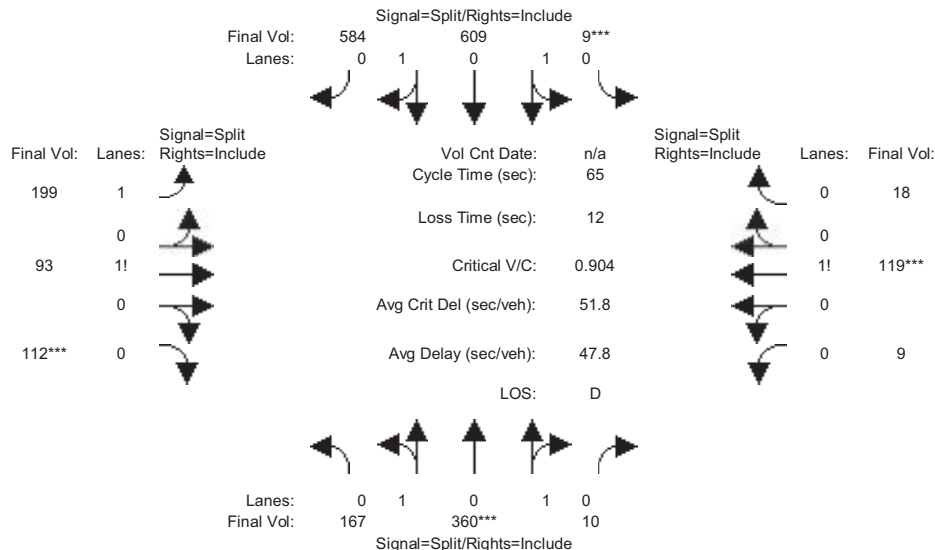
Vol/Sat:	0.15	0.15	0.15	0.32	0.32	0.32	0.08	0.17	0.17	0.08	0.08	0.08
Crit Moves:	****					****			****	****		
Green Time:	10.0	10.0	10.0	21.5	21.5	21.5	11.4	11.4	11.4	10.0	10.0	10.0
Volume/Cap:	0.95	0.95	0.95	0.95	0.95	0.95	0.47	0.95	0.95	0.53	0.53	0.53
Delay/Veh:	54.3	54.3	54.3	37.5	37.5	37.5	24.5	59.1	59.1	27.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	37.5	37.5	37.5	24.5	59.1	59.1	27.4	27.4	27.4
LOS by Move:	D-	D-	D-	D+	D+	D+	C	E+	E+	C	C	C
HCM2kAvgQ:	7	7	7	14	14	14	3	11	11	4	4	4

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #19: Middlefield Rd / Lytton Ave



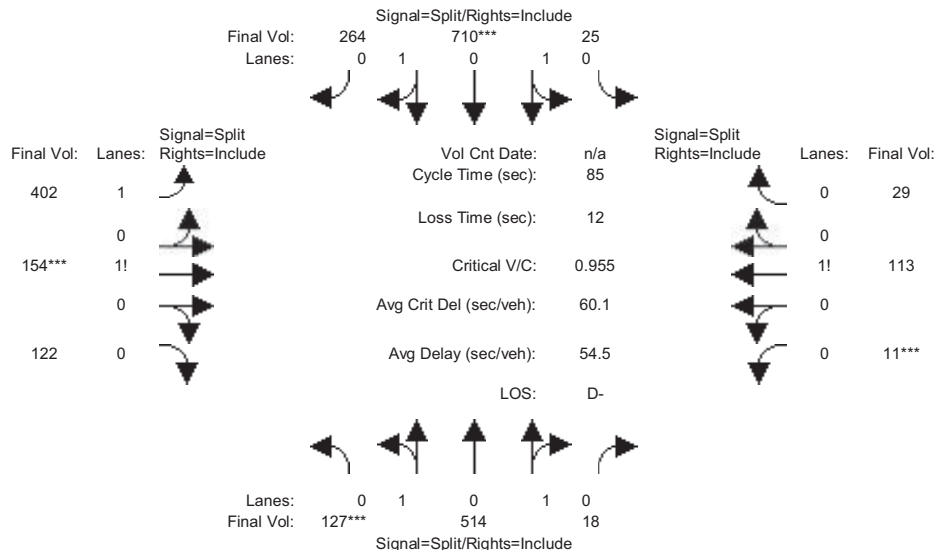
Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	356	9	9	596	533	192	93	110	6	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	356	9	9	596	533	192	93	110	6	119	18
Added Vol:	1	4	1	0	13	51	7	0	2	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	360	10	9	609	584	199	93	112	9	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	360	10	9	609	584	199	93	112	9	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	360	10	9	609	584	199	93	112	9	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	360	10	9	609	584	199	93	112	9	119	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.62	1.34	0.04	0.01	1.02	0.97	1.34	0.30	0.36	0.06	0.82	0.12
Final Sat.:	1120	2413	67	27	1824	1749	2333	545	656	108	1426	216
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.33	0.33	0.33	0.09	0.17	0.17	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	21.8	21.8	21.8	11.2	11.2	11.2	10.0	10.0	10.0
Volume/Cap:	0.97	0.97	0.97	0.99	0.99	0.99	0.50	0.99	0.99	0.54	0.54	0.54
Delay/Veh:	57.9	57.9	57.9	45.9	45.9	45.9	24.9	69.8	69.8	27.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	57.9	45.9	45.9	45.9	24.9	69.8	69.8	27.6	27.6	27.6
LOS by Move:	E+	E+	E+	D	D	D	C	E	E	C	C	C
HCM2kAvgQ:	7	7	7	16	16	16	4	12	12	4	4	4

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	127	514	18	25	710	264	402	154	122	11	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	514	18	25	710	264	402	154	122	11	113	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	514	18	25	710	264	402	154	122	11	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	514	18	25	710	264	402	154	122	11	113	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	514	18	25	710	264	402	154	122	11	113	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	514	18	25	710	264	402	154	122	11	113	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.39	1.56	0.05	0.05	1.42	0.53	1.42	0.32	0.26	0.07	0.74	0.19
Final Sat.:	694	2808	98	90	2559	951	2487	565	448	126	1292	332

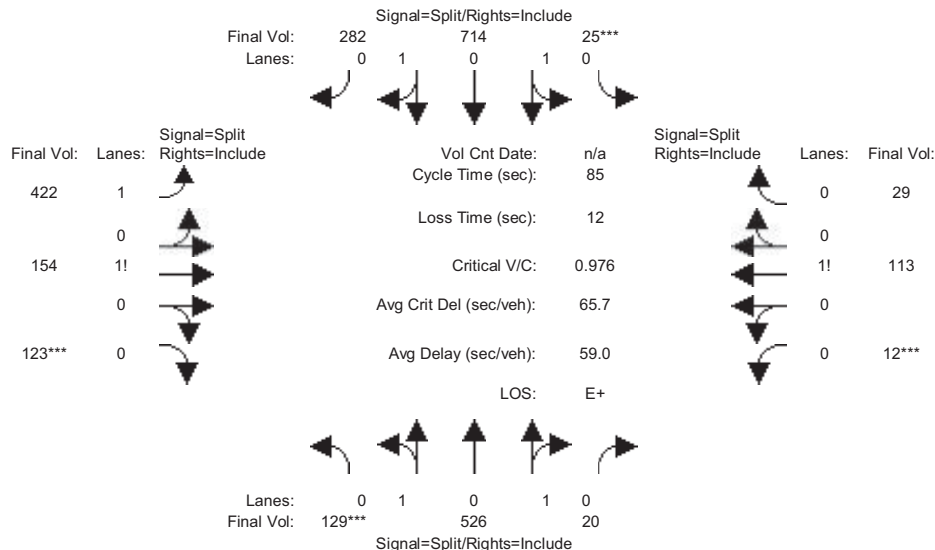
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.28	0.28	0.28	0.16	0.27	0.27	0.09	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	15.7	15.7	15.7	23.8	23.8	23.8	23.4	23.4	23.4	10.0	10.0	10.0
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.59	0.99	0.99	0.74	0.74	0.74
Delay/Veh:	66.6	66.6	66.6	56.0	56.0	56.0	27.4	62.2	62.2	49.8	49.8	49.8
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:	66.6	66.6	66.6	56.0	56.0	56.0	27.4	62.2	62.2	49.8	49.8	49.8
LOS by Move:	E	E	E	E+	E+	E+	C	E	E	D	D	D
HCM2kAvgQ:	11	11	11	20	20	20	8	20	20	6	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	127	514	18	25	710	264	402	154	122	11	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	514	18	25	710	264	402	154	122	11	113	29
Added Vol:	2	12	2	0	4	18	20	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	526	20	25	714	282	422	154	123	12	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	526	20	25	714	282	422	154	123	12	113	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	526	20	25	714	282	422	154	123	12	113	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	526	20	25	714	282	422	154	123	12	113	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.56	0.06	0.05	1.40	0.55	1.43	0.32	0.25	0.08	0.73	0.19
Final Sat.:	688	2805	107	88	2518	994	2507	552	441	136	1284	330

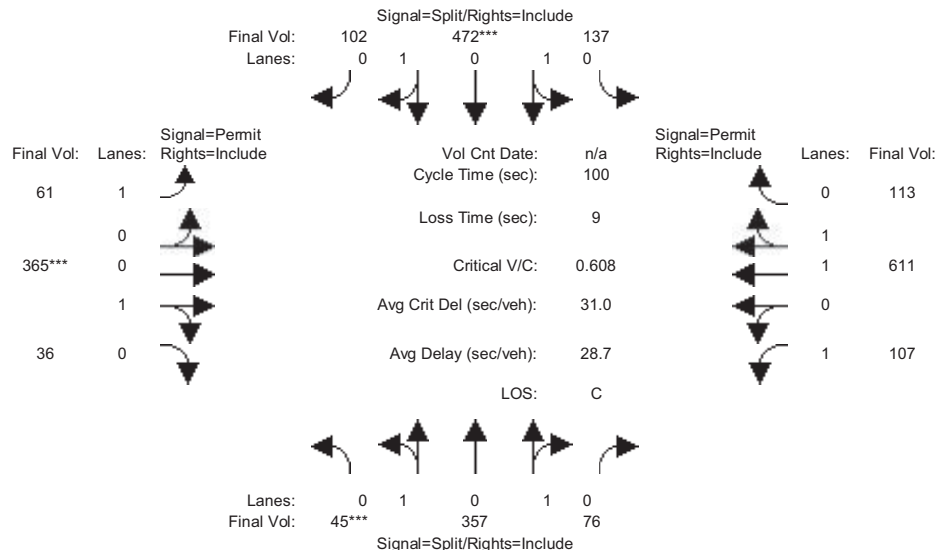
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.28	0.28	0.28	0.17	0.28	0.28	0.09	0.09	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	15.8	15.8	15.8	23.8	23.8	23.8	23.4	23.4	23.4	10.0	10.0	10.0
Volume/Cap:	1.01	1.01	1.01	1.01	1.01	1.01	0.61	1.01	1.01	0.75	0.75	0.75
Delay/Veh:	72.4	72.4	72.4	61.9	61.9	61.9	27.8	68.0	68.0	50.3	50.3	50.3
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:	72.4	72.4	72.4	61.9	61.9	61.9	27.8	68.0	68.0	50.3	50.3	50.3
LOS by Move:	E	E	E	E	E	E	C	E	E	D	D	D
HCM2kAvgQ:	11	11	11	21	21	21	8	21	21	6	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	45	357	76	137	472	102	61	365	36	107	611	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	357	76	137	472	102	61	365	36	107	611	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	357	76	137	472	102	61	365	36	107	611	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	357	76	137	472	102	61	365	36	107	611	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	357	76	137	472	102	61	365	36	107	611	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	357	76	137	472	102	61	365	36	107	611	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	1.49	0.32	0.38	1.33	0.29	1.00	0.91	0.09	1.00	1.68	0.32
Final Sat.:	339	2689	572	694	2390	516	1750	1638	162	1750	3122	577

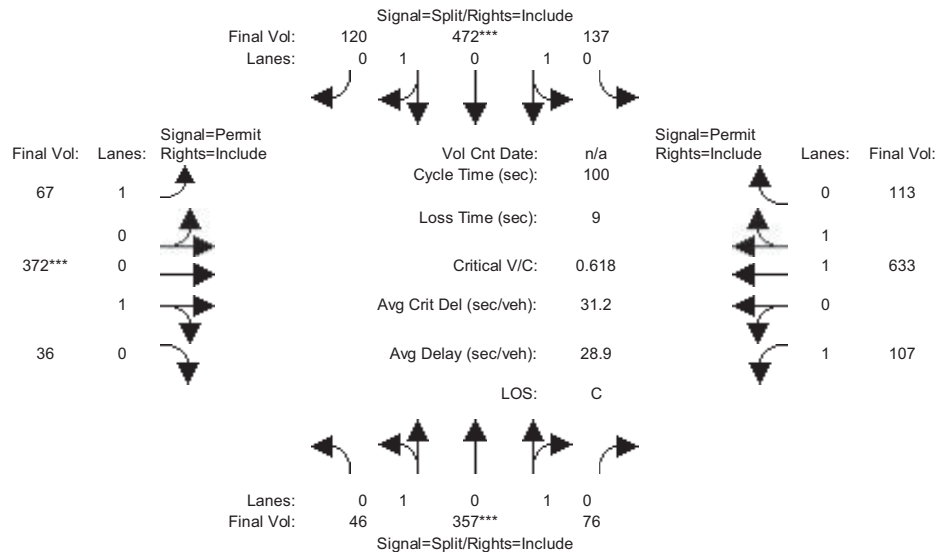
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.20	0.20	0.20	0.03	0.22	0.22	0.06	0.20	0.20
Crit Moves:	***			***			***					
Green Time:	21.8	21.8	21.8	32.5	32.5	32.5	36.7	36.7	36.7	36.7	36.7	36.7
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.10	0.61	0.61	0.17	0.53	0.53
Delay/Veh:	36.6	36.6	36.6	29.3	29.3	29.3	20.9	27.5	27.5	21.5	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	29.3	29.3	29.3	20.9	27.5	27.5	21.5	25.4	25.4
LOS by Move:	D+	D+	D+	C	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	7	7	7	9	9	9	1	11	11	2	9	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	45	357	76	137	472	102	61	365	36	107	611	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	357	76	137	472	102	61	365	36	107	611	113
Added Vol:	1	0	0	0	0	18	6	7	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	357	76	137	472	120	67	372	36	107	633	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	357	76	137	472	120	67	372	36	107	633	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	357	76	137	472	120	67	372	36	107	633	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	357	76	137	472	120	67	372	36	107	633	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	1.49	0.32	0.38	1.29	0.33	1.00	0.91	0.09	1.00	1.69	0.31
Final Sat.:	346	2683	571	677	2331	593	1750	1641	159	1750	3139	560

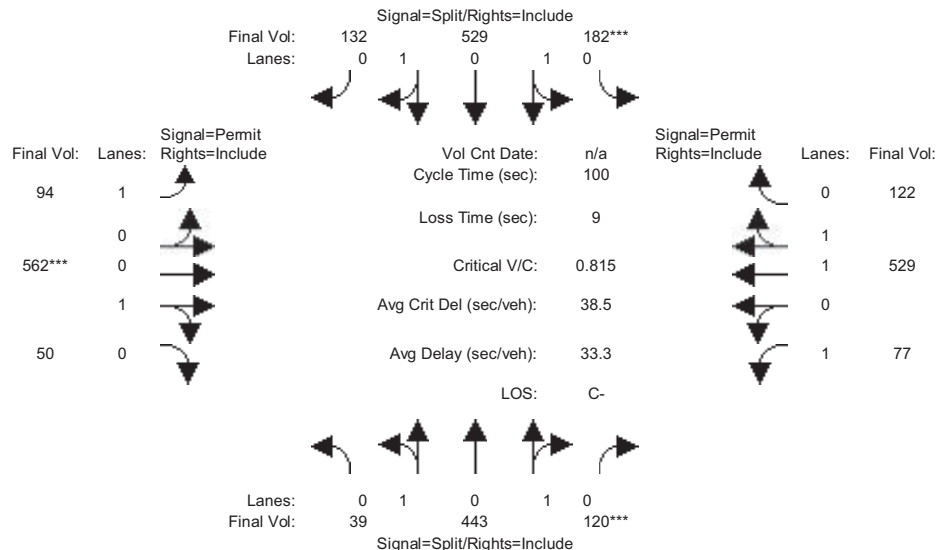
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.20	0.20	0.20	0.04	0.23	0.23	0.06	0.20	0.20
Crit Moves:	****			****			****					
Green Time:	21.5	21.5	21.5	32.8	32.8	32.8	36.7	36.7	36.7	36.7	36.7	36.7
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.10	0.62	0.62	0.17	0.55	0.55
Delay/Veh:	37.0	37.0	37.0	29.3	29.3	29.3	20.9	27.7	27.7	21.5	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	37.0	29.3	29.3	29.3	20.9	27.7	27.7	21.5	25.6	25.6
LOS by Move:	D+	D+	D+	C	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	7	7	7	9	9	9	1	11	11	2	10	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	39	443	120	182	529	132	94	562	50	77	529	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	443	120	182	529	132	94	562	50	77	529	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	120	182	529	132	94	562	50	77	529	122
User Adj:	1.00	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:	39	443	120	182	529	132	94	562	50	77	529	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	120	182	529	132	94	562	50	77	529	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	443	120	182	529	132	94	562	50	77	529	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.26	0.31	1.00	0.92	0.08	1.00	1.61	0.39
Final Sat.:	233	2649	718	777	2259	564	1750	1653	147	1750	3006	693

Capacity Analysis Module:

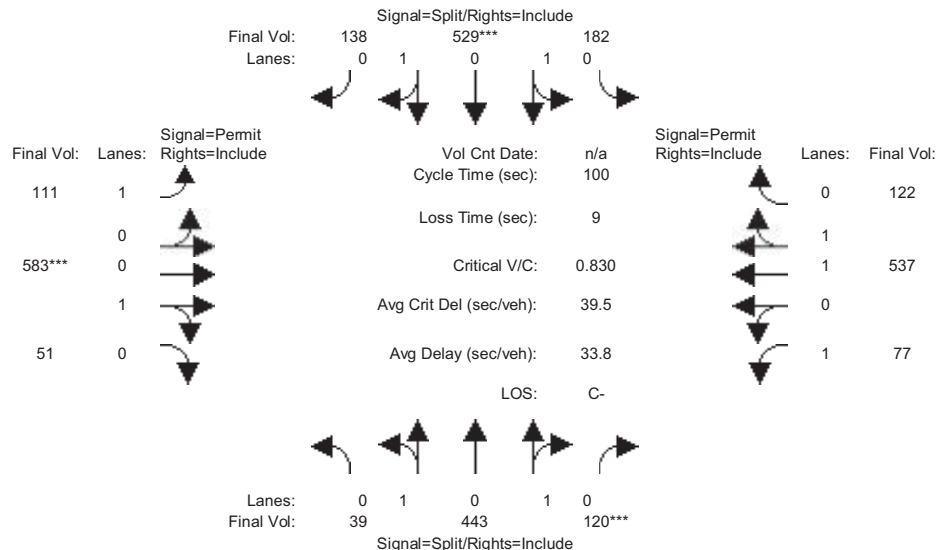
Vol/Sat:	0.17	0.17	0.17	0.23	0.23	0.23	0.05	0.34	0.34	0.04	0.18	0.18
Crit Moves:			****	****				****				
Green Time:	20.5	20.5	20.5	28.7	28.7	28.7	41.7	41.7	41.7	41.7	41.7	41.7
Volume/Cap:	0.81	0.81	0.81	0.81	0.81	0.81	0.13	0.81	0.81	0.11	0.42	0.42
Delay/Veh:	44.9	44.9	44.9	38.2	38.2	38.2	18.0	32.6	32.6	17.8	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	44.9	44.9	38.2	38.2	38.2	18.0	32.6	32.6	17.8	20.8	20.8
LOS by Move:	D	D	D	D+	D+	D+	B-	C-	C-	B	C+	C+
HCM2kAvgQ:	10	10	10	12	12	12	2	20	20	2	7	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	443	120	182	529	132	94	562	50	77	529	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	443	120	182	529	132	94	562	50	77	529	122
Added Vol:	0	0	0	0	0	0	17	21	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	120	182	529	138	111	583	51	77	537	122
User Adj:	1.00	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:	39	443	120	182	529	138	111	583	51	77	537	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	120	182	529	138	111	583	51	77	537	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	443	120	182	529	138	111	583	51	77	537	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.25	0.32	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	233	2649	718	772	2243	585	1750	1655	145	1750	3015	685

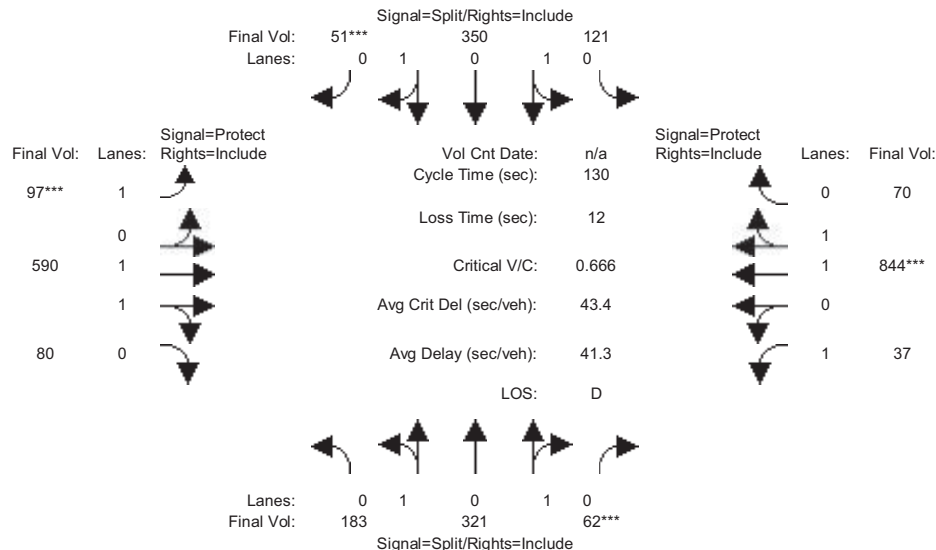
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.24	0.24	0.24	0.06	0.35	0.35	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	20.1	20.1	20.1	28.4	28.4	28.4	42.4	42.4	42.4	42.4	42.4	42.4
Volume/Cap:	0.83	0.83	0.83	0.83	0.83	0.83	0.15	0.83	0.83	0.10	0.42	0.42
Delay/Veh:	46.3	46.3	46.3	39.3	39.3	39.3	17.8	33.2	33.2	17.4	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	46.3	46.3	39.3	39.3	39.3	17.8	33.2	33.2	17.4	20.3	20.3
LOS by Move:	D	D	D	D	D	D	B	C-	C-	B	C+	C+
HCM2kAvgQ:	10	10	10	12	12	12	2	20	20	2	7	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	183	321	62	121	350	51	97	590	80	37	844	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	321	62	121	350	51	97	590	80	37	844	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	321	62	121	350	51	97	590	80	37	844	70
User Adj:	1.00	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:	183	321	62	121	350	51	97	590	80	37	844	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	321	62	121	350	51	97	590	80	37	844	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	321	62	121	350	51	97	590	80	37	844	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	1.13	0.22	0.46	1.34	0.20	1.00	1.75	0.25	1.00	1.84	0.16
Final Sat.:	1164	2042	394	834	2414	352	1750	3258	442	1750	3416	283

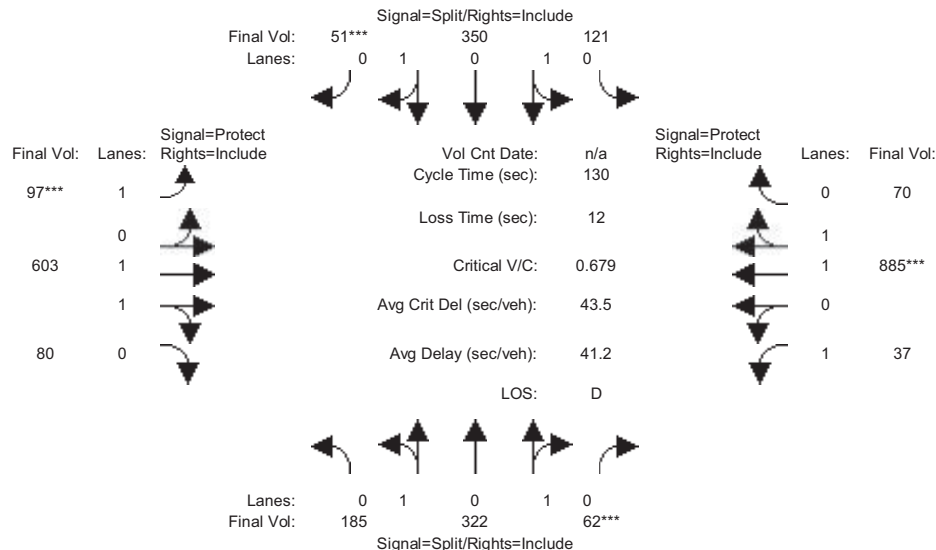
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.06	0.18	0.18	0.02	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	30.7	30.7	30.7	28.3	28.3	28.3	10.8	45.5	45.5	13.5	48.2	48.2
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.52	0.52	0.20	0.67	0.67
Delay/Veh:	47.0	47.0	47.0	48.7	48.7	48.7	69.0	33.9	33.9	53.9	35.4	35.4
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:	47.0	47.0	47.0	48.7	48.7	48.7	69.0	33.9	33.9	53.9	35.4	35.4
LOS by Move:	D	D	D	D	D	D	E	C-	C-	D-	D+	D+
HCM2kAvgQ:	12	12	12	11	11	11	5	11	11	2	16	16

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	183	321	62	121	350	51	97	590	80	37	844	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	321	62	121	350	51	97	590	80	37	844	70
Added Vol:	2	1	0	0	0	0	0	13	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	322	62	121	350	51	97	603	80	37	885	70
User Adj:	1.00	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:	185	322	62	121	350	51	97	603	80	37	885	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	322	62	121	350	51	97	603	80	37	885	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	322	62	121	350	51	97	603	80	37	885	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	1.13	0.22	0.46	1.34	0.20	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	1170	2037	392	834	2414	352	1750	3266	433	1750	3429	271

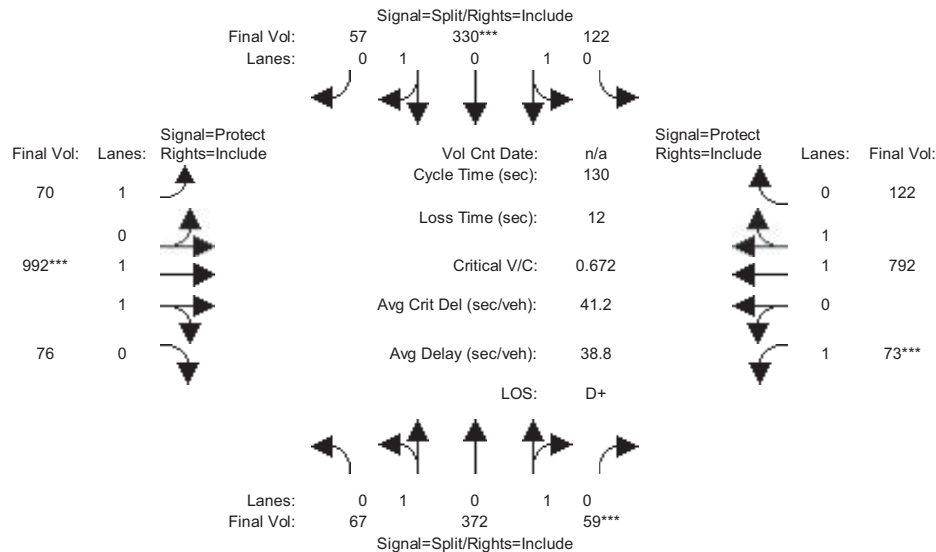
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.06	0.18	0.18	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.2	30.2	30.2	27.7	27.7	27.7	10.6	46.5	46.5	13.5	49.4	49.4
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.52	0.52	0.20	0.68	0.68
Delay/Veh:	47.7	47.7	47.7	49.5	49.5	49.5	70.5	33.3	33.3	53.8	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	47.7	49.5	49.5	49.5	70.5	33.3	33.3	53.8	35.0	35.0
LOS by Move:	D	D	D	D	D	D	E	C-	C-	D-	D+	D+
HCM2kAvgQ:	12	12	12	11	11	11	5	11	11	2	17	17

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	67	372	59	122	330	57	70	992	76	73	792	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	372	59	122	330	57	70	992	76	73	792	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	372	59	122	330	57	70	992	76	73	792	122
User Adj:	1.00	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:	67	372	59	122	330	57	70	992	76	73	792	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	372	59	122	330	57	70	992	76	73	792	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	67	372	59	122	330	57	70	992	76	73	792	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.85	0.15	1.00	1.73	0.27
Final Sat.:	484	2689	427	863	2334	403	1750	3437	263	1750	3206	494

Capacity Analysis Module:

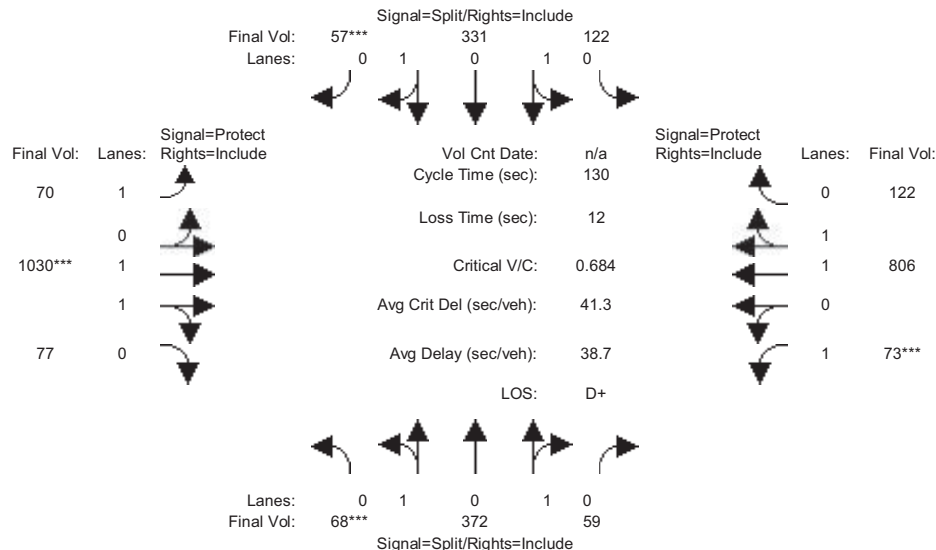
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.29	0.29	0.04	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.8	26.8	26.8	27.3	27.3	27.3	11.4	55.8	55.8	8.1	52.5	52.5
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.45	0.67	0.67	0.67	0.61	0.61
Delay/Veh:	50.0	50.0	50.0	49.6	49.6	49.6	58.4	30.9	30.9	74.9	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	50.0	49.6	49.6	49.6	58.4	30.9	30.9	74.9	31.5	31.5
LOS by Move:	D	D	D	D	D	D	E+	C	C	E	C	C
HCM2kAvgQ:	11	11	11	11	11	11	3	18	18	4	15	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	67	372	59	122	330	57	70	992	76	73	792	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	372	59	122	330	57	70	992	76	73	792	122
Added Vol:	1	0	0	0	1	0	0	38	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	372	59	122	331	57	70	1030	77	73	806	122
User Adj:	1.00	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:	68	372	59	122	331	57	70	1030	77	73	806	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	372	59	122	331	57	70	1030	77	73	806	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	372	59	122	331	57	70	1030	77	73	806	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.86	0.14	1.00	1.73	0.27
Final Sat.:	491	2684	426	861	2336	402	1750	3442	257	1750	3213	486

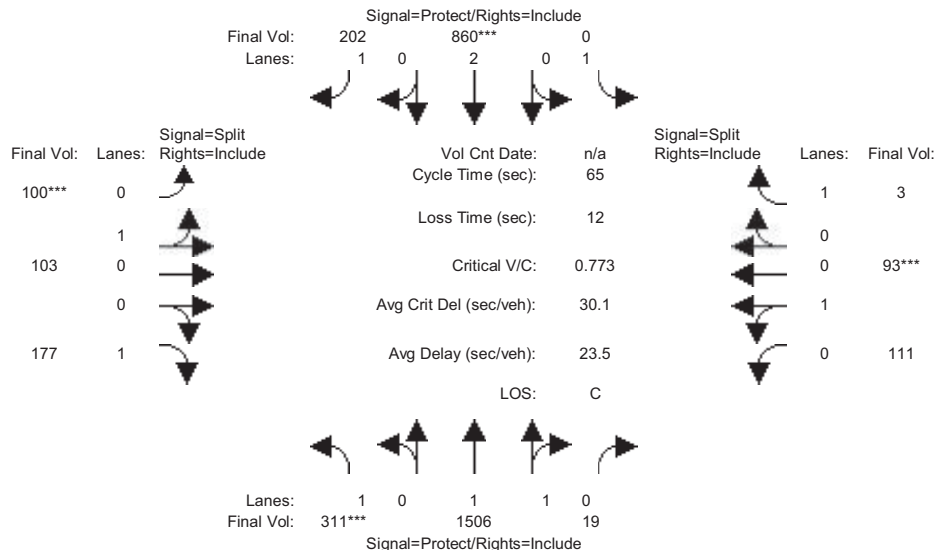
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.30	0.30	0.04	0.25	0.25
Crit Moves:	***					****		****		****		
Green Time:	26.3	26.3	26.3	26.9	26.9	26.9	11.4	56.8	56.8	7.9	53.3	53.3
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.45	0.68	0.68	0.68	0.61	0.61
Delay/Veh:	50.7	50.7	50.7	50.3	50.3	50.3	58.4	30.6	30.6	76.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	50.7	50.7	50.3	50.3	50.3	58.4	30.6	30.6	76.7	30.9	30.9
LOS by Move:	D	D	D	D	D	D	E+	C	C	E-	C	C
HCM2kAvgQ:	11	11	11	11	11	11	3	19	19	4	15	15

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1506	19	0	860	202	100	103	177	111	93	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1506	19	0	860	202	100	103	177	111	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	1506	19	0	860	202	100	103	177	111	93	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	1506	19	0	860	202	100	103	177	111	93	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3654	46	1750	3800	1750	887	913	1750	979	821	1750

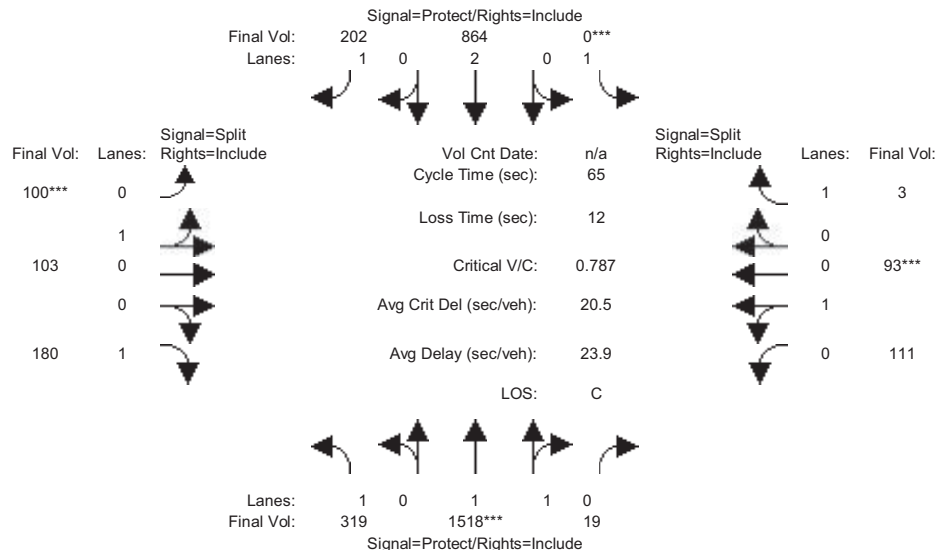
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.41	0.00	0.23	0.12	0.11	0.11	0.10	0.11	0.11	0.00
Crit Moves:	***				***		***			***		
Green Time:	14.5	33.0	33.0	0.0	18.5	18.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.81	0.81	0.00	0.80	0.41	0.73	0.73	0.66	0.74	0.74	0.01
Delay/Veh:	34.7	16.2	16.2	0.0	25.7	19.4	35.9	35.9	31.7	36.2	36.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	16.2	16.2	0.0	25.7	19.4	35.9	35.9	31.7	36.2	36.2	23.3
LOS by Move:	C-	B	B	A	C	B-	D+	D+	C	D+	D+	C
HCM2kAvgQ:	9	16	16	0	10	4	4	4	4	6	6	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1506	19	0	860	202	100	103	177	111	93	3
Added Vol:	8	12	0	0	4	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	1518	19	0	864	202	100	103	180	111	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1518	19	0	864	202	100	103	180	111	93	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1518	19	0	864	202	100	103	180	111	93	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	1518	19	0	864	202	100	103	180	111	93	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3654	46	1750	3800	1750	887	913	1750	979	821	1750

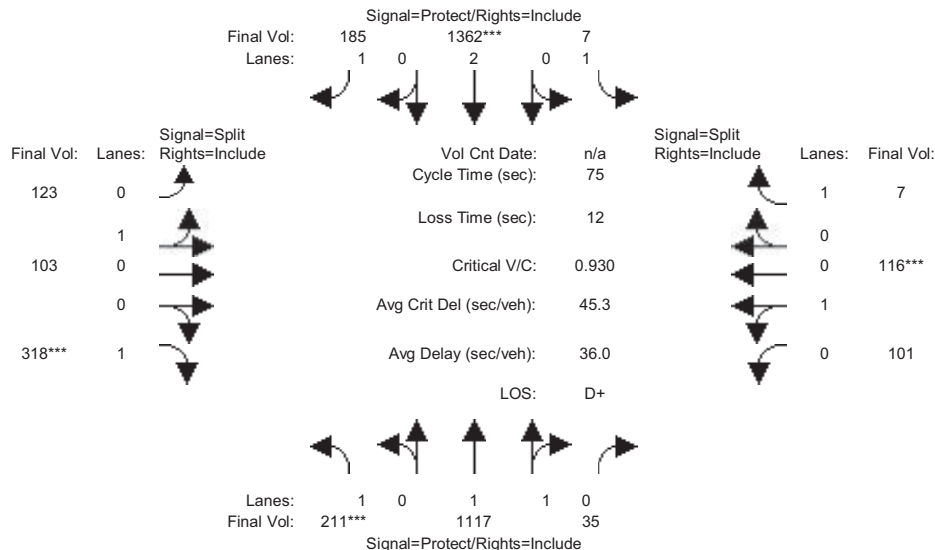
Capacity Analysis Module:												
Vol/Sat:	0.18	0.42	0.42	0.00	0.23	0.12	0.11	0.11	0.10	0.11	0.11	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.7	33.0	33.0	0.0	18.3	18.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.82	0.82	0.00	0.81	0.41	0.73	0.73	0.67	0.74	0.74	0.01
Delay/Veh:	35.4	16.4	16.4	0.0	26.3	19.5	35.9	35.9	32.3	36.2	36.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	16.4	16.4	0.0	26.3	19.5	35.9	35.9	32.3	36.2	36.2	23.3
LOS by Move:	D+	B	B	A	C	B-	D+	D+	C-	D+	D+	C
HCM2kAvgQ:	9	16	16	0	11	4	4	4	4	6	6	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1117	35	7	1362	185	123	103	318	101	116	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	211	1117	35	7	1362	185	123	103	318	101	116	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.54	0.46	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	980	820	1750	838	962	1750

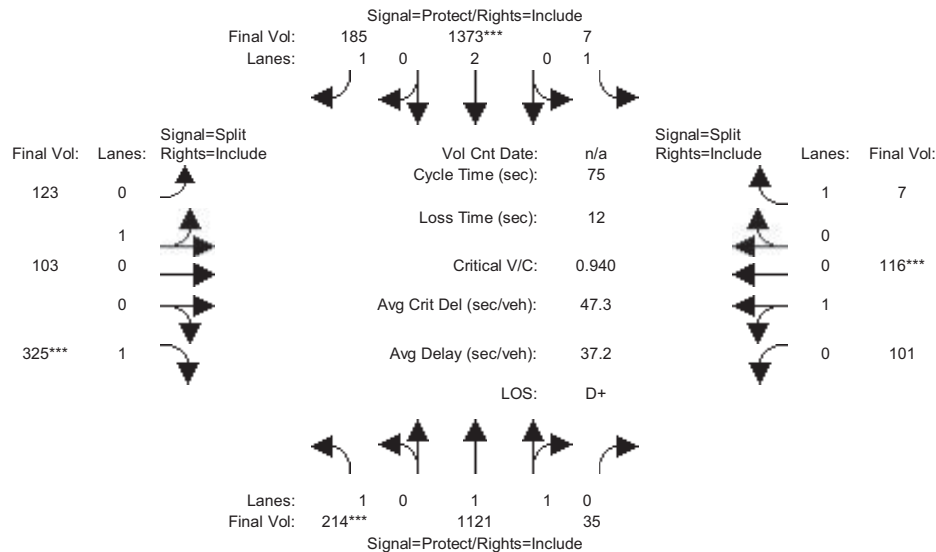
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.00	0.36	0.11	0.13	0.13	0.18	0.12	0.12	0.00
Crit Moves:	***				***				***		***	
Green Time:	9.7	29.6	29.6	8.9	28.8	28.8	14.6	14.6	14.6	10.0	10.0	10.0
Volume/Cap:	0.93	0.79	0.79	0.03	0.93	0.28	0.65	0.65	0.93	0.90	0.90	0.03
Delay/Veh:	74.5	23.0	23.0	29.3	33.7	16.2	32.0	32.0	62.1	65.7	65.7	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:	74.5	23.0	23.0	29.3	33.7	16.2	32.0	32.0	62.1	65.7	65.7	28.3
LOS by Move:	E	C+	C+	C	C-	B	C	C	E	E	E	C
HCM2kAvgQ:	9	14	14	0	20	3	5	5	10	9	9	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Added Vol:	3	4	0	0	11	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1121	35	7	1373	185	123	103	325	101	116	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:	214	1121	35	7	1373	185	123	103	325	101	116	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1121	35	7	1373	185	123	103	325	101	116	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1121	35	7	1373	185	123	103	325	101	116	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.54	0.46	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	980	820	1750	838	962	1750

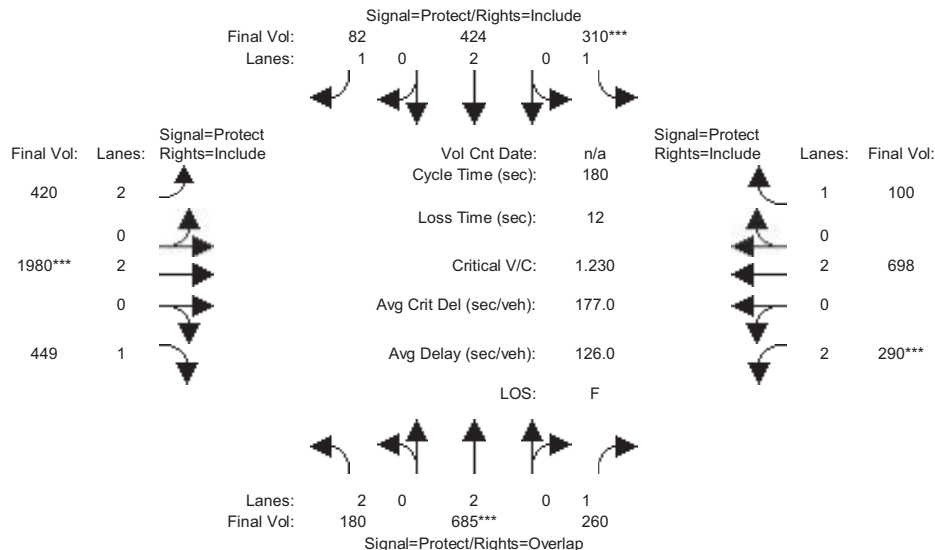
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.00	0.36	0.11	0.13	0.13	0.19	0.12	0.12	0.00
Crit Moves:	***				***				***		***	
Green Time:	9.7	29.5	29.5	8.8	28.6	28.6	14.7	14.7	14.7	10.0	10.0	10.0
Volume/Cap:	0.95	0.79	0.79	0.03	0.95	0.28	0.64	0.64	0.95	0.90	0.90	0.03
Delay/Veh:	77.5	23.2	23.2	29.4	35.6	16.3	31.7	31.7	64.6	65.7	65.7	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:	77.5	23.2	23.2	29.4	35.6	16.3	31.7	31.7	64.6	65.7	65.7	28.3
LOS by Move:	E-	C	C	C	D+	B	C	C	E	E	E	C
HCM2kAvgQ:	9	14	14	0	21	3	5	5	10	9	9	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol:	180	685	260	310	424	136	420	1980	449	290	698	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	685	260	310	424	136	420	1980	449	290	698	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	685	260	310	424	136	420	1980	449	290	698	100
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	180	685	260	310	424	82	420	1980	449	290	698	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	685	260	310	424	82	420	1980	449	290	698	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	685	260	310	424	82	420	1980	449	290	698	100

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

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Capacity Analysis Module:

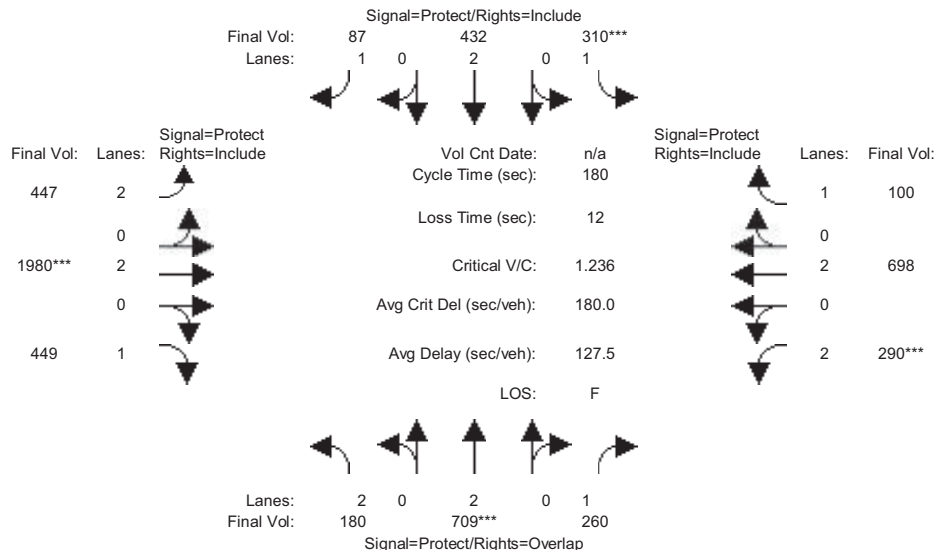
Vol/Sat:	0.06	0.18	0.15	0.35	0.22	0.05	0.13	0.52	0.26	0.09	0.18	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.2	26.4	39.9	51.9	58.0	58.0	37.7	76.3	76.3	13.5	52.0	52.0
Volume/Cap:	0.51	1.23	0.67	1.23	0.69	0.14	0.64	1.23	0.61	1.23	0.64	0.20
Delay/Veh:	76.4	195	68.6	197.1	56.6	43.5	66.9	161	41.6	222.4	72.1	61.5
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:	76.4	195	68.6	197.1	56.6	43.5	66.9	161	41.6	222.4	72.1	61.5
LOS by Move:	E-	F	E	F	E+	D	E	F	D	F	E	E
HCM2kAvgQ:	6	27	15	26	11	4	13	77	20	13	17	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol:	180	685	260	310	424	136	420	1980	449	290	698	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	685	260	310	424	136	420	1980	449	290	698	100
Added Vol:	0	24	0	0	8	9	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	709	260	310	432	145	447	1980	449	290	698	100
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	180	709	260	310	432	87	447	1980	449	290	698	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	709	260	310	432	87	447	1980	449	290	698	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	709	260	310	432	87	447	1980	449	290	698	100

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

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Capacity Analysis Module:

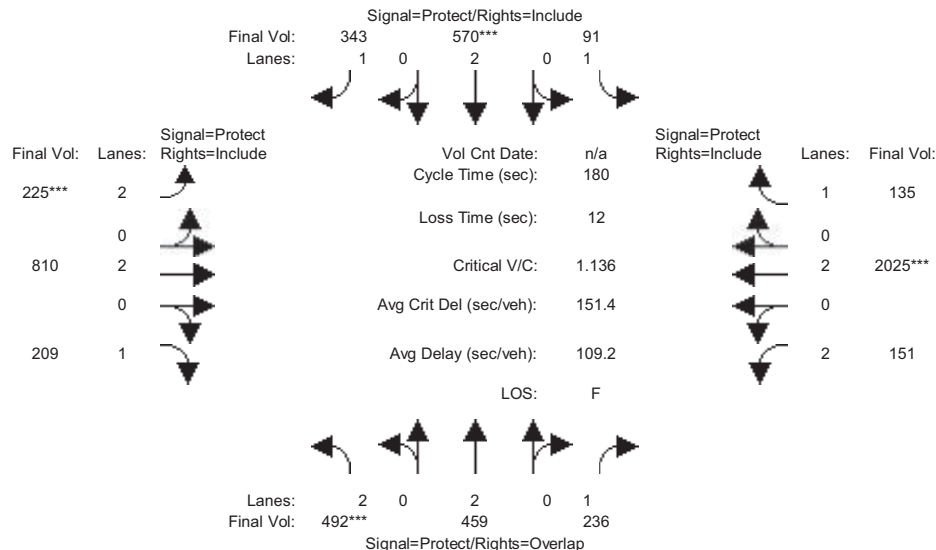
Vol/Sat:	0.06	0.19	0.15	0.35	0.23	0.05	0.14	0.52	0.26	0.09	0.18	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	27.2	40.6	51.6	58.7	58.7	38.9	75.9	75.9	13.4	50.4	50.4
Volume/Cap:	0.51	1.24	0.66	1.24	0.70	0.15	0.66	1.24	0.61	1.24	0.66	0.20
Delay/Veh:	76.6	197	67.5	200.0	56.4	43.2	66.8	164	42.0	225.2	73.5	62.5
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:	76.6	197	67.5	200.0	56.4	43.2	66.8	164	42.0	225.2	73.5	62.5
LOS by Move:	E-	F	E	F	E+	D	E	F	D	F	E	E
HCM2kAvgQ:	6	28	15	27	11	4	14	78	20	13	17	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 492 459 236 91 570 571 225 810 209 151 2025 135

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 492 459 236 91 570 571 225 810 209 151 2025 135

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 492 459 236 91 570 571 225 810 209 151 2025 135

User Adj: 1.00 1.00 1.00 1.00 1.00 0.60 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: 492 459 236 91 570 343 225 810 209 151 2025 135

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 492 459 236 91 570 343 225 810 209 151 2025 135

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 492 459 236 91 570 343 225 810 209 151 2025 135

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 1.00 0.92 0.46 0.50 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 3800 1750 875 1900 1750 3150 3800 1750 3150 3800 1750

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Capacity Analysis Module:

Vol/Sat: 0.16 0.12 0.13 0.10 0.30 0.20 0.07 0.21 0.12 0.05 0.53 0.08

Crit Moves: ****

Green Time: 24.7 38.8 56.4 33.4 47.5 47.5 11.3 78.2 78.2 17.6 84.4 84.4

Volume/Cap: 1.14 0.56 0.43 0.56 1.14 0.74 1.14 0.49 0.28 0.49 1.14 0.16

Delay/Veh: 163.7 63.8 49.6 71.0 150 67.0 189.8 36.8 32.9 83.8 145 43.8

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: 163.7 63.8 49.6 71.0 150 67.0 189.8 36.8 32.9 83.8 145 43.8

LOS by Move: F E D E F E F D+ C- F F D

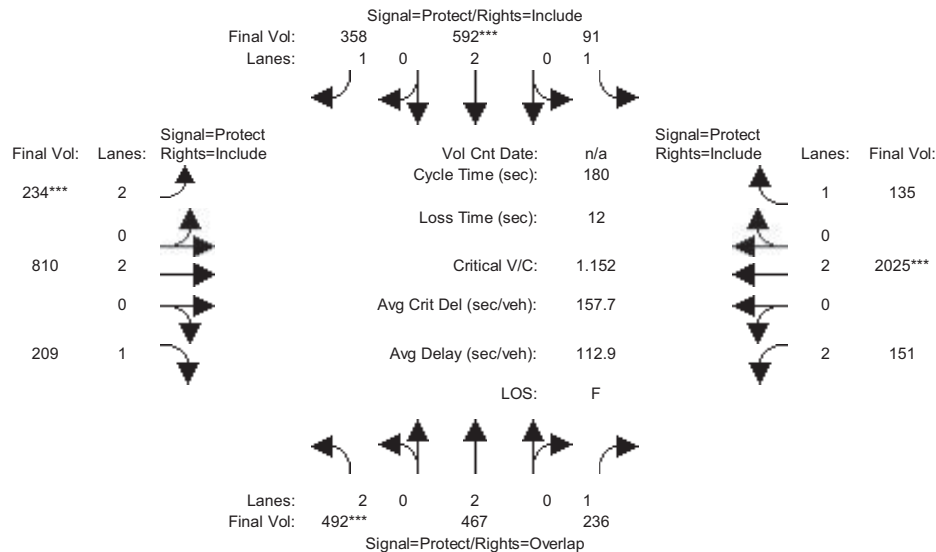
HCM2kAvgQ: 22 12 13 5 20 19 12 16 8 5 68 6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 492 459 236 91 570 571 225 810 209 151 2025 135

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 492 459 236 91 570 571 225 810 209 151 2025 135

Added Vol: 0 8 0 0 22 25 9 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 492 467 236 91 592 596 234 810 209 151 2025 135

User Adj: 1.00 1.00 1.00 1.00 1.00 0.60 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: 492 467 236 91 592 358 234 810 209 151 2025 135

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 492 467 236 91 592 358 234 810 209 151 2025 135

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 492 467 236 91 592 358 234 810 209 151 2025 135

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 1.00 0.92 0.46 0.50 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 3800 1750 875 1900 1750 3150 3800 1750 3150 3800 1750

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Capacity Analysis Module:

Vol/Sat: 0.16 0.12 0.13 0.10 0.31 0.20 0.07 0.21 0.12 0.05 0.53 0.08

Crit Moves: **** **** **** ****

Green Time: 24.4 39.6 57.0 33.5 48.7 48.7 11.6 77.5 77.5 17.4 83.3 83.3

Volume/Cap: 1.15 0.56 0.43 0.56 1.15 0.76 1.15 0.50 0.28 0.50 1.15 0.17

Delay/Veh: 169.8 63.3 49.1 70.8 154 67.0 194.2 37.3 33.4 83.9 151 44.4

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 169.8 63.3 49.1 70.8 154 67.0 194.2 37.3 33.4 83.9 151 44.4

LOS by Move: F E D E F E F D+ C- F F D

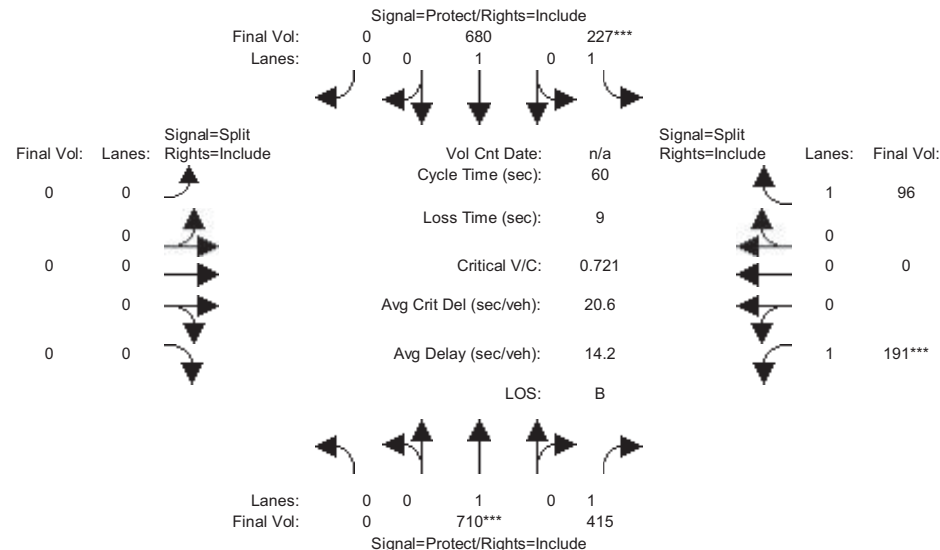
HCM2kAvgQ: 22 12 13 5 21 20 13 16 8 5 69 6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	710	415	227	680	0	0	0	0	191	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	415	227	680	0	0	0	0	191	0	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	710	415	227	680	0	0	0	0	191	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	710	415	227	680	0	0	0	0	191	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	415	227	680	0	0	0	0	191	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	710	415	227	680	0	0	0	0	191	0	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

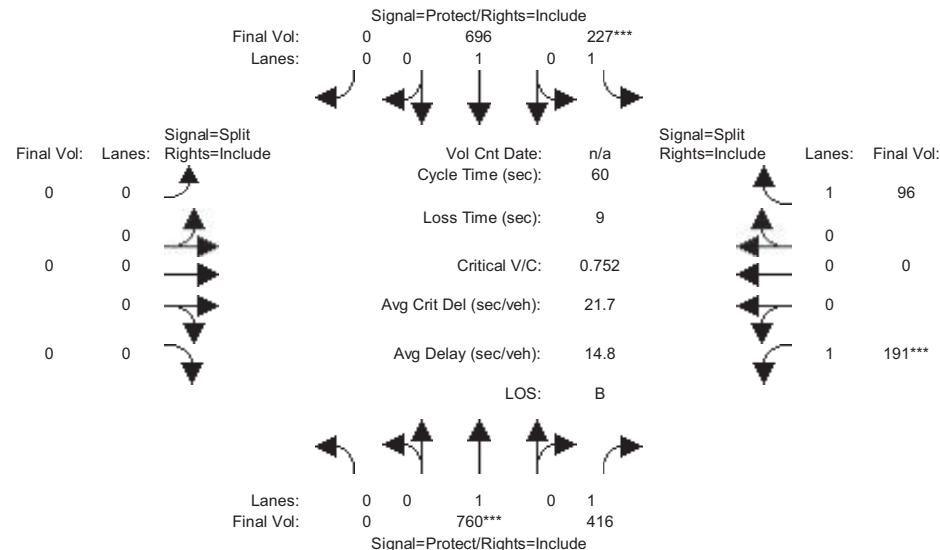
Vol/Sat:	0.00	0.37	0.24	0.13	0.36	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	30.4	30.4	10.6	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.74	0.47	0.74	0.52	0.00	0.00	0.00	0.00	0.65	0.00	0.33
Delay/Veh:	0.0	14.6	9.9	32.4	5.1	0.0	0.0	0.0	0.0	28.7	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	14.6	9.9	32.4	5.1	0.0	0.0	0.0	0.0	28.7	0.0	22.7
LOS by Move:	A	B	A	C-	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	9	5	6	7	0	0	0	0	5	0	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	710	415	227	680	0	0	0	0	191	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	415	227	680	0	0	0	0	191	0	96
Added Vol:	0	50	1	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	760	416	227	696	0	0	0	0	191	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	760	416	227	696	0	0	0	0	191	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	416	227	696	0	0	0	0	191	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	760	416	227	696	0	0	0	0	191	0	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

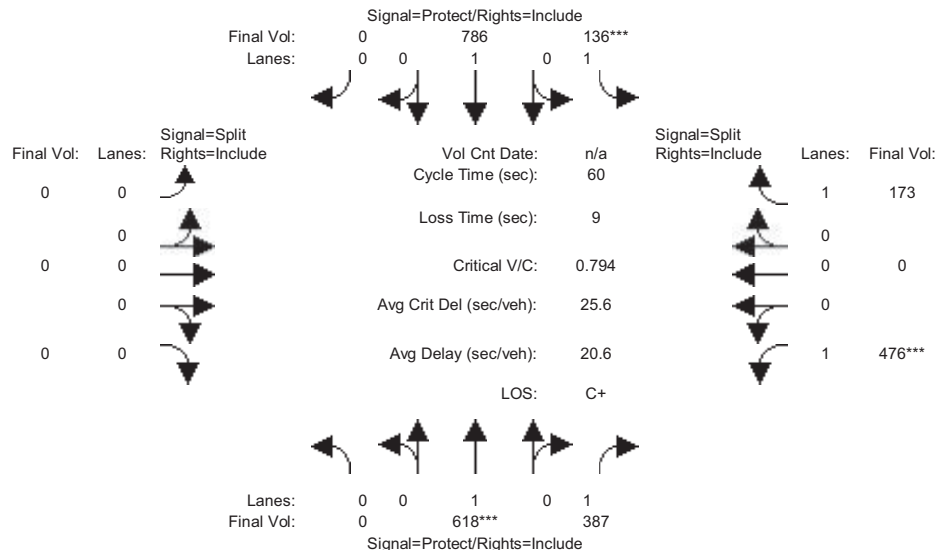
Vol/Sat:	0.00	0.40	0.24	0.13	0.37	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	31.0	31.0	10.0	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.78	0.46	0.78	0.54	0.00	0.00	0.00	0.00	0.65	0.00	0.33
Delay/Veh:	0.0	15.6	9.6	36.1	5.2	0.0	0.0	0.0	0.0	28.7	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	15.6	9.6	36.1	5.2	0.0	0.0	0.0	0.0	28.7	0.0	22.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	10	5	7	7	0	0	0	0	5	0	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	618	387	136	786	0	0	0	0	476	0	173
Growth Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	618	387	136	786	0	0	0	0	476	0	173
User Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	618	387	136	786	0	0	0	0	476	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	618	387	136	786	0	0	0	0	476	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

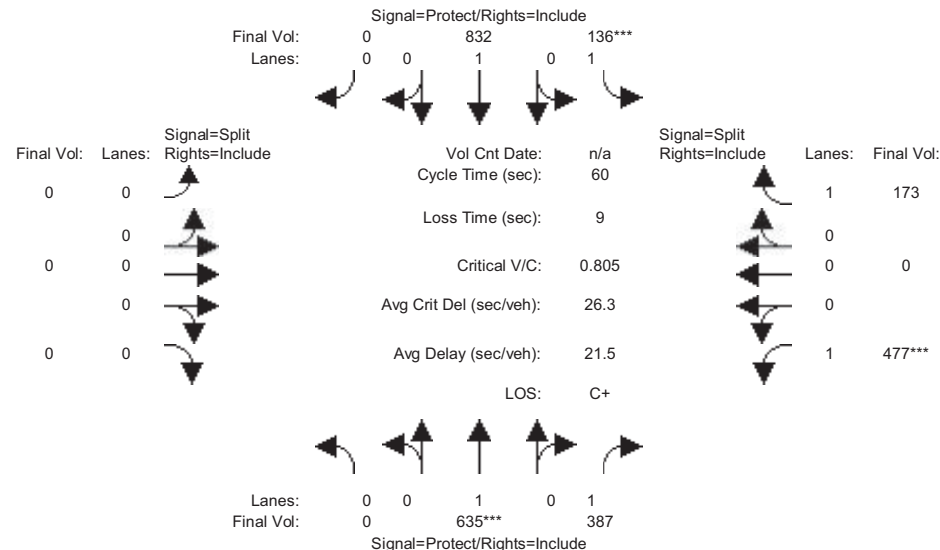
Vol/Sat:	0.00	0.33	0.22	0.08	0.41	0.00	0.00	0.00	0.00	0.27	0.00	0.10
Crit Moves:	****			****			****			****		
Green Time:	0.0	24.0	24.0	7.0	31.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0
Volume/Cap:	0.00	0.81	0.55	0.67	0.80	0.00	0.00	0.00	0.00	0.81	0.00	0.30
Delay/Veh:	0.0	22.8	14.9	33.5	16.8	0.0	0.0	0.0	0.0	26.9	0.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.8	14.9	33.5	16.8	0.0	0.0	0.0	0.0	26.9	0.0	15.1
LOS by Move:	A	C+	B	C-	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	11	6	4	14	0	0	0	0	11	0	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	618	387	136	786	0	0	0	0	476	0	173
Growth Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Added Vol:	0	17	0	0	46	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	635	387	136	832	0	0	0	0	477	0	173
User Adj:	1.00	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	635	387	136	832	0	0	0	0	477	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	387	136	832	0	0	0	0	477	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	635	387	136	832	0	0	0	0	477	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

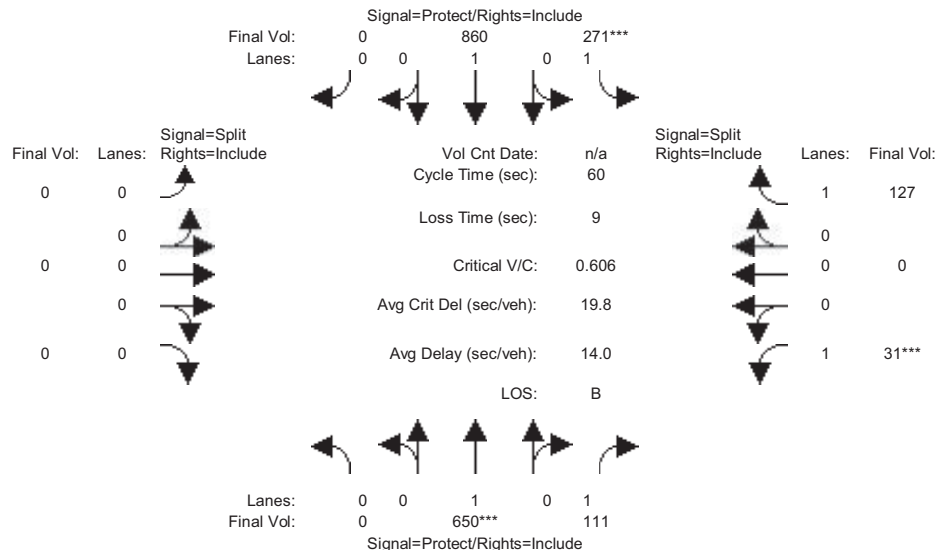
Vol/Sat:	0.00	0.33	0.22	0.08	0.44	0.00	0.00	0.00	0.00	0.27	0.00	0.10
Crit Moves:	****			****			****			****		
Green Time:	0.0	24.2	24.2	7.0	31.2	0.0	0.0	0.0	0.0	19.8	0.0	19.8
Volume/Cap:	0.00	0.83	0.55	0.67	0.84	0.00	0.00	0.00	0.00	0.83	0.00	0.30
Delay/Veh:	0.0	23.4	14.6	33.5	18.8	0.0	0.0	0.0	0.0	28.2	0.0	15.3
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	23.4	14.6	33.5	18.8	0.0	0.0	0.0	0.0	28.2	0.0	15.3
LOS by Move:	A	C	B	C-	B-	A	A	A	A	C	A	B
HCM2kAvgQ:	0	11	6	4	16	0	0	0	0	12	0	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----			-----			-----			-----					
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			

Volume Module:

Base Vol:	0	650	111	271	860	0	0	0	0	31	0	127
Growth Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	111	271	860	0	0	0	0	31	0	127
User Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	111	271	860	0	0	0	0	31	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	650	111	271	860	0	0	0	0	31	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

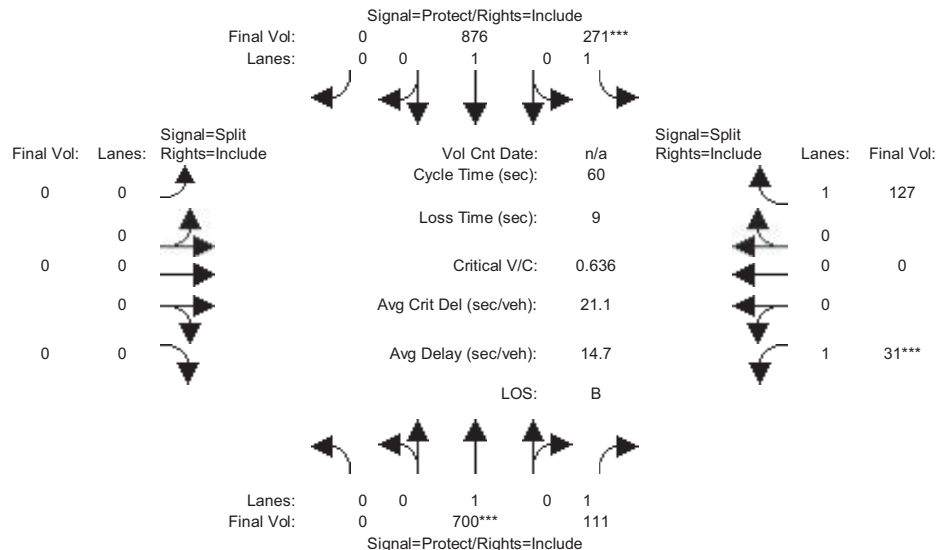
Vol/Sat:	0.00	0.34	0.06	0.15	0.45	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.2	28.2	12.8	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.73	0.13	0.73	0.66	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	15.8	9.1	29.0	6.8	0.0	0.0	0.0	0.0	21.4	0.0	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:	0.0	15.8	9.1	29.0	6.8	0.0	0.0	0.0	0.0	21.4	0.0	23.5
LOS by Move:	A	B	A	C	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	11	1	5	8	0	0	0	0	1	0	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	650	111	271	860	0	0	0	0	31	0	127
Growth Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Added Vol:	0	50	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	111	271	876	0	0	0	0	31	0	127
User Adj:	1.00	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	700	111	271	876	0	0	0	0	31	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	111	271	876	0	0	0	0	31	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	700	111	271	876	0	0	0	0	31	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

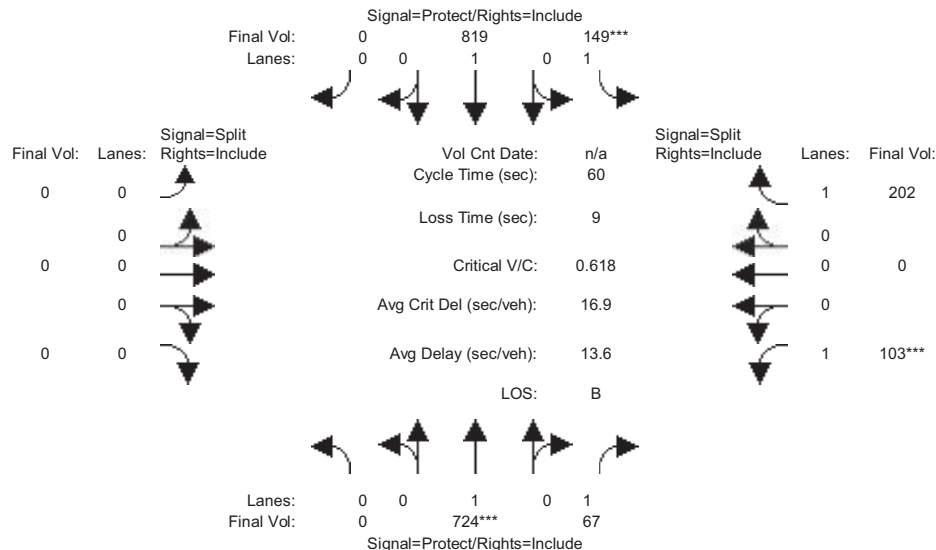
Vol/Sat:	0.00	0.37	0.06	0.15	0.46	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.9	28.9	12.1	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.77	0.13	0.77	0.67	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	16.7	8.7	32.2	7.0	0.0	0.0	0.0	0.0	21.4	0.0	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:	0.0	16.7	8.7	32.2	7.0	0.0	0.0	0.0	0.0	21.4	0.0	23.5
LOS by Move:	A	B	A	C-	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	13	1	5	9	0	0	0	0	1	0	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	724	67	149	819	0	0	0	0	103	0	202
Growth Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	724	67	149	819	0	0	0	0	103	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	724	67	149	819	0	0	0	0	103	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	724	67	149	819	0	0	0	0	103	0	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

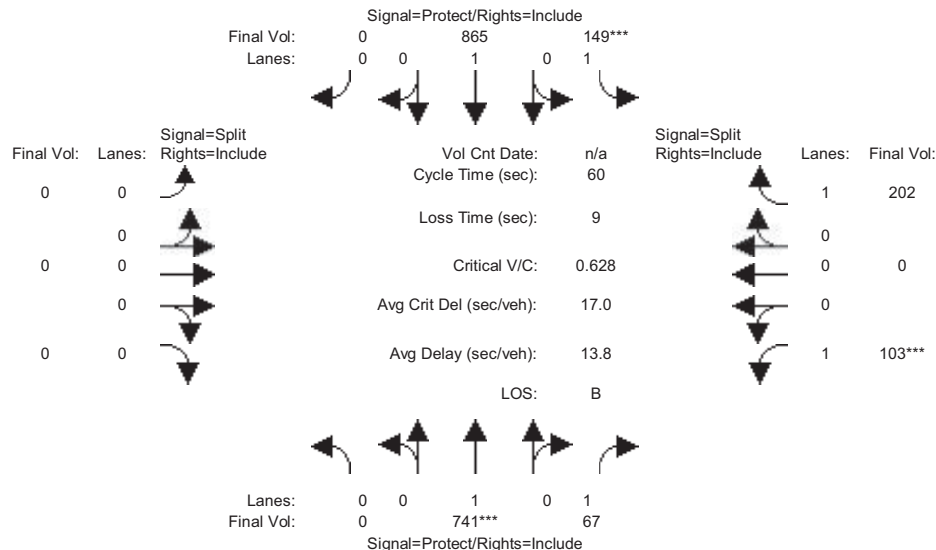
Vol/Sat:	0.00	0.38	0.04	0.09	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.5	32.5	7.3	39.8	0.0	0.0	0.0	0.0	11.2	0.0	11.2
Volume/Cap:	0.00	0.70	0.07	0.70	0.65	0.00	0.00	0.00	0.00	0.31	0.00	0.62
Delay/Veh:	0.0	12.4	6.6	35.5	7.2	0.0	0.0	0.0	0.0	21.6	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	6.6	35.5	7.2	0.0	0.0	0.0	0.0	21.6	0.0	26.0
LOS by Move:	A	B	A	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	11	1	3	8	0	0	0	0	2	0	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	724	67	149	819	0	0	0	0	103	0	202
Growth Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Added Vol:	0	17	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	741	67	149	865	0	0	0	0	103	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	741	67	149	865	0	0	0	0	103	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	67	149	865	0	0	0	0	103	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	741	67	149	865	0	0	0	0	103	0	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

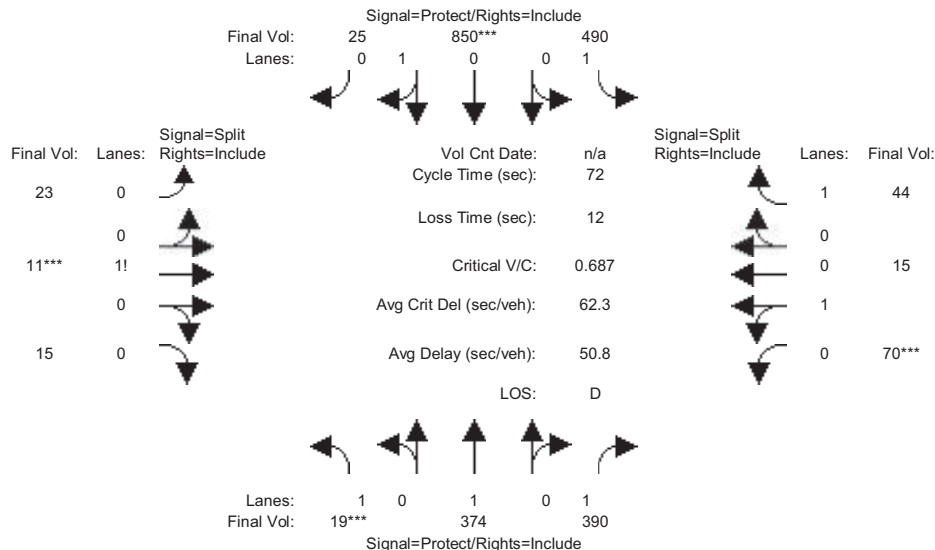
Vol/Sat:	0.00	0.39	0.04	0.09	0.46	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.8	32.8	7.2	40.0	0.0	0.0	0.0	0.0	11.0	0.0	11.0
Volume/Cap:	0.00	0.71	0.07	0.71	0.68	0.00	0.00	0.00	0.00	0.32	0.00	0.63
Delay/Veh:	0.0	12.5	6.4	36.4	7.7	0.0	0.0	0.0	0.0	21.8	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	6.4	36.4	7.7	0.0	0.0	0.0	0.0	21.8	0.0	26.5
LOS by Move:	A	B	A	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	12	1	3	9	0	0	0	0	2	0	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard			Campus Drive West		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	19	374	390	490	850	25	23	11	15	70	15	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	374	390	490	850	25	23	11	15	70	15	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	374	390	490	850	25	23	11	15	70	15	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	374	390	490	850	25	23	11	15	70	15	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	374	390	490	850	25	23	11	15	70	15	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	374	390	490	850	25	23	11	15	70	15	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.22	0.31	0.82	0.18	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	821	393	536	1482	318	1750

Capacity Analysis Module:

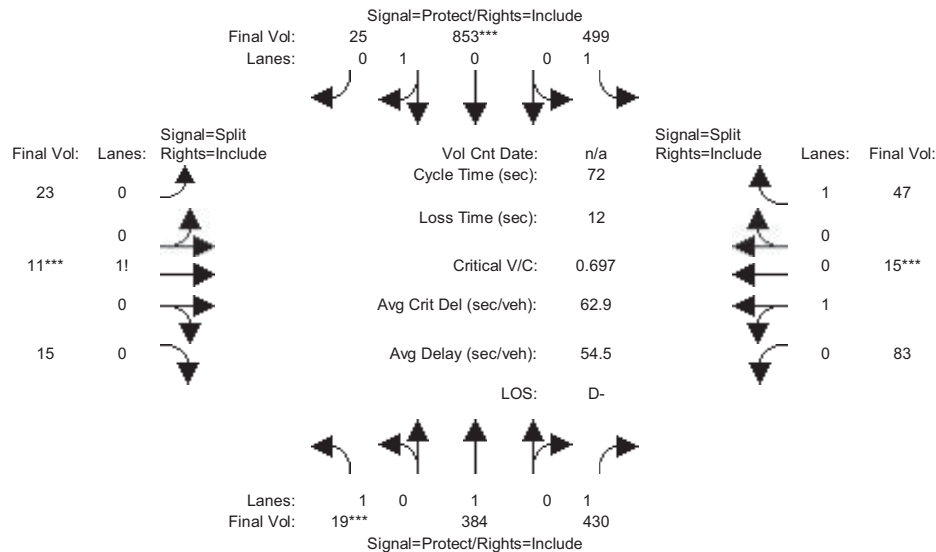
Vol/Sat:	0.01	0.20	0.22	0.28	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	17.7	17.7	22.3	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.80	0.91	0.91	1.06	1.06	0.20	0.20	0.20	0.34	0.34	0.18
Delay/Veh:	30.0	34.9	48.6	42.6	68.2	68.2	27.9	27.9	27.9	28.8	28.8	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	34.9	48.6	42.6	68.2	68.2	27.9	27.9	27.9	28.8	28.8	27.7
LOS by Move:	C	C-	D	D	E	E	C	C	C	C	C	C
HCM2kAvgQ:	0	8	10	13	30	30	1	1	1	2	2	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard			Campus Drive West		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	19	374	390	490	850	25	23	11	15	70	15	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	374	390	490	850	25	23	11	15	70	15	44
Added Vol:	0	10	40	9	3	0	0	0	0	13	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	384	430	499	853	25	23	11	15	83	15	47
User Adj:	1.00	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:	19	384	430	499	853	25	23	11	15	83	15	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	384	430	499	853	25	23	11	15	83	15	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	384	430	499	853	25	23	11	15	83	15	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.22	0.31	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	821	393	536	1524	276	1750

Capacity Analysis Module:

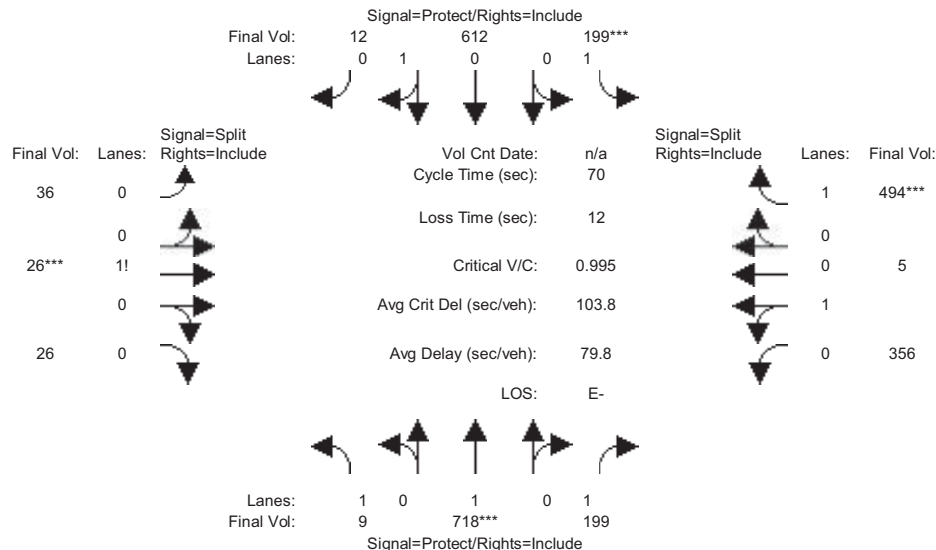
Vol/Sat:	0.01	0.20	0.25	0.29	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	18.5	18.5	21.5	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.79	0.96	0.96	1.06	1.06	0.20	0.20	0.20	0.39	0.39	0.19
Delay/Veh:	30.0	33.1	57.5	53.2	69.4	69.4	27.9	27.9	27.9	29.2	29.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	33.1	57.5	53.2	69.4	69.4	27.9	27.9	27.9	29.2	29.2	27.8
LOS by Move:	C	C-	E+	D-	E	E	C	C	C	C	C	C
HCM2kAvgQ:	0	8	12	15	31	31	1	1	1	3	3	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	9	718	199	199	612	12	36	26	26	356	5	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	718	199	199	612	12	36	26	26	356	5	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	718	199	199	612	12	36	26	26	356	5	494
User Adj:	1.00	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:	9	718	199	199	612	12	36	26	26	356	5	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	718	199	199	612	12	36	26	26	356	5	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	718	199	199	612	12	36	26	26	356	5	494

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.41	0.29	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1765	35	716	517	517	1775	25	1750

Capacity Analysis Module:

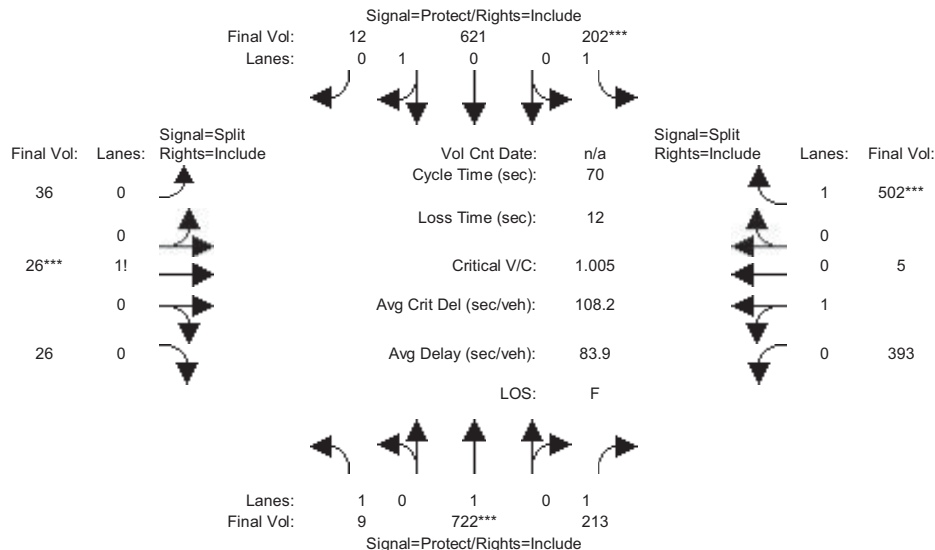
Vol/Sat:	0.01	0.38	0.11	0.11	0.35	0.35	0.05	0.05	0.05	0.20	0.20	0.28
Crit Moves:	****			****			****			****		
Green Time:	7.0	23.4	23.4	7.1	23.5	23.5	10.0	10.0	10.0	17.5	17.5	17.5
Volume/Cap:	0.05	1.13	0.34	1.13	1.03	1.03	0.35	0.35	0.35	0.80	0.80	1.13
Delay/Veh:	28.6	99.9	17.8	138.0	68.6	68.6	27.9	27.9	27.9	34.6	34.6	109.3
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:	28.6	99.9	17.8	138.0	68.6	68.6	27.9	27.9	27.9	34.6	34.6	109.3
LOS by Move:	C	F	B	F	E	E	C	C	C	C-	C-	F
HCM2kAvgQ:	0	26	3	9	20	20	2	2	2	10	10	23

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	9	718	199	199	612	12	36	26	26	356	5	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	718	199	199	612	12	36	26	26	356	5	494
Added Vol:	0	4	14	3	9	0	0	0	0	37	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	722	213	202	621	12	36	26	26	393	5	502
User Adj:	1.00	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:	9	722	213	202	621	12	36	26	26	393	5	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	722	213	202	621	12	36	26	26	393	5	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	722	213	202	621	12	36	26	26	393	5	502

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.41	0.29	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1766	34	716	517	517	1777	23	1750

Capacity Analysis Module:

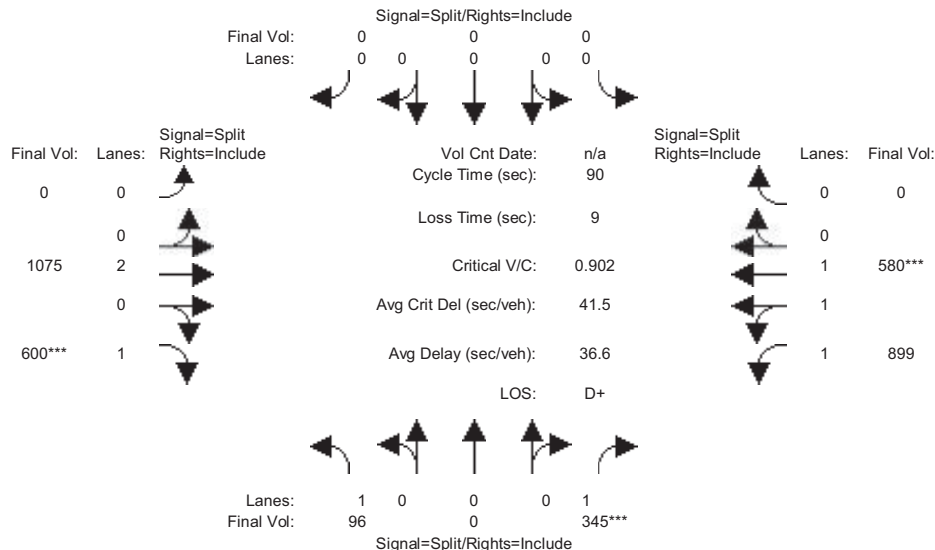
Vol/Sat:	0.01	0.38	0.12	0.12	0.35	0.35	0.05	0.05	0.05	0.22	0.22	0.29
Crit Moves:	****			****			****					****
Green Time:	7.0	23.3	23.3	7.1	23.4	23.4	10.0	10.0	10.0	17.6	17.6	17.6
Volume/Cap:	0.05	1.14	0.37	1.14	1.05	1.05	0.35	0.35	0.35	0.88	0.88	1.14
Delay/Veh:	28.6	105	18.1	142.0	74.4	74.4	27.9	27.9	27.9	42.8	42.8	113.6
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:	28.6	105	18.1	142.0	74.4	74.4	27.9	27.9	27.9	42.8	42.8	113.6
LOS by Move:	C	F	B-	F	E	E	C	C	C	D	D	F
HCM2kAvgQ:	0	27	4	9	22	22	2	2	2	12	12	24

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz 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	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0

Saturation Flow Module:

	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.87	1.13	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3310	2135	0

Capacity Analysis Module:

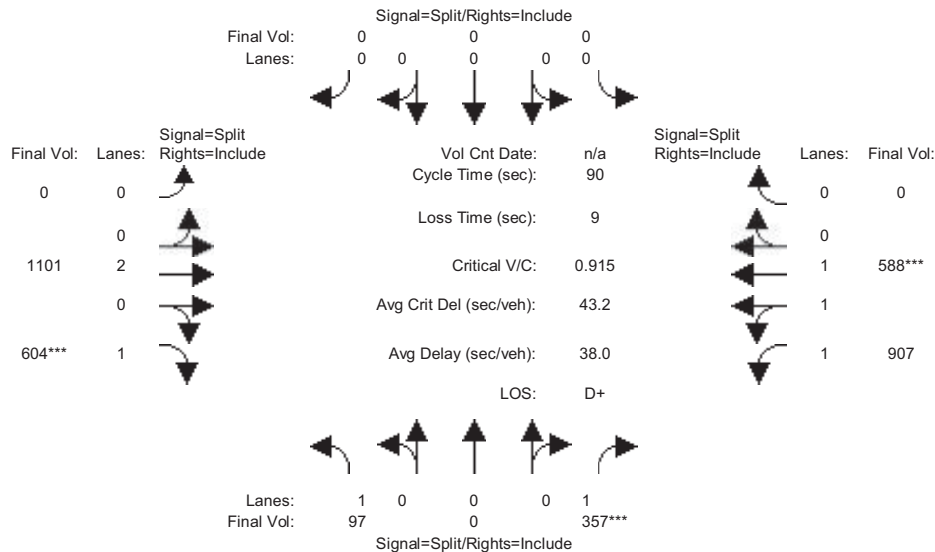
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.05	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.34	0.27	0.27	0.00
Crit Moves:			****						****		****	
Green Time:	19.7	0.0	19.7	0.0	0.0	0.0	0.0	34.2	34.2	27.1	27.1	0.0
Volume/Cap:	0.25	0.00	0.90	0.00	0.00	0.00	0.00	0.74	0.90	0.90	0.90	0.00
Delay/Veh:	29.4	0.0	57.9	0.0	0.0	0.0	0.0	26.2	41.8	37.5	37.5	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:	29.4	0.0	57.9	0.0	0.0	0.0	0.0	26.2	41.8	37.5	37.5	0.0
LOS by Move:	C	A	E+	A	A	A	A	C	D	D+	D+	A
HCM2kAvgQ:	2	0	11	0	0	0	0	14	21	15	15	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Added Vol:	1	0	12	0	0	0	0	26	4	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	357	0	0	0	0	1101	604	907	588	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:	97	0	357	0	0	0	0	1101	604	907	588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	357	0	0	0	0	1101	604	907	588	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:	97	0	357	0	0	0	0	1101	604	907	588	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.86	1.14	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3303	2142	0

Capacity Analysis Module:

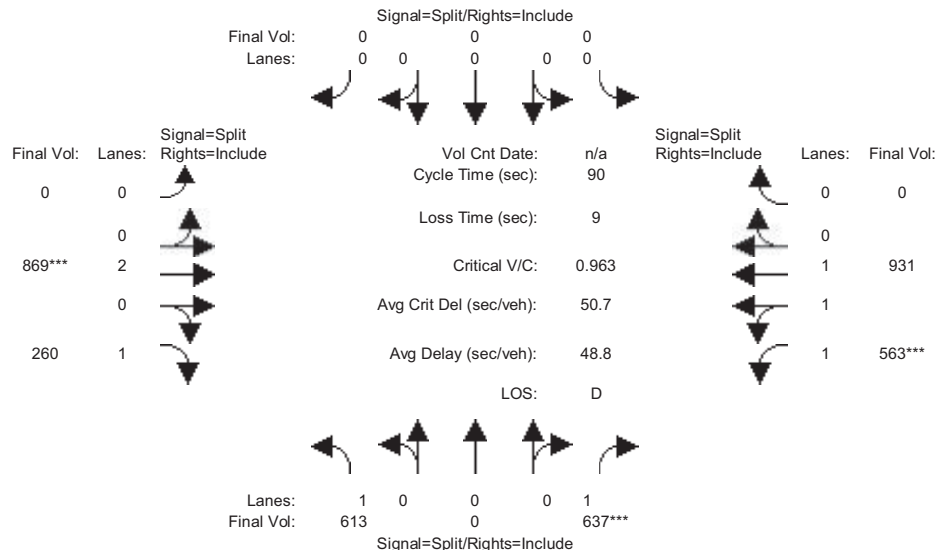
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.06	0.00	0.20	0.00	0.00	0.00	0.00	0.29	0.35	0.27	0.27	0.00
Crit Moves:			****						****		****	
Green Time:	20.1	0.0	20.1	0.0	0.0	0.0	0.0	33.9	33.9	27.0	27.0	0.0
Volume/Cap:	0.25	0.00	0.92	0.00	0.00	0.00	0.00	0.77	0.92	0.92	0.92	0.00
Delay/Veh:	29.1	0.0	59.9	0.0	0.0	0.0	0.0	27.2	44.1	38.8	38.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	59.9	0.0	0.0	0.0	0.0	27.2	44.1	38.8	38.8	0.0
LOS by Move:	C	A	E+	A	A	A	A	C	D	D+	D+	A
HCM2kAvgQ:	2	0	11	0	0	0	0	15	22	15	15	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.17	1.83	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2052	3394	0

Capacity Analysis Module:

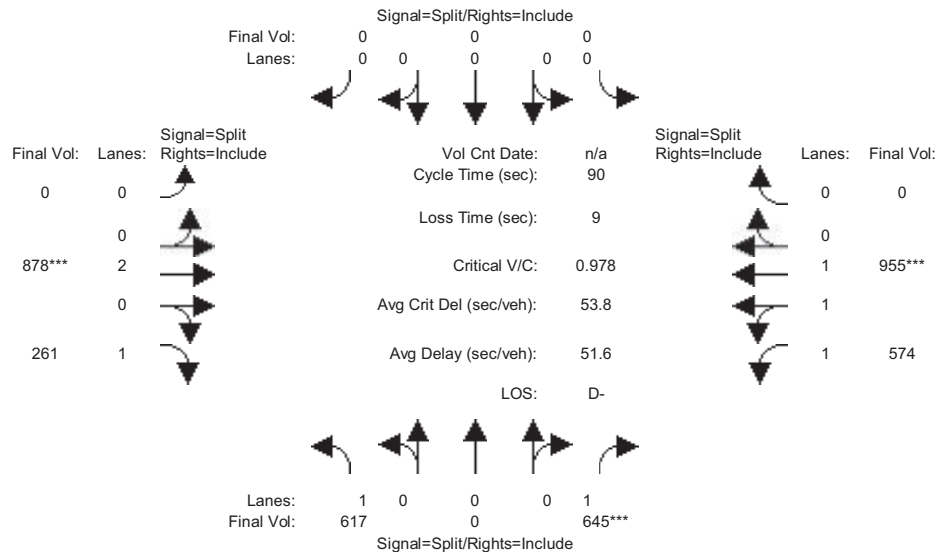
Vol/Sat:	0.35	0.00	0.36	0.00	0.00	0.00	0.00	0.23	0.15	0.27	0.27	0.00
Crit Moves:	****			****			****			****		
Green Time:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	21.4	21.4	25.6	25.6	0.0
Volume/Cap:	0.93	0.00	0.96	0.00	0.00	0.00	0.00	0.96	0.63	0.96	0.96	0.00
Delay/Veh:	46.1	0.0	53.5	0.0	0.0	0.0	0.0	55.4	33.7	46.7	46.7	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:	46.1	0.0	53.5	0.0	0.0	0.0	0.0	55.4	33.7	46.7	46.7	0.0
LOS by Move:	D	A	D-	A	A	A	A	E+	C-	D	D	A
HCM2kAvgQ:	17	0	18	0	0	0	0	17	8	15	15	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Added Vol:	4	0	8	0	0	0	0	9	1	11	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	617	0	645	0	0	0	0	878	261	574	955	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:	617	0	645	0	0	0	0	878	261	574	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	617	0	645	0	0	0	0	878	261	574	955	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:	617	0	645	0	0	0	0	878	261	574	955	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.16	1.84	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2045	3402	0

Capacity Analysis Module:

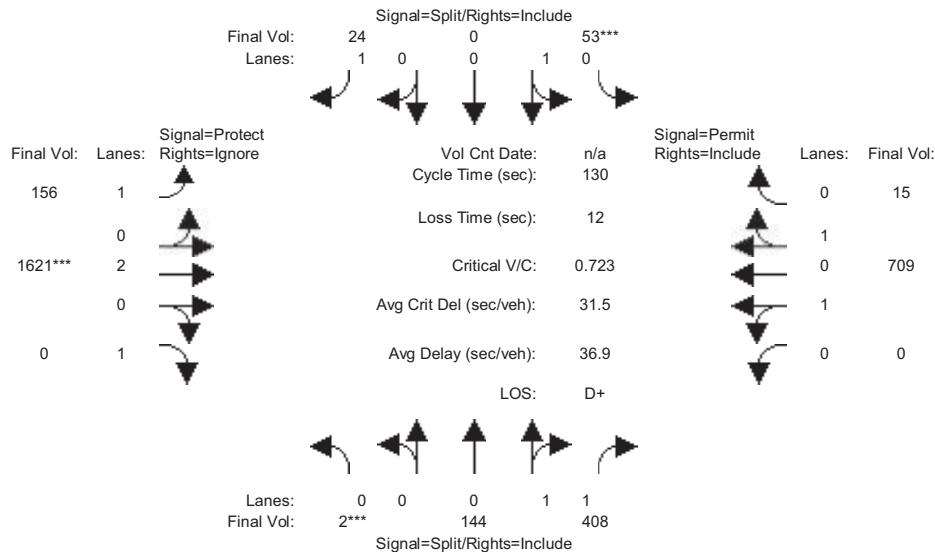
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.35	0.00	0.37	0.00	0.00	0.00	0.00	0.23	0.15	0.28	0.28	0.00
Crit Moves:	****						****			****		
Green Time:	33.9	0.0	33.9	0.0	0.0	0.0	0.0	21.3	21.3	25.8	25.8	0.0
Volume/Cap:	0.94	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.63	0.98	0.98	0.00
Delay/Veh:	47.8	0.0	57.2	0.0	0.0	0.0	0.0	58.8	34.0	49.6	49.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	57.2	0.0	0.0	0.0	0.0	58.8	34.0	49.6	49.6	0.0
LOS by Move:	D	A	E+	A	A	A	A	E+	C-	D	D	A
HCM2kAvgQ:	17	0	19	0	0	0	0	18	8	16	16	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2	144	408	53	0	24	156	1621	35	0	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	144	408	53	0	24	156	1621	35	0	709	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	144	408	53	0	24	156	1621	35	0	709	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	144	408	53	0	24	156	1621	0	0	709	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	144	408	53	0	24	156	1621	0	0	709	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	2	144	408	53	0	24	156	1621	0	0	709	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	720	2770	1800	0	1750	1750	3800	1750	0	3525	75

Capacity Analysis Module:

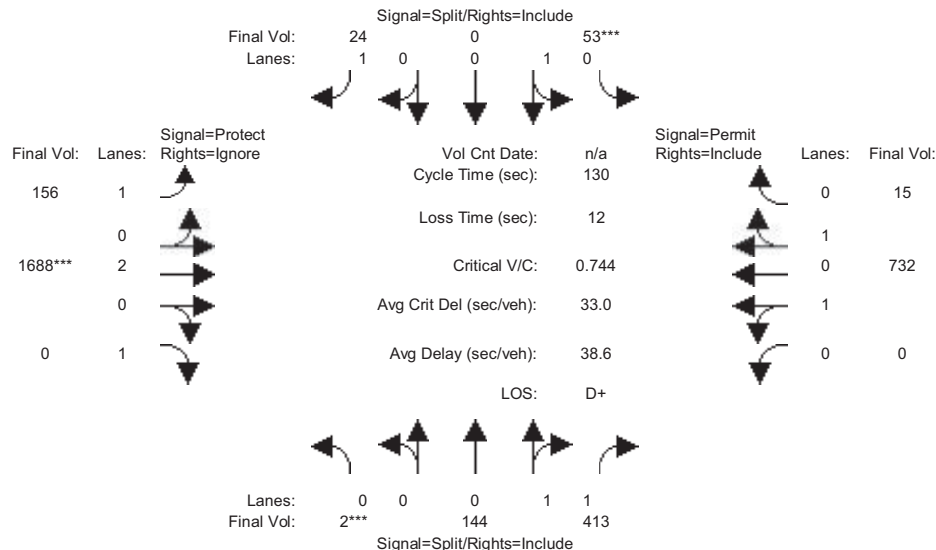
Vol/Sat:	0.20	0.20	0.15	0.03	0.00	0.01	0.09	0.43	0.00	0.00	0.20	0.20
Crit Moves:	***			***			***					
Green Time:	27.3	27.3	27.3	5.0	0.0	5.0	58.0	85.7	0.0	0.0	27.7	27.7
Volume/Cap:	0.95	0.95	0.70	0.77	0.00	0.36	0.20	0.65	0.00	0.00	0.94	0.94
Delay/Veh:	76.6	76.6	50.4	101.0	0.0	64.2	22.0	13.8	0.0	0.0	70.5	70.5
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:	76.6	76.6	50.4	101.0	0.0	64.2	22.0	13.8	0.0	0.0	70.5	70.5
LOS by Move:	E-	E-	D	F	A	E	C+	B	A	A	E	E
HCM2kAvgQ:	19	19	11	4	0	1	4	19	0	0	19	19

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2	144	408	53	0	24	156	1621	35	0	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	144	408	53	0	24	156	1621	35	0	709	15
Added Vol:	0	0	5	0	0	0	0	67	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	144	413	53	0	24	156	1688	35	0	732	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	144	413	53	0	24	156	1688	0	0	732	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	144	413	53	0	24	156	1688	0	0	732	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	2	144	413	53	0	24	156	1688	0	0	732	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	715	2775	1800	0	1750	1750	3800	1750	0	3528	72

Capacity Analysis Module:

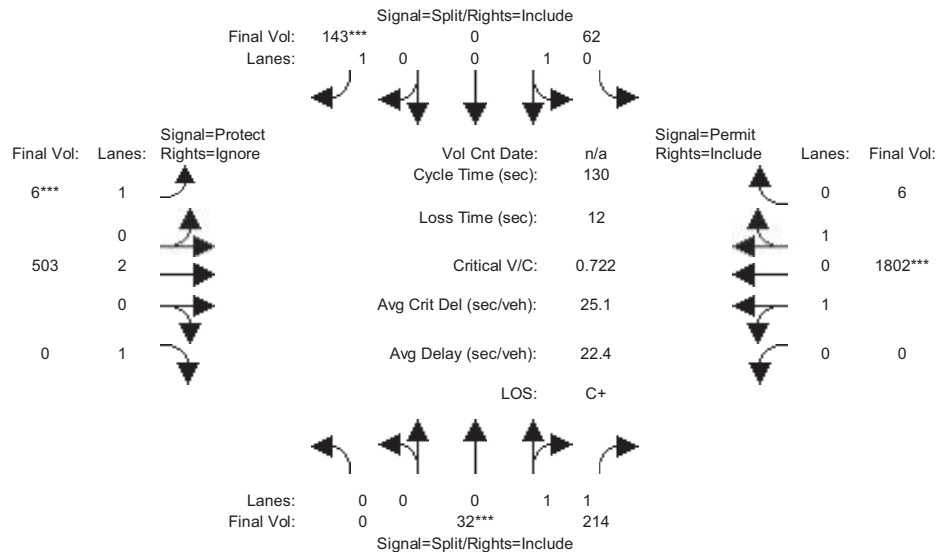
Vol/Sat:	0.20	0.20	0.15	0.03	0.00	0.01	0.09	0.44	0.00	0.00	0.21	0.21
Crit Moves:	***			***			***					
Green Time:	26.7	26.7	26.7	5.0	0.0	5.0	58.6	86.3	0.0	0.0	27.7	27.7
Volume/Cap:	0.98	0.98	0.73	0.77	0.00	0.36	0.20	0.67	0.00	0.00	0.97	0.97
Delay/Veh:	84.3	84.3	51.7	101.0	0.0	64.2	21.7	13.9	0.0	0.0	76.4	76.4
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:	84.3	84.3	51.7	101.0	0.0	64.2	21.7	13.9	0.0	0.0	76.4	76.4
LOS by Move:	F	F	D-	F	A	E	C+	B	A	A	E-	E-
HCM2kAvgQ:	20	20	12	4	0	1	4	20	0	0	20	20

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	32	214	62	0	143	6	503	60	0	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	32	214	62	0	143	6	503	60	0	1802	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	214	62	0	143	6	503	60	0	1802	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	32	214	62	0	143	6	503	0	0	1802	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	32	214	62	0	143	6	503	0	0	1802	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	32	214	62	0	143	6	503	0	0	1802	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	0	468	3132	1800	0	1750	1750	3800	1750	0	3588	12

Capacity Analysis Module:

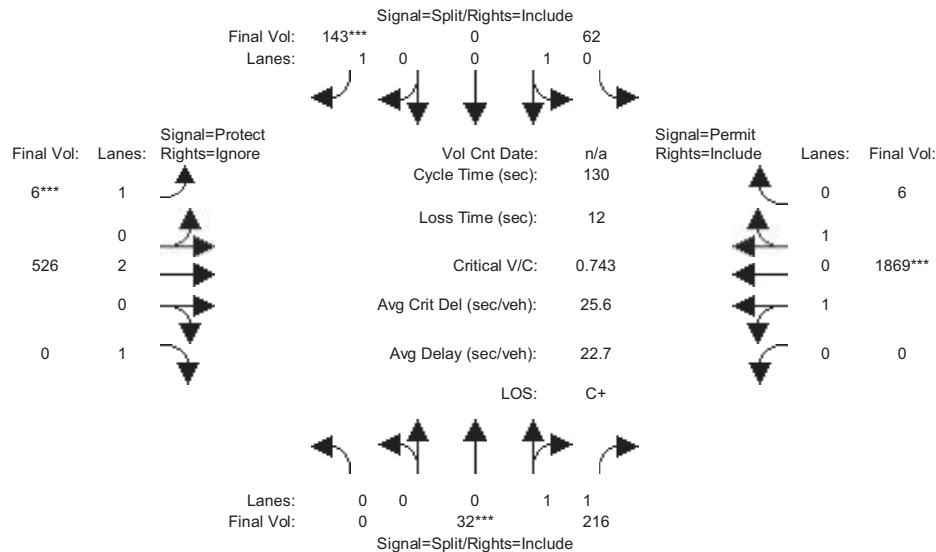
Vol/Sat:	0.00	0.07	0.07	0.03	0.00	0.08	0.00	0.13	0.00	0.00	0.50	0.50
Crit Moves:	****					****	****			****		
Green Time:	0.0	11.8	11.8	14.2	0.0	14.2	5.0	92.0	0.0	0.0	87.0	87.0
Volume/Cap:	0.00	0.75	0.75	0.32	0.00	0.75	0.09	0.19	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	66.9	66.9	54.4	0.0	71.5	60.9	6.4	0.0	0.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	66.9	66.9	54.4	0.0	71.5	60.9	6.4	0.0	0.0	15.6	15.6
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B
HCM2kAvgQ:	0	7	7	3	0	8	0	3	0	0	26	26

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	32	214	62	0	143	6	503	60	0	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	32	214	62	0	143	6	503	60	0	1802	6
Added Vol:	0	0	2	0	0	0	0	23	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	216	62	0	143	6	526	60	0	1869	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	32	216	62	0	143	6	526	0	0	1869	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	32	216	62	0	143	6	526	0	0	1869	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	32	216	62	0	143	6	526	0	0	1869	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	0	465	3135	1800	0	1750	1750	3800	1750	0	3588	12

Capacity Analysis Module:

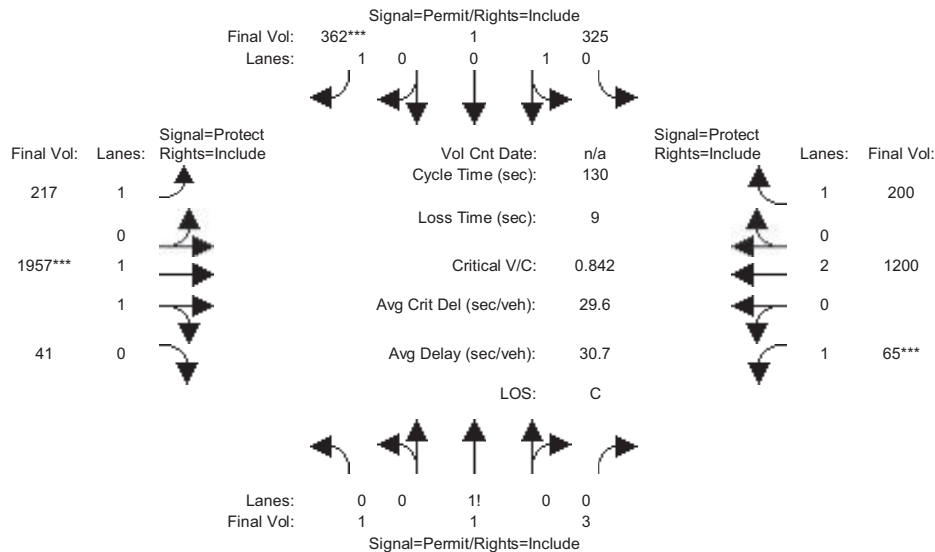
Vol/Sat:	0.00	0.07	0.07	0.03	0.00	0.08	0.00	0.14	0.00	0.00	0.52	0.52
Crit Moves:	****					****	****			****		
Green Time:	0.0	11.6	11.6	13.8	0.0	13.8	5.0	92.7	0.0	0.0	87.7	87.7
Volume/Cap:	0.00	0.77	0.77	0.33	0.00	0.77	0.09	0.19	0.00	0.00	0.77	0.77
Delay/Veh:	0.0	68.9	68.9	54.8	0.0	74.6	60.9	6.3	0.0	0.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.9	68.9	54.8	0.0	74.6	60.9	6.3	0.0	0.0	16.0	16.0
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B
HCM2kAvgQ:	0	7	7	3	0	8	0	3	0	0	27	27

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	325	1	362	217	1957	41	65	1200	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	325	1	362	217	1957	41	65	1200	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	325	1	362	217	1957	41	65	1200	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	3	325	1	362	217	1957	41	65	1200	200

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1794	6	1750	1750	3624	76	1750	3800	1750

Capacity Analysis Module:

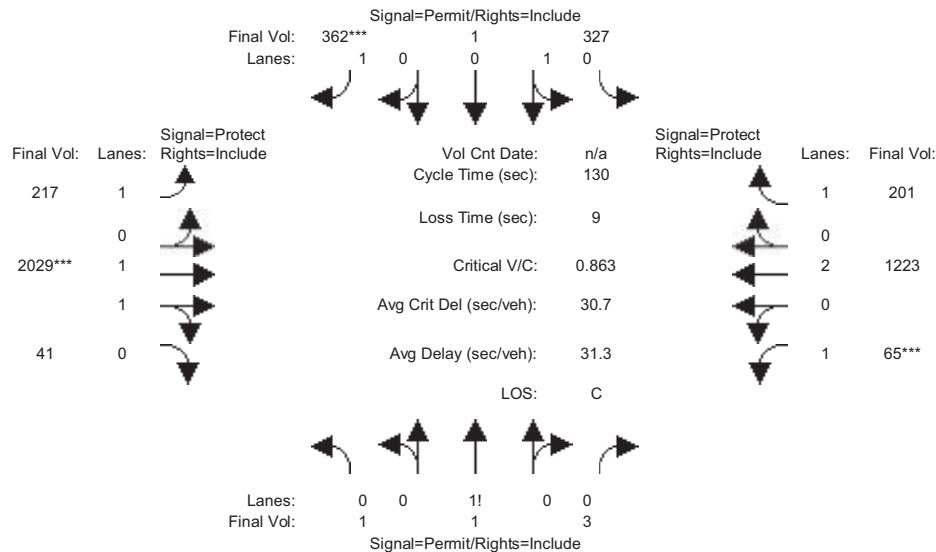
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.21	0.12	0.54	0.54	0.04	0.32	0.11
Crit Moves:						****		****		****		
Green Time:	31.6	31.6	31.6	31.6	31.6	31.6	25.2	82.4	82.4	7.0	64.2	64.2
Volume/Cap:	0.01	0.01	0.01	0.75	0.75	0.85	0.64	0.85	0.85	0.69	0.64	0.23
Delay/Veh:	37.4	37.4	37.4	52.4	52.4	62.1	52.3	22.1	22.1	79.9	25.1	18.9
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:	37.4	37.4	37.4	52.4	52.4	62.1	52.3	22.1	22.1	79.9	25.1	18.9
LOS by Move:	D+	D+	D+	D-	D-	E	D-	C+	C+	E-	C	B-
HCM2kAvgQ:	0	0	0	14	14	17	9	34	34	3	17	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	325	1	362	217	1957	41	65	1200	200
Added Vol:	0	0	0	2	0	0	0	72	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	327	1	362	217	2029	41	65	1223	201
User Adj:	1.00	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	3	327	1	362	217	2029	41	65	1223	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	327	1	362	217	2029	41	65	1223	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	327	1	362	217	2029	41	65	1223	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1795	5	1750	1750	3627	73	1750	3800	1750

Capacity Analysis Module:

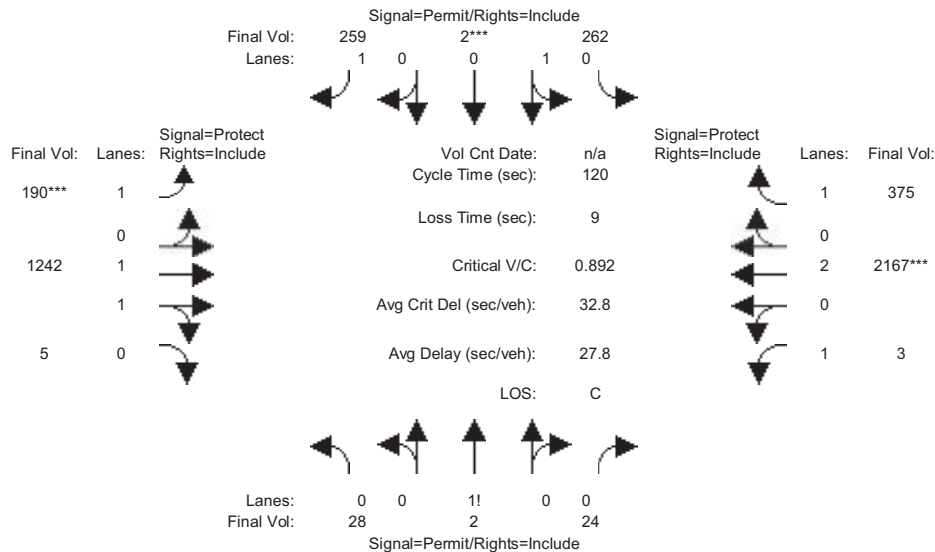
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.21	0.12	0.56	0.56	0.04	0.32	0.11
Crit Moves:						****		****		****		
Green Time:	30.8	30.8	30.8	30.8	30.8	30.8	25.1	83.2	83.2	7.0	65.1	65.1
Volume/Cap:	0.01	0.01	0.01	0.77	0.77	0.87	0.64	0.87	0.87	0.69	0.64	0.23
Delay/Veh:	38.0	38.0	38.0	54.6	54.6	65.9	52.5	23.0	23.0	79.9	24.6	18.4
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:	38.0	38.0	38.0	54.6	54.6	65.9	52.5	23.0	23.0	79.9	24.6	18.4
LOS by Move:	D+	D+	D+	D-	D-	E	D-	C	C	E-	C	B-
HCM2kAvgQ:	0	0	0	14	14	18	9	37	37	3	17	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	262	2	259	190	1242	5	3	2167	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	262	2	259	190	1242	5	3	2167	375
User Adj:	1.00	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:	28	2	24	262	2	259	190	1242	5	3	2167	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	262	2	259	190	1242	5	3	2167	375

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1786	14	1750	1750	3685	15	1750	3800	1750

Capacity Analysis Module:

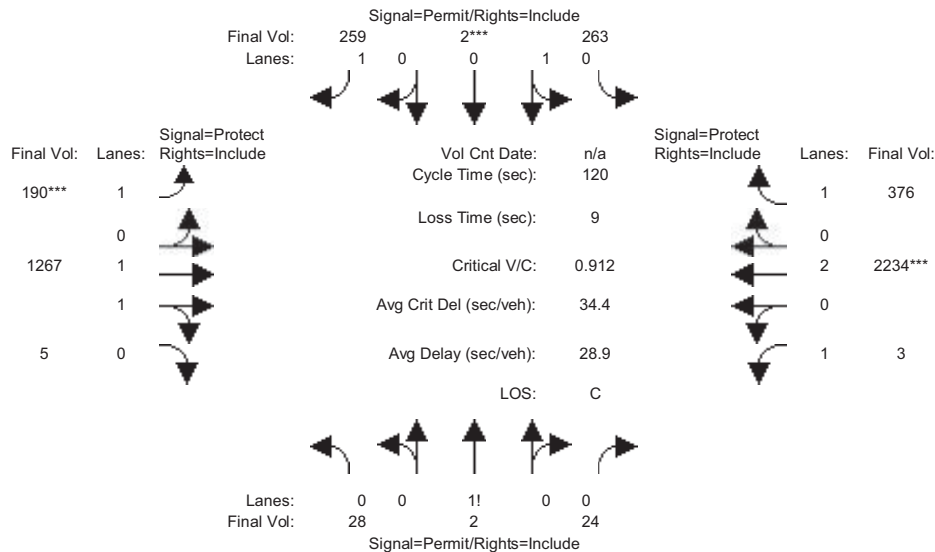
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.11	0.34	0.34	0.00	0.57	0.21
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	19.7	19.7	19.7	19.7	19.7	19.7	14.6	77.8	77.8	13.5	76.7	76.7
Volume/Cap:	0.19	0.19	0.19	0.89	0.89	0.90	0.89	0.52	0.52	0.02	0.89	0.34
Delay/Veh:	43.6	43.6	43.6	76.0	76.0	78.1	86.0	11.4	11.4	47.4	22.8	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	43.6	76.0	76.0	78.1	86.0	11.4	11.4	47.4	22.8	10.1
LOS by Move:	D	D	D	E-	E-	E-	F	B+	B+	D	C+	B+
HCM2kAvgQ:	2	2	2	13	13	13	9	12	12	0	33	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	262	2	259	190	1242	5	3	2167	375
Added Vol:	0	0	0	1	0	0	0	25	0	0	67	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	263	2	259	190	1267	5	3	2234	376
User Adj:	1.00	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:	28	2	24	263	2	259	190	1267	5	3	2234	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	263	2	259	190	1267	5	3	2234	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	263	2	259	190	1267	5	3	2234	376

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1786	14	1750	1750	3685	15	1750	3800	1750

Capacity Analysis Module:

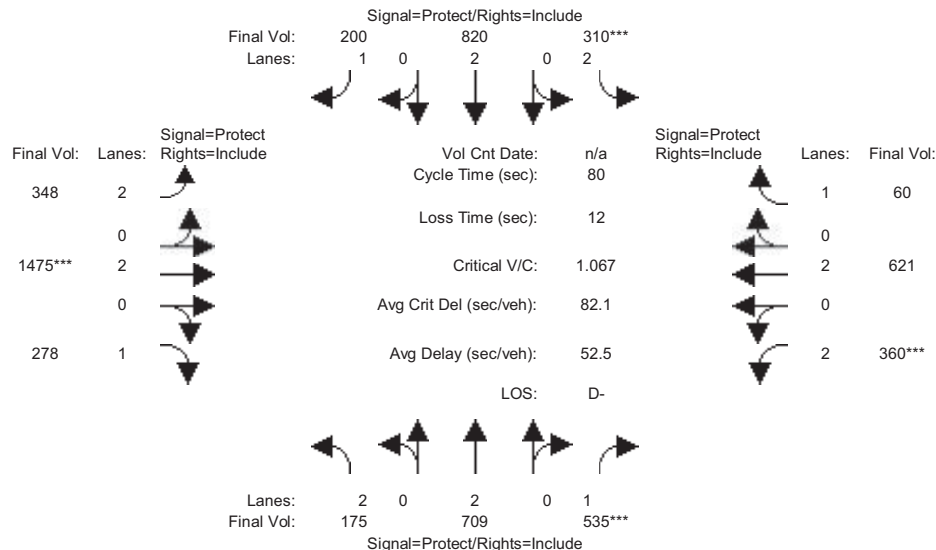
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.11	0.34	0.34	0.00	0.59	0.21
Crit Moves:				****			****			****		
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	14.3	78.3	78.3	13.3	77.3	77.3
Volume/Cap:	0.19	0.19	0.19	0.91	0.91	0.92	0.91	0.53	0.53	0.02	0.91	0.33
Delay/Veh:	43.9	43.9	43.9	80.5	80.5	82.1	91.1	11.2	11.2	47.6	24.1	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	43.9	43.9	80.5	80.5	82.1	91.1	11.2	11.2	47.6	24.1	9.8
LOS by Move:	D	D	D	F	F	F	F	B+	B+	D	C	A
HCM2kAvgQ:	2	2	2	14	14	14	9	13	13	0	35	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	175	709	535	310	820	400	348	1475	278	360	621	60
Growth Adj:	1.00	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	709	535	310	820	400	348	1475	278	360	621	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	709	535	310	820	400	348	1475	278	360	621	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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	709	535	310	820	200	348	1475	278	360	621	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	709	535	310	820	200	348	1475	278	360	621	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	709	535	310	820	200	348	1475	278	360	621	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

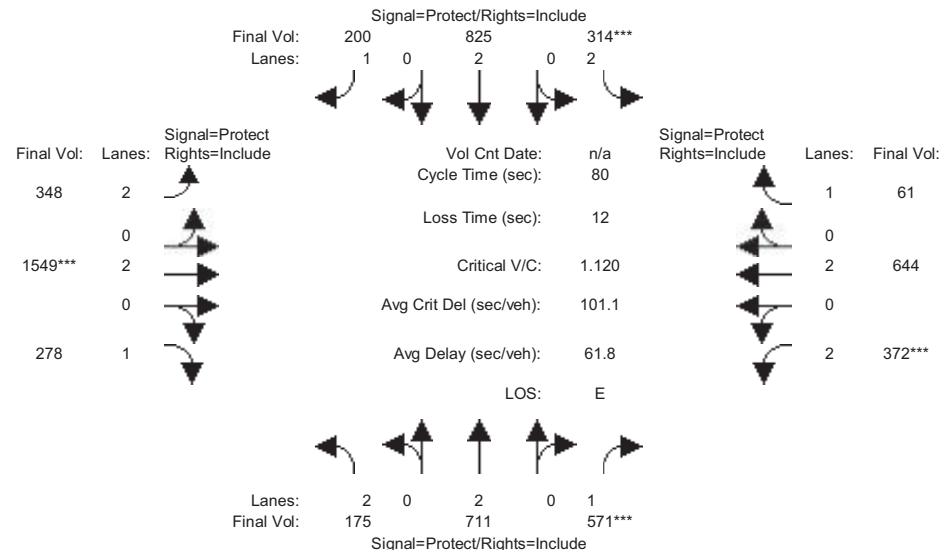
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.31	0.10	0.22	0.11	0.11	0.39	0.16	0.11	0.16	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.7	22.9	22.9	7.4	21.6	21.6	15.2	29.1	29.1	8.6	22.5	22.5
Volume/Cap:	0.51	0.65	1.07	1.07	0.80	0.42	0.58	1.07	0.44	1.07	0.58	0.12
Delay/Veh:	34.9	26.4	87.6	107.8	31.8	24.7	31.0	69.6	19.7	103.4	25.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	26.4	87.6	107.8	31.8	24.7	31.0	69.6	19.7	103.4	25.5	21.5
LOS by Move:	C-	C	F	F	C	C	C	E	B-	F	C	C+
HCM2kAvgQ:	2	8	21	10	12	5	4	25	5	11	7	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	175	709	535	310	820	400	348	1475	278	360	621	60
Growth Adj:	1.00	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	709	535	310	820	400	348	1475	278	360	621	60
Added Vol:	0	2	36	4	5	0	0	74	0	12	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	711	571	314	825	400	348	1549	278	372	644	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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	711	571	314	825	200	348	1549	278	372	644	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	711	571	314	825	200	348	1549	278	372	644	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	711	571	314	825	200	348	1549	278	372	644	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

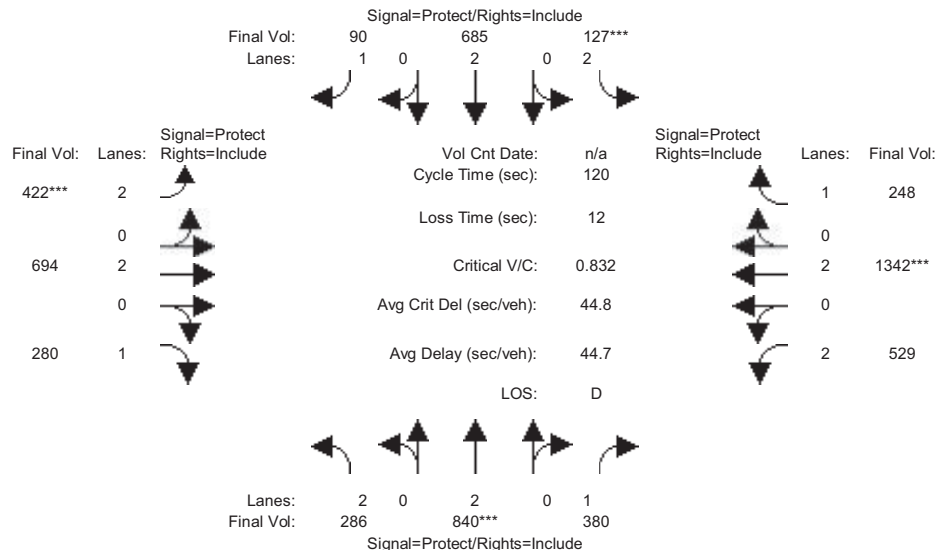
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.33	0.10	0.22	0.11	0.11	0.41	0.16	0.12	0.17	0.03
Crit Moves:			****		****			****			****	
Green Time:	8.7	23.3	23.3	7.1	21.7	21.7	14.8	29.1	29.1	8.4	22.7	22.7
Volume/Cap:	0.51	0.64	1.12	1.12	0.80	0.42	0.60	1.12	0.44	1.12	0.60	0.12
Delay/Veh:	34.9	26.0	105.3	126.3	31.7	24.6	31.5	89.5	19.7	121.5	25.6	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	26.0	105.3	126.3	31.7	24.6	31.5	89.5	19.7	121.5	25.6	21.3
LOS by Move:	C-	C	F	F	C	C	C	F	B-	F	C	C+
HCM2kAvgQ:	2	8	25	11	12	5	4	29	5	12	8	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	286	840	380	127	685	180	422	694	280	529	1342	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	840	380	127	685	180	422	694	280	529	1342	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	840	380	127	685	180	422	694	280	529	1342	248
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	286	840	380	127	685	90	422	694	280	529	1342	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	840	380	127	685	90	422	694	280	529	1342	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	840	380	127	685	90	422	694	280	529	1342	248

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

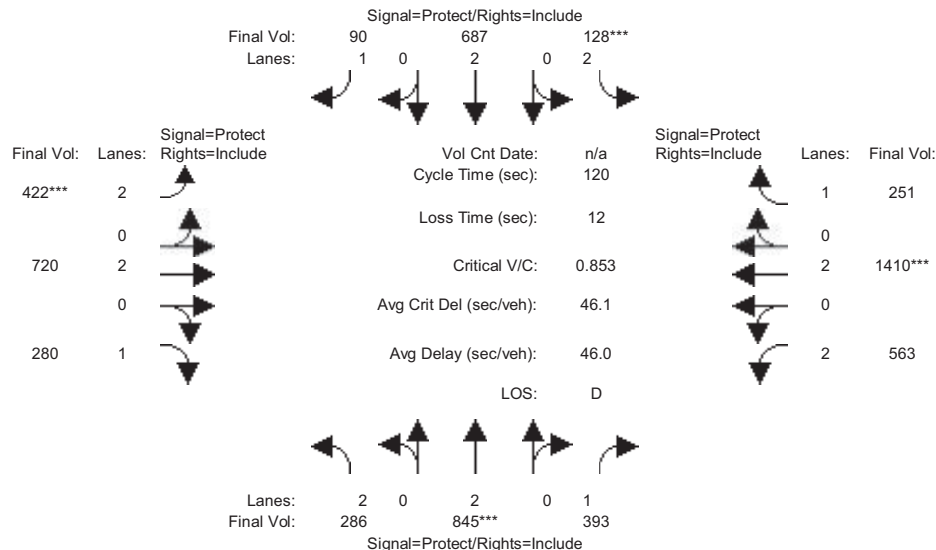
Vol/Sat:	0.09	0.22	0.22	0.04	0.18	0.05	0.13	0.18	0.16	0.17	0.35	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.9	31.5	31.5	7.0	25.6	25.6	19.1	36.2	36.2	33.3	50.4	50.4
Volume/Cap:	0.84	0.84	0.83	0.69	0.84	0.24	0.84	0.61	0.53	0.61	0.84	0.34
Delay/Veh:	69.9	48.4	53.4	66.1	53.4	39.5	61.1	36.7	35.9	38.9	35.5	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	48.4	53.4	66.1	53.4	39.5	61.1	36.7	35.9	38.9	35.5	23.8
LOS by Move:	E	D	D-	E	D-	D	E	D+	D+	D+	D+	C
HCM2kAvgQ:	7	16	15	4	15	3	10	11	9	11	24	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	286	840	380	127	685	180	422	694	280	529	1342	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	840	380	127	685	180	422	694	280	529	1342	248
Added Vol:	0	5	13	1	2	0	0	26	0	34	68	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	845	393	128	687	180	422	720	280	563	1410	251
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	286	845	393	128	687	90	422	720	280	563	1410	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	845	393	128	687	90	422	720	280	563	1410	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	845	393	128	687	90	422	720	280	563	1410	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

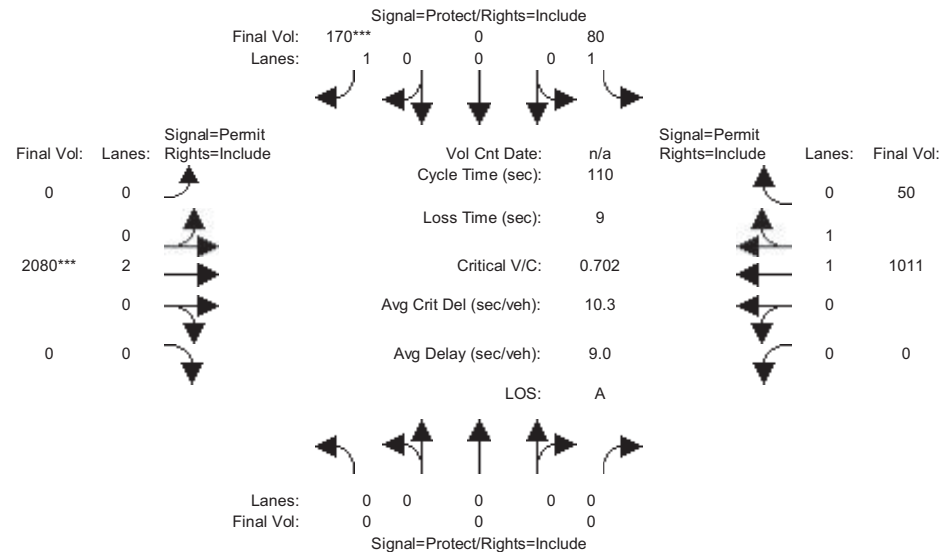
Vol/Sat:	0.09	0.22	0.22	0.04	0.18	0.05	0.13	0.19	0.16	0.18	0.37	0.14
Crit Moves:	****			****			****			****		
Green Time:	12.7	30.9	30.9	7.0	25.2	25.2	18.6	36.1	36.1	34.0	51.5	51.5
Volume/Cap:	0.86	0.86	0.87	0.70	0.86	0.24	0.86	0.63	0.53	0.63	0.86	0.33
Delay/Veh:	72.5	50.7	59.6	66.6	55.1	39.8	64.3	37.3	36.0	38.9	36.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	50.7	59.6	66.6	55.1	39.8	64.3	37.3	36.0	38.9	36.1	23.1
LOS by Move:	E	D	E+	E	E+	D	E	D+	D+	D+	D+	C
HCM2kAvgQ:	7	16	16	4	15	3	10	11	9	11	26	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
Growth Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2080	0	0	1011	50
User Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3526	174

Capacity Analysis Module:

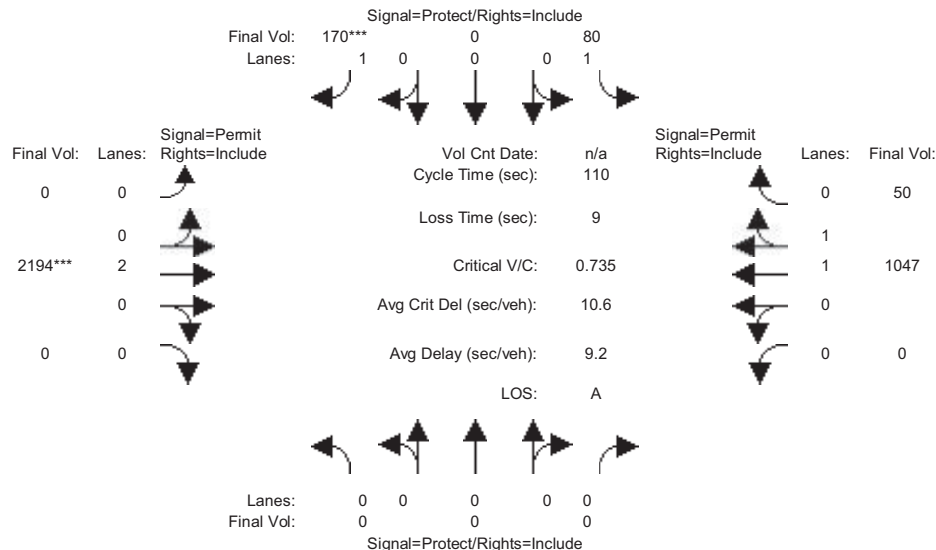
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.55	0.00	0.00	0.29	0.29
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	0.0	85.8	0.0	0.0	85.8	85.8
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.70	0.00	0.70	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.0	0.0	43.6	0.0	54.1	0.0	6.7	0.0	0.0	3.8	3.8
User 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	0.0	0.0	43.6	0.0	54.1	0.0	6.7	0.0	0.0	3.8	3.8
LOS by Move:	A	A	A	D	A	D-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	7	0	18	0	0	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
Growth Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Added Vol:	0	0	0	0	0	0	0	114	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2194	0	0	1047	50
User Adj:	1.00	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	80	0	170	0	2194	0	0	1047	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2194	0	0	1047	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	170	0	2194	0	0	1047	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3531	169

Capacity Analysis Module:

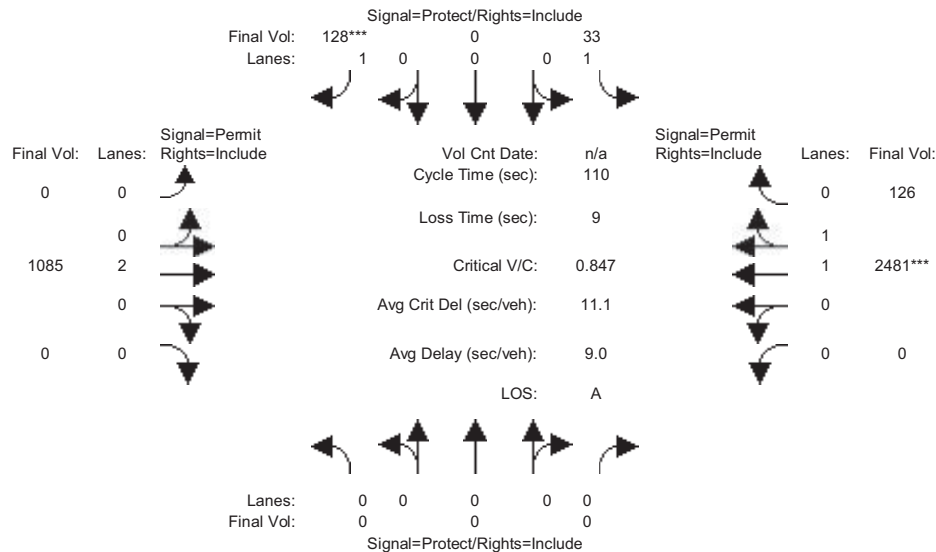
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.58	0.00	0.00	0.30	0.30
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	0.0	86.5	0.0	0.0	86.5	86.5
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.73	0.00	0.73	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	44.3	0.0	57.4	0.0	6.9	0.0	0.0	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.3	0.0	57.4	0.0	6.9	0.0	0.0	3.7	3.7
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	8	0	20	0	0	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
Growth Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	1085	0	0	2481	126
User Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	33	0	128	0	1085	0	0	2481	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3521	179

Capacity Analysis Module:

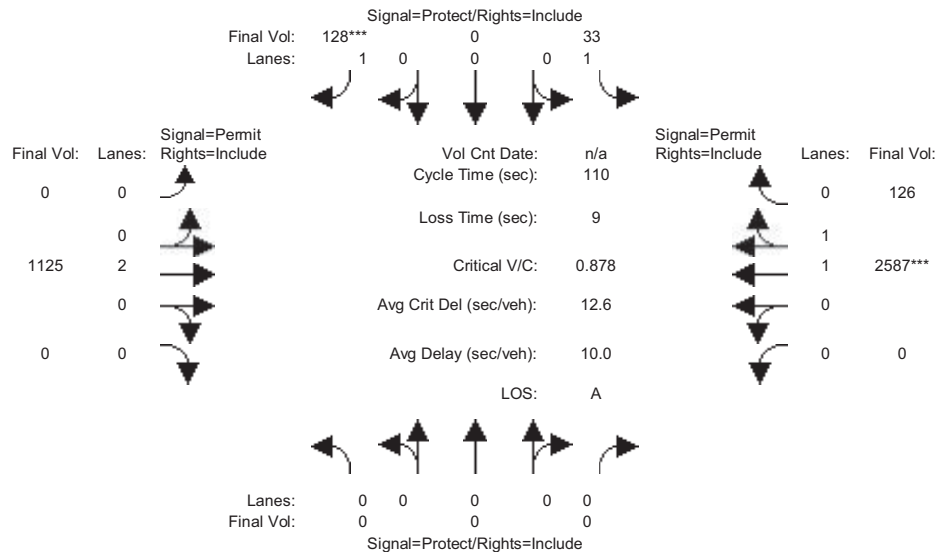
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.29	0.00	0.00	0.70	0.70
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	91.0	0.0	0.0	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.80	0.00	0.35	0.00	0.00	0.85	0.85
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	8.0	8.0
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	0	5	0	0	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
Growth Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Added Vol:	0	0	0	0	0	0	0	40	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	1125	0	0	2587	126
User Adj:	1.00	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	33	0	128	0	1125	0	0	2587	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	1125	0	0	2587	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	33	0	128	0	1125	0	0	2587	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3528	172

Capacity Analysis Module:

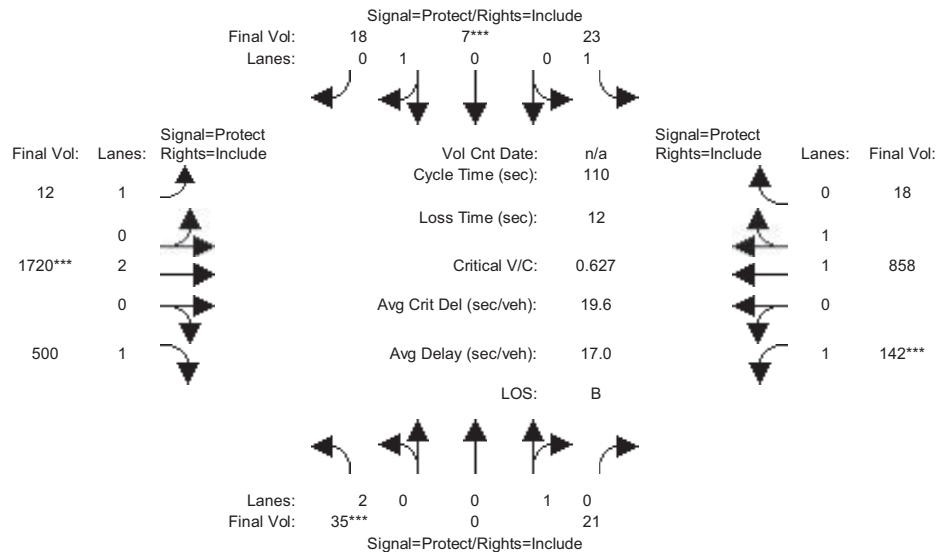
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.30	0.00	0.00	0.73	0.73
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	91.0	0.0	0.0	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.80	0.00	0.36	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.7	9.7
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	0	5	0	0	28	28

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	12	1720	500	142	858	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	21	23	7	18	12	1720	500	142	858	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	21	23	7	18	12	1720	500	142	858	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	0	21	23	7	18	12	1720	500	142	858	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3624	76

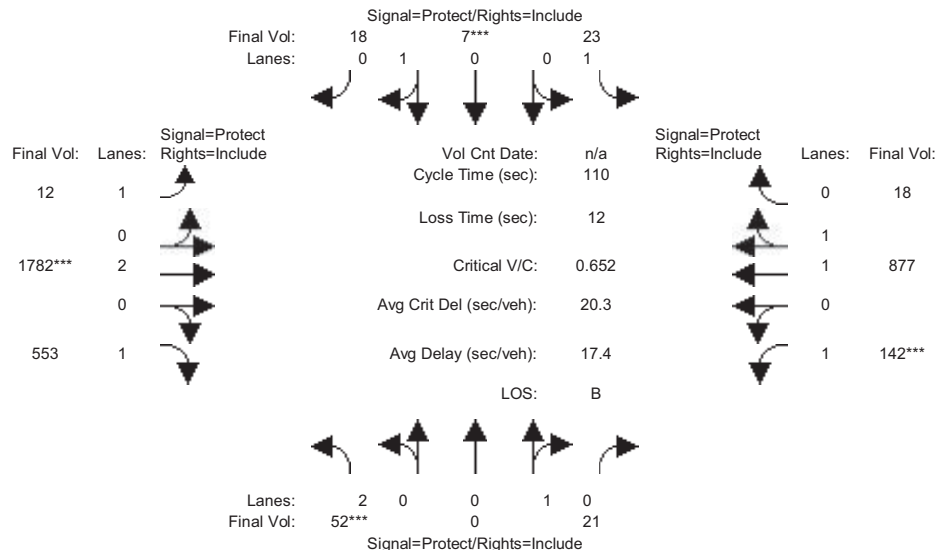
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.45	0.29	0.08	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	17.2	68.7	68.7	12.3	63.8	63.8
Volume/Cap:	0.17	0.00	0.13	0.21	0.15	0.15	0.04	0.72	0.46	0.72	0.41	0.41
Delay/Veh:	49.2	0.0	46.3	49.8	46.5	46.5	39.5	15.3	11.2	59.8	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	0.0	46.3	49.8	46.5	46.5	39.5	15.3	11.2	59.8	12.8	12.8
LOS by Move:	D	A	D	D	D	D	D	B	B+	E+	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	19	9	5	8	8

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	12	1720	500	142	858	18
Added Vol:	17	0	0	0	0	0	0	62	53	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	21	23	7	18	12	1782	553	142	877	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	21	23	7	18	12	1782	553	142	877	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	21	23	7	18	12	1782	553	142	877	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	0	21	23	7	18	12	1782	553	142	877	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3626	74

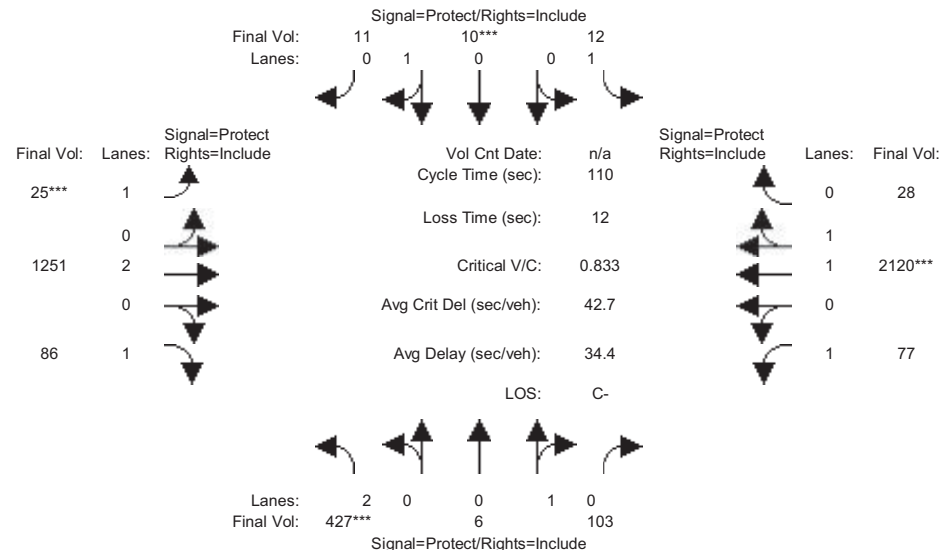
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.01	0.01	0.01	0.01	0.47	0.32	0.08	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	16.9	69.1	69.1	11.9	64.1	64.1
Volume/Cap:	0.26	0.00	0.13	0.21	0.15	0.15	0.04	0.75	0.50	0.75	0.41	0.41
Delay/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.7	11.5	62.5	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.7	11.5	62.5	12.7	12.7
LOS by Move:	D	A	D	D	D	D	D	B	B+	E	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	21	11	5	8	8

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	6	103	12	10	11	25	1251	86	77	2120	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	6	103	12	10	11	25	1251	86	77	2120	28
User Adj:	1.00	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:	427	6	103	12	10	11	25	1251	86	77	2120	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	427	6	103	12	10	11	25	1251	86	77	2120	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	99	1701	1750	857	943	1750	3800	1750	1750	3652	48

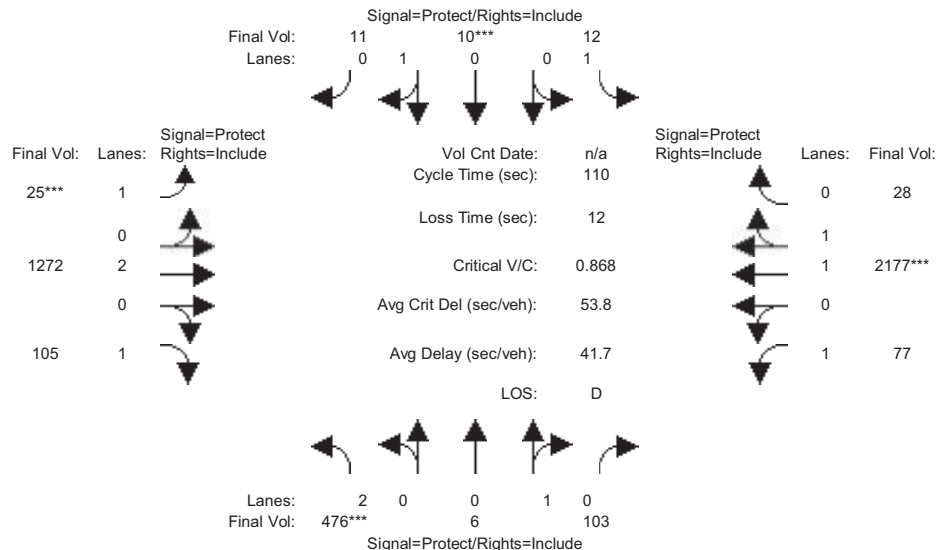
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.06	0.01	0.01	0.01	0.01	0.33	0.05	0.04	0.58	0.58
Crit Moves:	***			***			***			***		
Green Time:	15.3	14.9	14.9	10.4	10.0	10.0	7.0	60.9	60.9	11.8	65.7	65.7
Volume/Cap:	0.97	0.45	0.45	0.07	0.13	0.13	0.22	0.59	0.09	0.41	0.97	0.97
Delay/Veh:	82.8	45.1	45.1	45.6	46.3	46.3	49.9	16.8	11.6	47.3	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	45.1	45.1	45.6	46.3	46.3	49.9	16.8	11.6	47.3	34.6	34.6
LOS by Move:	F	D	D	D	D	D	D	B	B+	D	C-	C-
HCM2kAvgQ:	13	4	4	0	1	1	1	14	1	2	37	37

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	6	103	12	10	11	25	1251	86	77	2120	28
Added Vol:	49	0	0	0	0	0	0	21	19	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	6	103	12	10	11	25	1272	105	77	2177	28
User Adj:	1.00	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:	476	6	103	12	10	11	25	1272	105	77	2177	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	6	103	12	10	11	25	1272	105	77	2177	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	476	6	103	12	10	11	25	1272	105	77	2177	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	99	1701	1750	857	943	1750	3800	1750	1750	3653	47

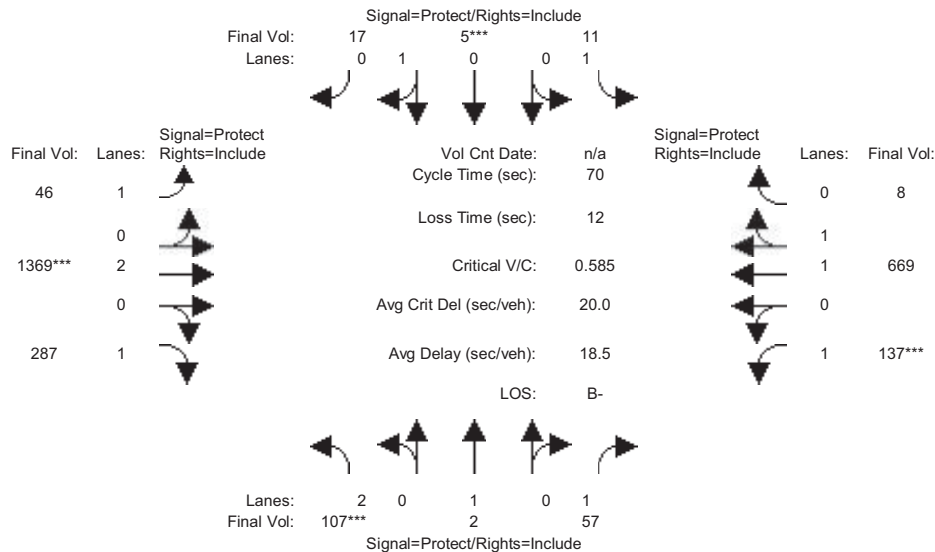
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.01	0.01	0.01	0.01	0.33	0.06	0.04	0.60	0.60
Crit Moves:	***			***			***			***		
Green Time:	16.4	15.5	15.5	10.9	10.0	10.0	7.0	60.2	60.2	11.4	64.6	64.6
Volume/Cap:	1.01	0.43	0.43	0.07	0.13	0.13	0.22	0.61	0.11	0.42	1.01	1.01
Delay/Veh:	92.1	44.4	44.4	45.2	46.3	46.3	49.9	17.5	12.1	47.8	45.7	45.7
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:	92.1	44.4	44.4	45.2	46.3	46.3	49.9	17.5	12.1	47.8	45.7	45.7
LOS by Move:	F	D	D	D	D	D	D	B	B	D	D	D
HCM2kAvgQ:	15	4	4	0	1	1	1	14	2	2	41	41

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	2	57	11	5	17	46	1369	287	137	669	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:	107	2	57	11	5	17	46	1369	287	137	669	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	2	57	11	5	17	46	1369	287	137	669	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:	107	2	57	11	5	17	46	1369	287	137	669	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	2	57	11	5	17	46	1369	287	137	669	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	2	57	11	5	17	46	1369	287	137	669	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.23	0.77	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	409	1391	1750	3800	1750	1750	3656	44

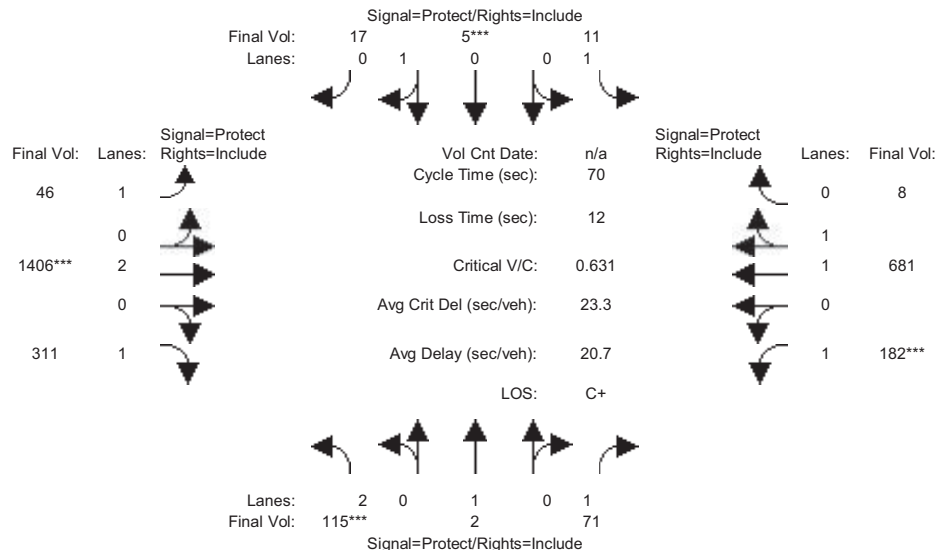
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.01	0.01	0.03	0.36	0.16	0.08	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.5	33.7	33.7	7.3	26.5	26.5
Volume/Cap:	0.34	0.01	0.23	0.06	0.09	0.09	0.13	0.75	0.34	0.75	0.48	0.48
Delay/Veh:	30.0	25.8	27.0	28.7	26.2	26.2	22.8	16.5	11.5	46.1	16.8	16.8
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:	30.0	25.8	27.0	28.7	26.2	26.2	22.8	16.5	11.5	46.1	16.8	16.8
LOS by Move:	C	C	C	C	C	C	C+	B	B+	D	B	B
HCM2kAvgQ:	2	0	1	0	0	0	1	12	4	3	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	2	57	11	5	17	46	1369	287	137	669	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:	107	2	57	11	5	17	46	1369	287	137	669	8
Added Vol:	8	0	14	0	0	0	0	37	24	45	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2	71	11	5	17	46	1406	311	182	681	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:	115	2	71	11	5	17	46	1406	311	182	681	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	71	11	5	17	46	1406	311	182	681	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	2	71	11	5	17	46	1406	311	182	681	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.23	0.77	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	409	1391	1750	3800	1750	1750	3657	43

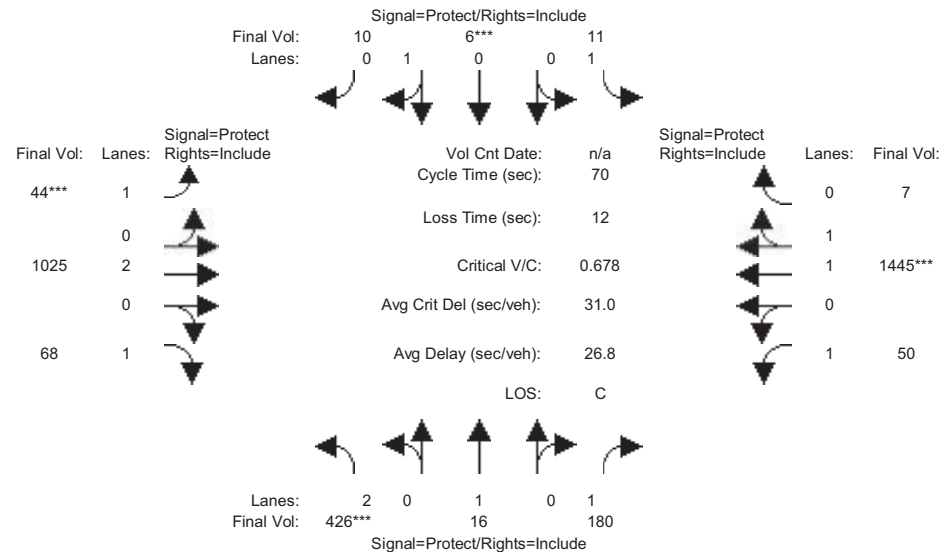
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.01	0.01	0.03	0.37	0.18	0.10	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.3	32.0	32.0	9.0	26.7	26.7
Volume/Cap:	0.37	0.01	0.28	0.06	0.09	0.09	0.13	0.81	0.39	0.81	0.49	0.49
Delay/Veh:	30.1	25.8	27.4	28.7	26.2	26.2	22.9	19.3	12.9	48.9	16.7	16.7
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:	30.1	25.8	27.4	28.7	26.2	26.2	22.9	19.3	12.9	48.9	16.7	16.7
LOS by Move:	C	C	C	C	C	C	C+	B-	B	D	B	B
HCM2kAvgQ:	2	0	2	0	0	0	1	13	5	5	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	426	16	180	11	6	10	44	1025	68	50	1445	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:	426	16	180	11	6	10	44	1025	68	50	1445	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	16	180	11	6	10	44	1025	68	50	1445	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:	426	16	180	11	6	10	44	1025	68	50	1445	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	16	180	11	6	10	44	1025	68	50	1445	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	426	16	180	11	6	10	44	1025	68	50	1445	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	675	1125	1750	3800	1750	1750	3682	18

Capacity Analysis Module:

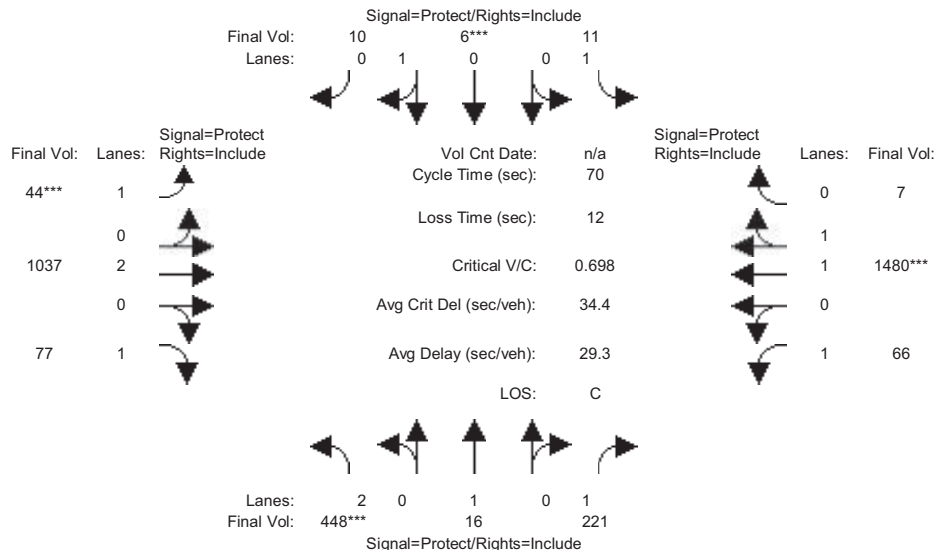
Vol/Sat:	0.14	0.01	0.10	0.01	0.01	0.01	0.03	0.27	0.04	0.03	0.39	0.39
Crit Moves:	***			***			***			***		
Green Time:	10.5	12.1	12.1	8.4	10.0	10.0	7.0	27.4	27.4	10.1	30.5	30.5
Volume/Cap:	0.90	0.05	0.60	0.05	0.06	0.06	0.25	0.69	0.10	0.20	0.90	0.90
Delay/Veh:	49.3	24.2	30.0	27.3	26.0	26.0	29.8	19.2	13.6	26.7	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:	49.3	24.2	30.0	27.3	26.0	26.0	29.8	19.2	13.6	26.7	25.7	25.7
LOS by Move:	D	C	C	C	C	C	C	B-	B	C	C	C
HCM2kAvgQ:	9	0	5	0	0	0	1	9	1	1	16	16

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	426	16	180	11	6	10	44	1025	68	50	1445	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:	426	16	180	11	6	10	44	1025	68	50	1445	7
Added Vol:	22	0	41	0	0	0	0	12	9	16	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	16	221	11	6	10	44	1037	77	66	1480	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:	448	16	221	11	6	10	44	1037	77	66	1480	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	16	221	11	6	10	44	1037	77	66	1480	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	448	16	221	11	6	10	44	1037	77	66	1480	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	675	1125	1750	3800	1750	1750	3683	17

Capacity Analysis Module:

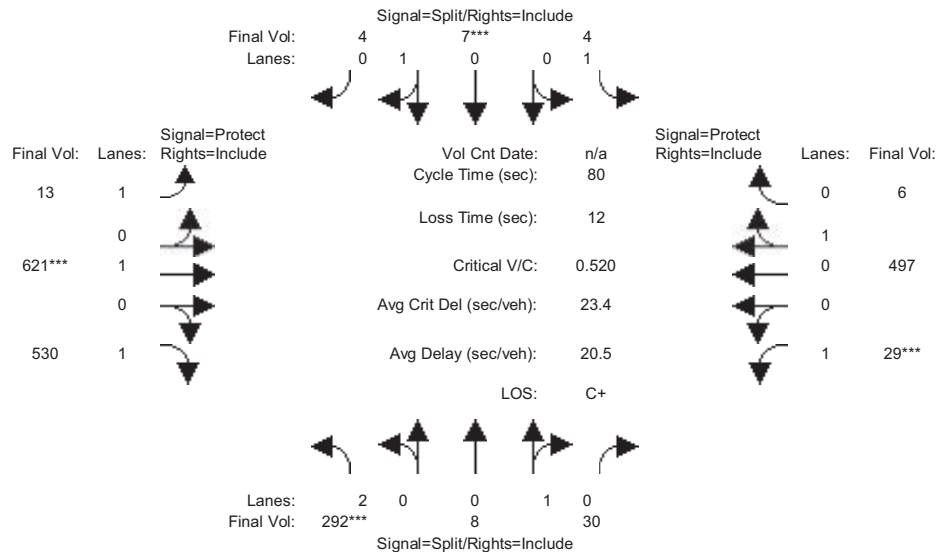
Vol/Sat:	0.14	0.01	0.13	0.01	0.01	0.01	0.03	0.27	0.04	0.04	0.40	0.40
Crit Moves:	***			***			***			***		
Green Time:	10.7	12.2	12.2	8.5	10.0	10.0	7.0	27.3	27.3	10.0	30.3	30.3
Volume/Cap:	0.93	0.05	0.73	0.05	0.06	0.06	0.25	0.70	0.11	0.26	0.93	0.93
Delay/Veh:	53.8	24.1	35.7	27.3	26.0	26.0	29.8	19.4	13.7	27.3	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	24.1	35.7	27.3	26.0	26.0	29.8	19.4	13.7	27.3	28.8	28.8
LOS by Move:	D-	C	D+	C	C	C	C	B-	B	C	C	C
HCM2kAvgQ:	10	0	7	0	0	0	1	9	1	1	17	17

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	8	30	4	7	4	13	621	530	29	497	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	8	30	4	7	4	13	621	530	29	497	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	8	30	4	7	4	13	621	530	29	497	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	8	30	4	7	4	13	621	530	29	497	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	8	30	4	7	4	13	621	530	29	497	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	8	30	4	7	4	13	621	530	29	497	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.21	0.79	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	379	1421	1750	1145	655	1750	1900	1750	1750	1779	21

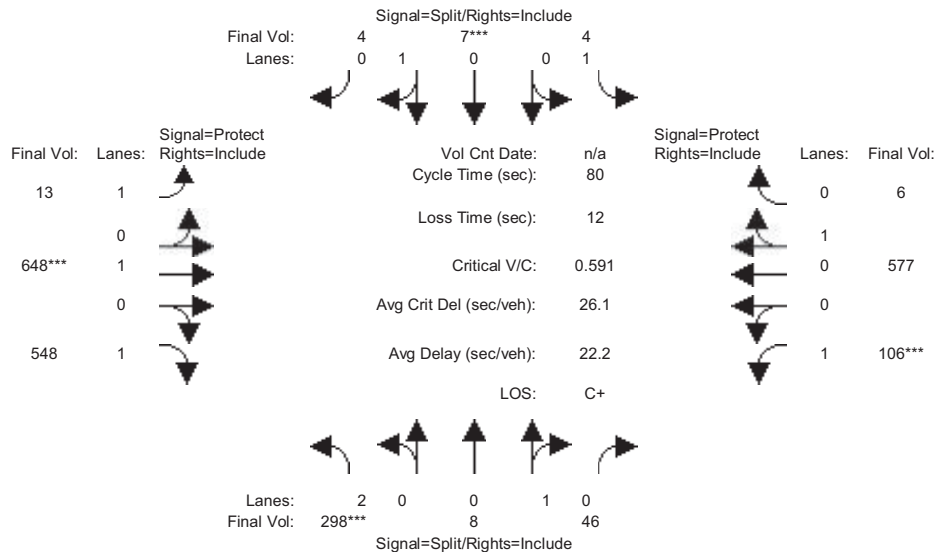
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.02	0.00	0.01	0.01	0.01	0.33	0.30	0.02	0.28	0.28
Crit Moves:	***			****			****			****		
Green Time:	11.3	11.3	11.3	10.0	10.0	10.0	11.1	39.7	39.7	7.0	35.6	35.6
Volume/Cap:	0.66	0.15	0.15	0.02	0.05	0.05	0.05	0.66	0.61	0.19	0.63	0.63
Delay/Veh:	36.2	30.4	30.4	30.7	30.9	30.9	29.9	16.8	15.8	34.5	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	30.4	30.4	30.7	30.9	30.9	29.9	16.8	15.8	34.5	18.7	18.7
LOS by Move:	D+	C	C	C	C	C	C	B	B	C-	B-	B-
HCM2kAvgQ:	5	1	1	0	0	0	0	12	11	1	11	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	8	30	4	7	4	13	621	530	29	497	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	8	30	4	7	4	13	621	530	29	497	6
Added Vol:	6	0	16	0	0	0	0	27	18	77	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	8	46	4	7	4	13	648	548	106	577	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	8	46	4	7	4	13	648	548	106	577	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	8	46	4	7	4	13	648	548	106	577	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	8	46	4	7	4	13	648	548	106	577	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.15	0.85	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	267	1533	1750	1145	655	1750	1900	1750	1750	1781	19

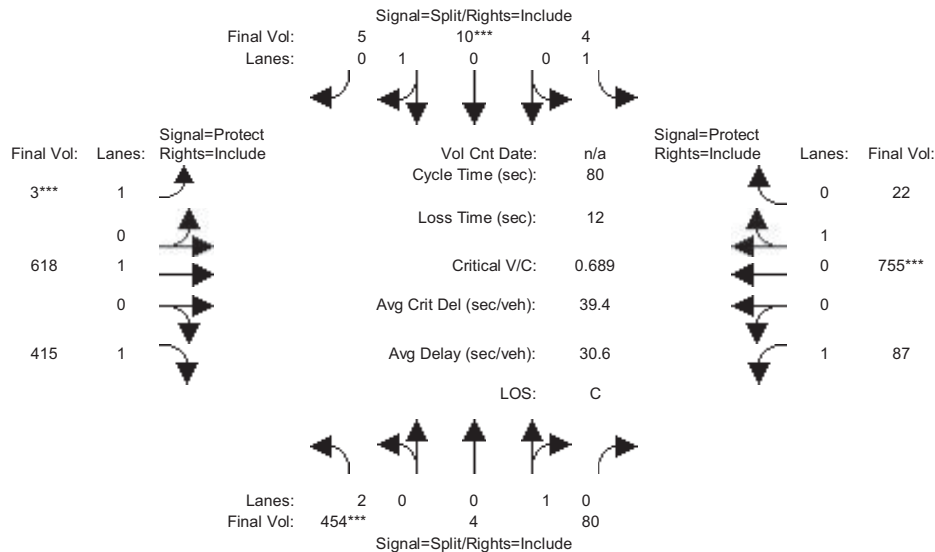
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.00	0.01	0.01	0.01	0.34	0.31	0.06	0.32	0.32
Crit Moves:	***				***			***		***		
Green Time:	11.1	11.1	11.1	10.0	10.0	10.0	10.0	39.9	39.9	7.1	37.0	37.0
Volume/Cap:	0.68	0.22	0.22	0.02	0.05	0.05	0.06	0.68	0.63	0.68	0.70	0.70
Delay/Veh:	37.3	31.1	31.1	30.7	30.9	30.9	31.0	17.4	16.1	47.4	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	31.1	31.1	30.7	30.9	30.9	31.0	17.4	16.1	47.4	19.8	19.8
LOS by Move:	D+	C	C	C	C	C	C	B	B	D	B-	B-
HCM2kAvgQ:	6	1	1	0	0	0	0	13	11	4	13	13

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	454	4	80	4	10	5	3	618	415	87	755	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	80	4	10	5	3	618	415	87	755	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	4	80	4	10	5	3	618	415	87	755	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	4	80	4	10	5	3	618	415	87	755	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	4	80	4	10	5	3	618	415	87	755	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	454	4	80	4	10	5	3	618	415	87	755	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.05	0.95	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	86	1714	1750	1200	600	1750	1900	1750	1750	1749	51

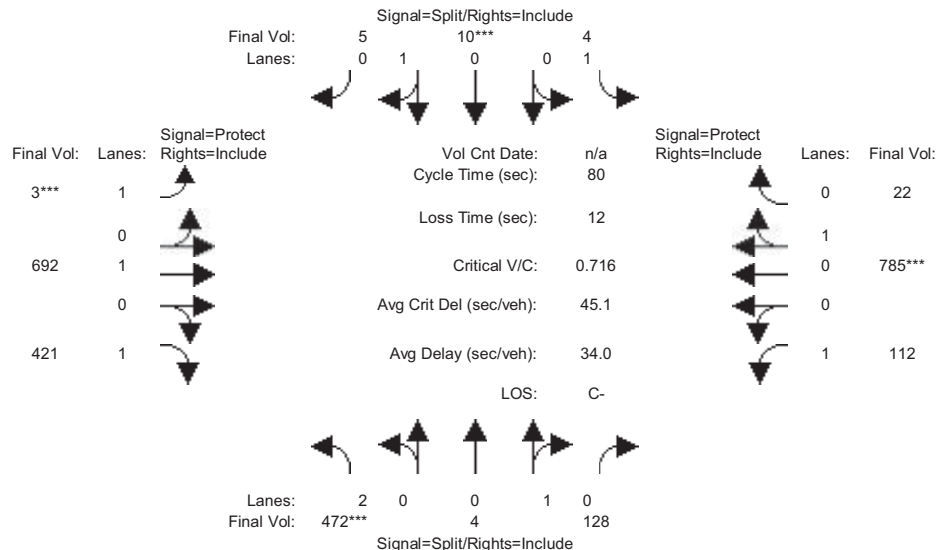
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.05	0.00	0.01	0.01	0.00	0.33	0.24	0.05	0.43	0.43
Crit Moves:	***			****			****			****		
Green Time:	12.8	12.8	12.8	10.0	10.0	10.0	7.0	35.6	35.6	9.6	38.2	38.2
Volume/Cap:	0.90	0.29	0.29	0.02	0.07	0.07	0.02	0.73	0.53	0.41	0.90	0.90
Delay/Veh:	52.5	30.2	30.2	30.7	31.0	31.0	33.4	21.5	16.8	33.9	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	30.2	30.2	30.7	31.0	31.0	33.4	21.5	16.8	33.9	31.9	31.9
LOS by Move:	D-	C	C	C	C	C	C-	C+	B	C-	C	C
HCM2kAvgQ:	10	2	2	0	0	0	0	14	8	3	23	23

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	454	4	80	4	10	5	3	618	415	87	755	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	80	4	10	5	3	618	415	87	755	22
Added Vol:	18	0	48	0	0	0	0	74	6	25	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	4	128	4	10	5	3	692	421	112	785	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	4	128	4	10	5	3	692	421	112	785	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	4	128	4	10	5	3	692	421	112	785	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	472	4	128	4	10	5	3	692	421	112	785	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.03	0.97	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	55	1745	1750	1200	600	1750	1900	1750	1750	1751	49

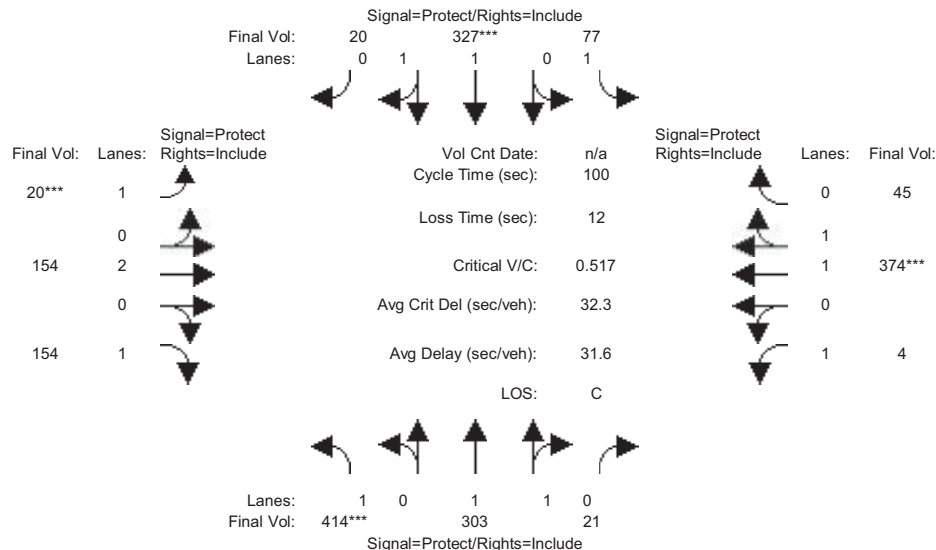
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.07	0.00	0.01	0.01	0.00	0.36	0.24	0.06	0.45	0.45
Crit Moves:	***			****			****			****		
Green Time:	12.8	12.8	12.8	10.0	10.0	10.0	7.0	36.5	36.5	8.8	38.2	38.2
Volume/Cap:	0.94	0.46	0.46	0.02	0.07	0.07	0.02	0.80	0.53	0.58	0.94	0.94
Delay/Veh:	58.8	31.6	31.6	30.7	31.0	31.0	33.4	23.9	16.3	38.5	37.3	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:	58.8	31.6	31.6	30.7	31.0	31.0	33.4	23.9	16.3	38.5	37.3	37.3
LOS by Move:	E+	C	C	C	C	C	C-	C	B	D+	D+	D+
HCM2kAvgQ:	11	4	4	0	0	0	0	17	8	4	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	414	303	21	77	327	20	20	154	280	4	374	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	303	21	77	327	20	20	154	280	4	374	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	303	21	77	327	20	20	154	280	4	374	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	414	303	21	77	327	20	20	154	154	4	374	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	303	21	77	327	20	20	154	154	4	374	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	414	303	21	77	327	20	20	154	154	4	374	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.87	0.13	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	3460	240	1750	3487	213	1750	3800	1750	1750	3302	397

Capacity Analysis Module:

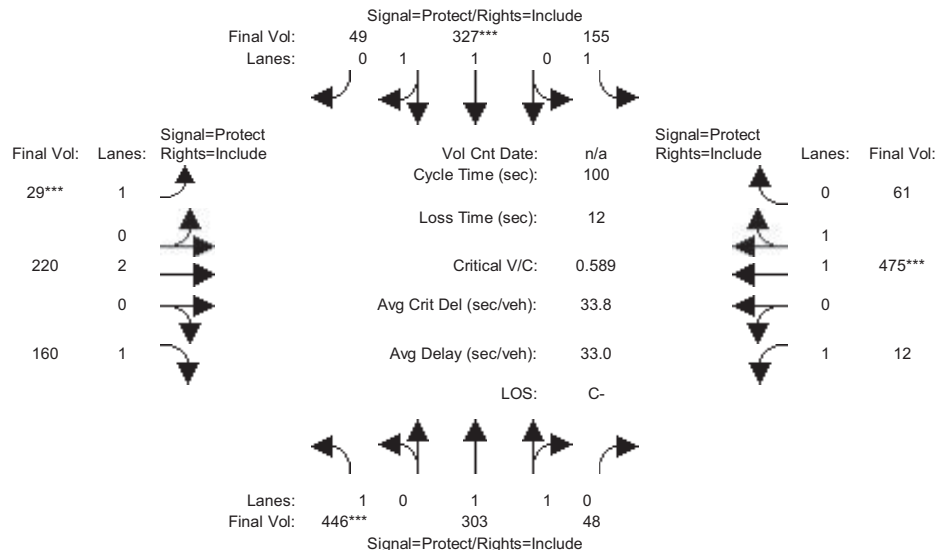
Vol/Sat:	0.24	0.09	0.09	0.04	0.09	0.09	0.01	0.04	0.09	0.00	0.11	0.11
Crit Moves:	***			***			***			***		
Green Time:	43.2	35.5	35.5	24.8	17.1	17.1	7.0	16.3	16.3	11.4	20.7	20.7
Volume/Cap:	0.55	0.25	0.25	0.18	0.55	0.55	0.16	0.25	0.54	0.02	0.55	0.55
Delay/Veh:	22.0	22.9	22.9	29.7	38.9	38.9	44.4	36.7	40.5	39.4	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.9	22.9	29.7	38.9	38.9	44.4	36.7	40.5	39.4	36.3	36.3
LOS by Move:	C+	C+	C+	C	D+	D+	D	D+	D	D	D+	D+
HCM2kAvgQ:	10	3	3	2	6	6	1	2	5	0	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	414	303	21	77	327	20	20	154	280	4	374	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	303	21	77	327	20	20	154	280	4	374	45
Added Vol:	32	0	27	78	0	29	9	66	10	8	101	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	303	48	155	327	49	29	220	290	12	475	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	446	303	48	155	327	49	29	220	160	12	475	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	303	48	155	327	49	29	220	160	12	475	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	303	48	155	327	49	29	220	160	12	475	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	3194	506	1750	3217	482	1750	3800	1750	1750	3279	421

Capacity Analysis Module:

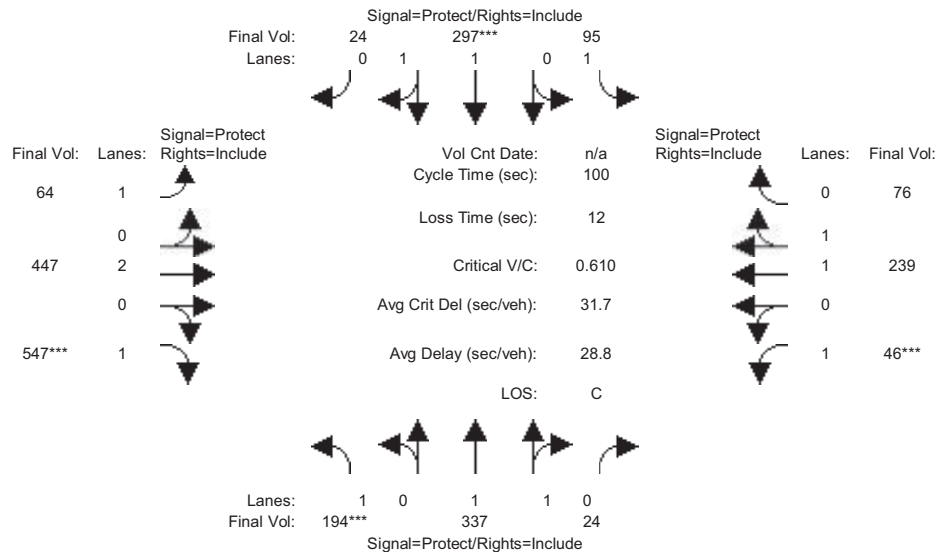
Vol/Sat:	0.25	0.09	0.09	0.09	0.10	0.10	0.02	0.06	0.09	0.01	0.14	0.14
Crit Moves:	***				***		***				***	
Green Time:	41.2	30.5	30.5	27.1	16.4	16.4	7.0	17.9	17.9	12.5	23.4	23.4
Volume/Cap:	0.62	0.31	0.31	0.33	0.62	0.62	0.24	0.32	0.51	0.05	0.62	0.62
Delay/Veh:	24.9	26.8	26.8	29.6	40.8	40.8	45.0	36.1	38.5	38.6	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:	24.9	26.8	26.8	29.6	40.8	40.8	45.0	36.1	38.5	38.6	35.7	35.7
LOS by Move:	C	C	C	C	D	D	D	D+	D+	D+	D+	D+
HCM2kAvgQ:	11	4	4	4	6	6	1	3	5	0	8	8

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	194	337	24	95	297	24	64	447	547	46	239	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	337	24	95	297	24	64	447	547	46	239	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	337	24	95	297	24	64	447	547	46	239	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	337	24	95	297	24	64	447	547	46	239	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	337	24	95	297	24	64	447	547	46	239	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	337	24	95	297	24	64	447	547	46	239	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	1.00	1.85	0.15	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	3454	246	1750	3423	277	1750	3800	1750	1750	2807	892

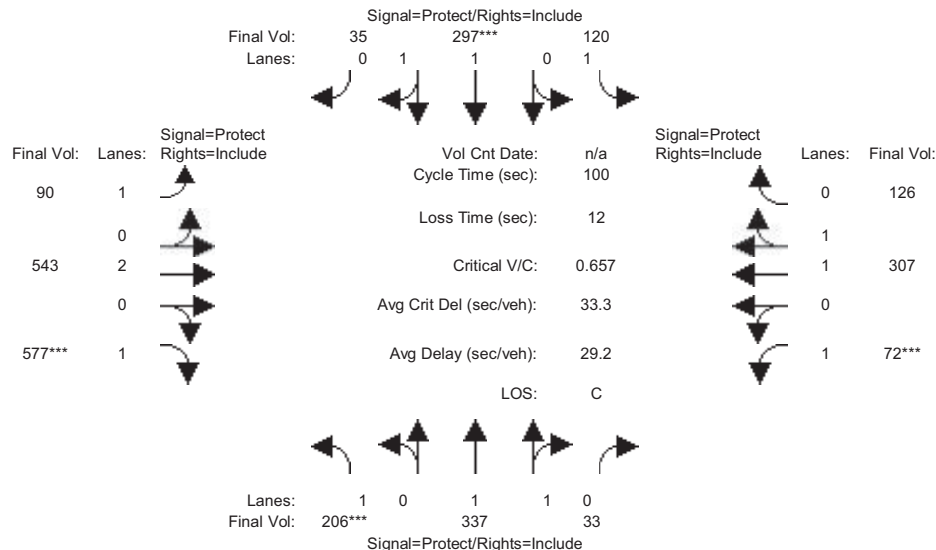
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.05	0.09	0.09	0.04	0.12	0.31	0.03	0.09	0.09
Crit Moves:	***			***					***	***		
Green Time:	17.6	18.5	18.5	12.9	13.8	13.8	23.3	49.6	49.6	7.0	33.3	33.3
Volume/Cap:	0.63	0.53	0.53	0.42	0.63	0.63	0.16	0.24	0.63	0.38	0.26	0.26
Delay/Veh:	42.3	37.6	37.6	41.4	43.2	43.2	30.7	14.4	20.0	46.3	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	37.6	37.6	41.4	43.2	43.2	30.7	14.4	20.0	46.3	24.4	24.4
LOS by Move:	D	D+	D+	D	D	D	C	B	B-	D	C	C
HCM2kAvgQ:	6	5	5	3	6	6	2	4	14	2	4	4

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	194	337	24	95	297	24	64	447	547	46	239	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	337	24	95	297	24	64	447	547	46	239	76
Added Vol:	12	0	9	25	0	11	26	96	30	26	68	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	337	33	120	297	35	90	543	577	72	307	126
User Adj:	1.00	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:	206	337	33	120	297	35	90	543	577	72	307	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	337	33	120	297	35	90	543	577	72	307	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	337	33	120	297	35	90	543	577	72	307	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1750	3370	330	1750	3310	390	1750	3800	1750	1750	2623	1076

Capacity Analysis Module:

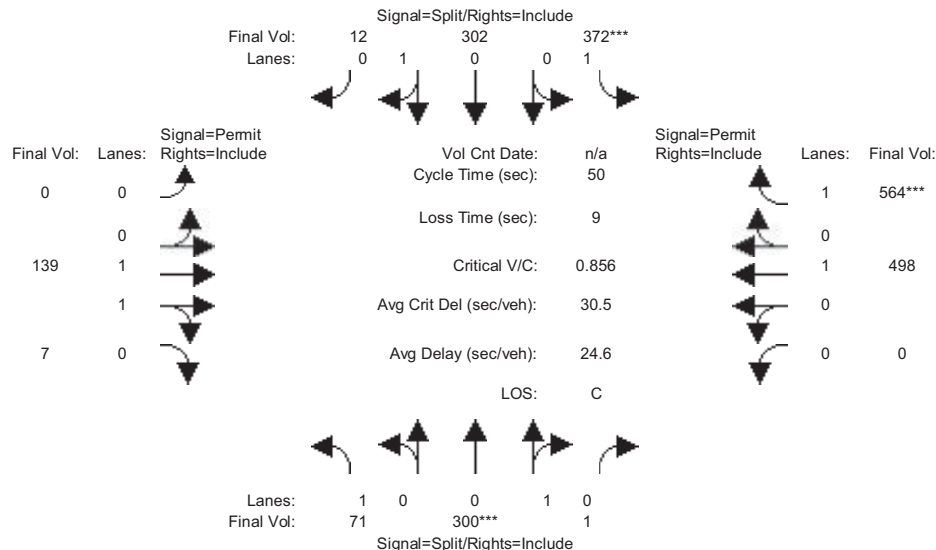
Vol/Sat:	0.12	0.10	0.10	0.07	0.09	0.09	0.05	0.14	0.33	0.04	0.12	0.12
Crit Moves:	***			***					***	***		
Green Time:	17.8	18.4	18.4	12.9	13.5	13.5	21.2	49.7	49.7	7.0	35.5	35.5
Volume/Cap:	0.66	0.54	0.54	0.53	0.66	0.66	0.24	0.29	0.66	0.59	0.33	0.33
Delay/Veh:	43.6	37.9	37.9	43.2	44.4	44.4	33.1	14.8	20.8	52.4	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	37.9	37.9	43.2	44.4	44.4	33.1	14.8	20.8	52.4	23.7	23.7
LOS by Move:	D	D+	D+	D	D	D	C-	B	C+	D-	C	C
HCM2kAvgQ:	6	5	5	4	6	6	3	5	15	3	5	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	71	300	1	372	302	12	0	139	7	0	498	564
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	372	302	12	0	139	7	0	498	564
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	300	1	372	302	12	0	139	7	0	498	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	71	300	1	372	302	12	0	139	7	0	498	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	300	1	372	302	12	0	139	7	0	498	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	300	1	372	302	12	0	139	7	0	498	564

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.00	1.90	0.10	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1731	69	0	3522	177	0	1900	1750

Capacity Analysis Module:

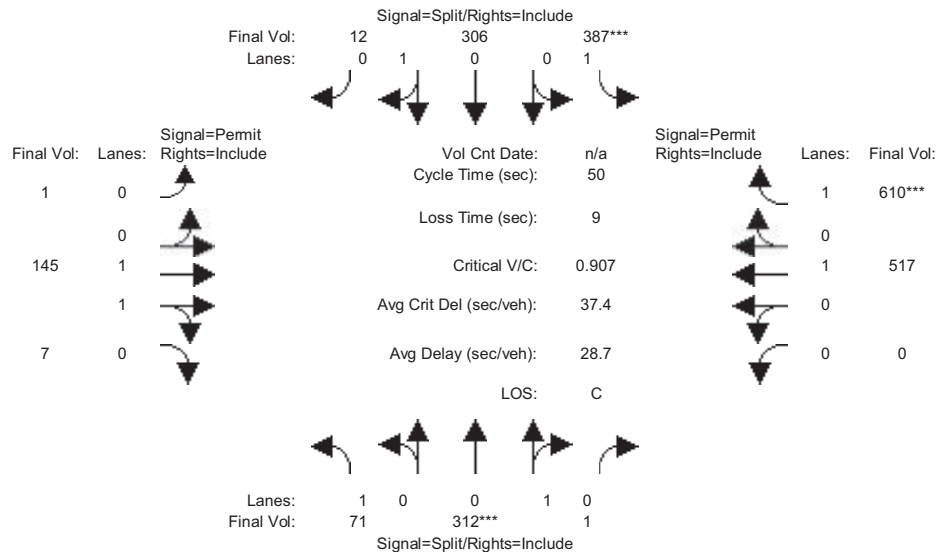
Vol/Sat:	0.04	0.17	0.17	0.21	0.17	0.17	0.00	0.04	0.04	0.00	0.26	0.32
Crit Moves:	****			****						****		
Green Time:	10.0	10.0	10.0	12.3	12.3	12.3	0.0	18.7	18.7	0.0	18.7	18.7
Volume/Cap:	0.20	0.84	0.84	0.86	0.71	0.71	0.00	0.11	0.11	0.00	0.70	0.86
Delay/Veh:	17.0	34.8	34.8	34.2	22.4	22.4	0.0	10.2	10.2	0.0	16.5	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	34.8	34.8	34.2	22.4	22.4	0.0	10.2	10.2	0.0	16.5	25.9
LOS by Move:	B	C-	C-	C-	C+	C+	A	B+	B+	A	B	C
HCM2kAvgQ:	1	8	8	7	5	5	0	1	1	0	7	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	71	300	1	372	302	12	0	139	7	0	498	564
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	372	302	12	0	139	7	0	498	564
Added Vol:	0	12	0	15	4	0	1	6	0	0	19	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	312	1	387	306	12	1	145	7	0	517	610
User Adj:	1.00	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:	71	312	1	387	306	12	1	145	7	0	517	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	312	1	387	306	12	1	145	7	0	517	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	312	1	387	306	12	1	145	7	0	517	610

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.01	1.90	0.09	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1732	68	24	3412	165	0	1900	1750

Capacity Analysis Module:

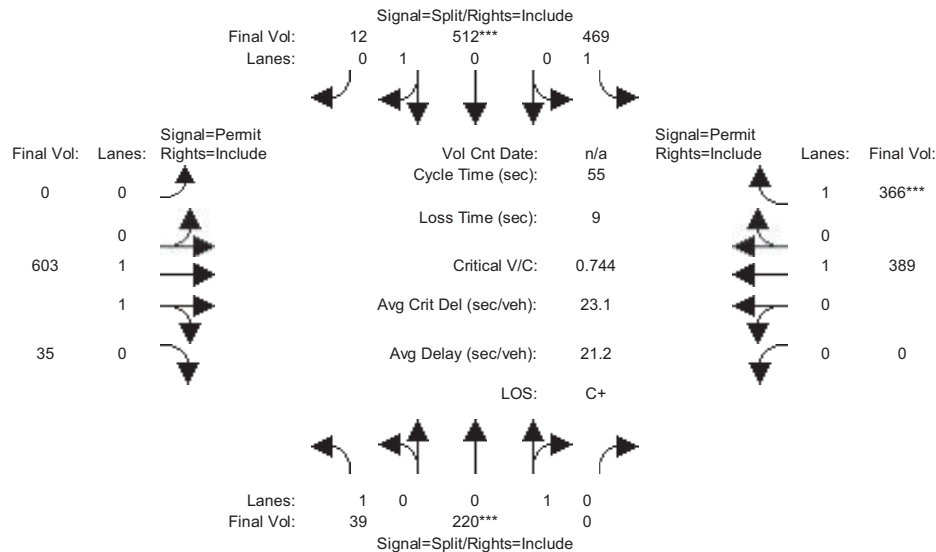
Vol/Sat:	0.04	0.17	0.17	0.22	0.18	0.18	0.04	0.04	0.04	0.00	0.27	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	12.0	12.0	12.0	19.0	19.0	19.0	0.0	19.0	19.0
Volume/Cap:	0.20	0.87	0.87	0.92	0.73	0.73	0.11	0.11	0.11	0.00	0.72	0.92
Delay/Veh:	17.0	39.1	39.1	43.5	23.9	23.9	10.1	10.1	10.1	0.0	16.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	39.1	39.1	43.5	23.9	23.9	10.1	10.1	10.1	0.0	16.7	32.7
LOS by Move:	B	D	D	D	C	C	B+	B+	B+	A	B	C-
HCM2kAvgQ:	1	8	8	8	5	5	1	1	1	0	7	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	39	220	0	469	512	12	0	603	35	0	389	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	220	0	469	512	12	0	603	35	0	389	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	220	0	469	512	12	0	603	35	0	389	366
User Adj:	1.00	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:	39	220	0	469	512	12	0	603	35	0	389	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	220	0	469	512	12	0	603	35	0	389	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	220	0	469	512	12	0	603	35	0	389	366

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.89	0.11	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1759	41	0	3497	203	0	1900	1750

Capacity Analysis Module:

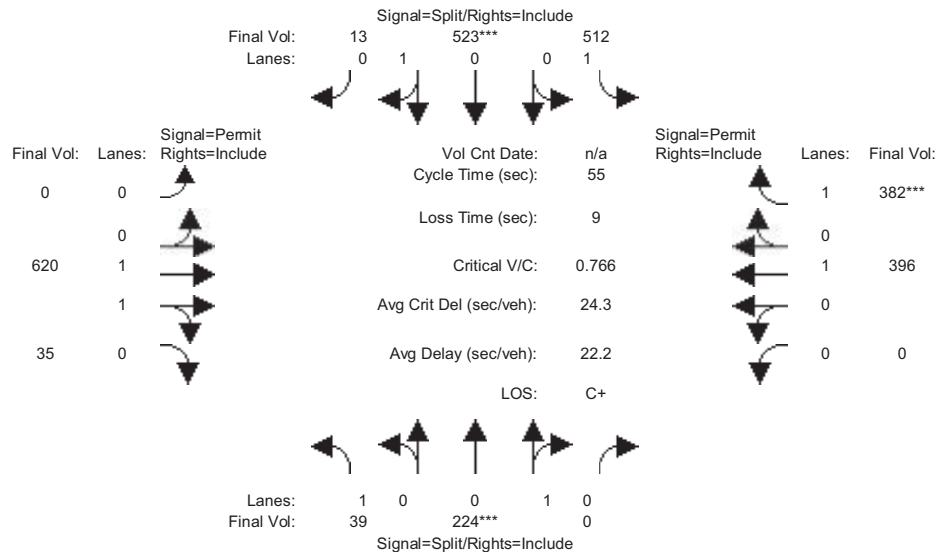
Vol/Sat:	0.02	0.12	0.00	0.27	0.29	0.29	0.00	0.17	0.17	0.00	0.20	0.21
Crit Moves:	****			****								****
Green Time:	10.0	10.0	0.0	20.9	20.9	20.9	0.0	15.1	15.1	0.0	15.1	15.1
Volume/Cap:	0.12	0.67	0.00	0.70	0.76	0.76	0.00	0.63	0.63	0.00	0.75	0.76
Delay/Veh:	19.0	26.4	0.0	17.8	20.0	20.0	0.0	18.8	18.8	0.0	24.2	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	26.4	0.0	17.8	20.0	20.0	0.0	18.8	18.8	0.0	24.2	25.5
LOS by Move:	B-	C	A	B	B-	B-	A	B-	B-	A	C	C
HCM2kAvgQ:	1	5	0	7	8	8	0	6	6	0	6	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	220	0	469	512	12	0	603	35	0	389	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	220	0	469	512	12	0	603	35	0	389	366
Added Vol:	0	4	0	43	11	1	0	17	0	0	7	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	224	0	512	523	13	0	620	35	0	396	382
User Adj:	1.00	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:	39	224	0	512	523	13	0	620	35	0	396	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	224	0	512	523	13	0	620	35	0	396	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	224	0	512	523	13	0	620	35	0	396	382

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.89	0.11	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1756	44	0	3502	198	0	1900	1750

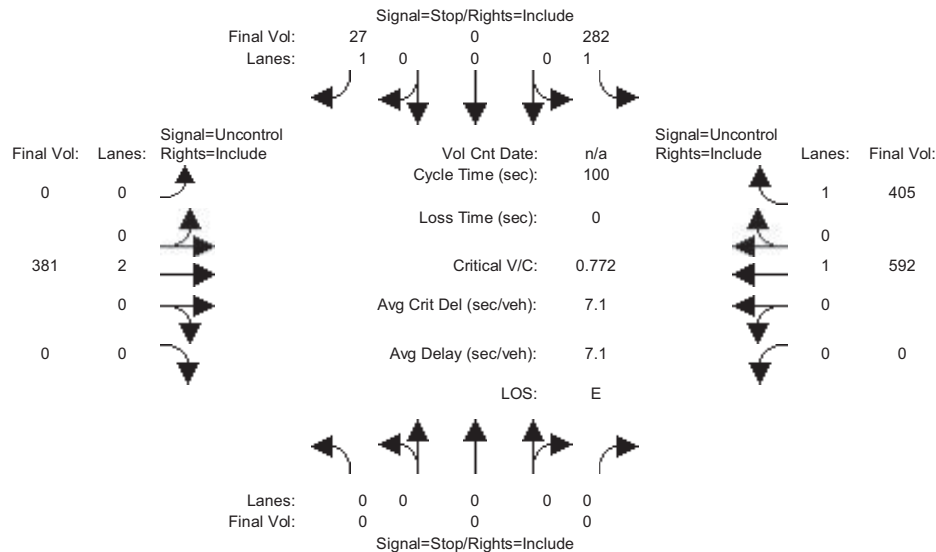
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.29	0.30	0.30	0.00	0.18	0.18	0.00	0.21	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	20.8	20.8	20.8	0.0	15.2	15.2	0.0	15.2	15.2
Volume/Cap:	0.12	0.68	0.00	0.77	0.79	0.79	0.00	0.64	0.64	0.00	0.75	0.79
Delay/Veh:	19.0	26.9	0.0	20.8	21.3	21.3	0.0	18.8	18.8	0.0	24.2	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	26.9	0.0	20.8	21.3	21.3	0.0	18.8	18.8	0.0	24.2	26.8
LOS by Move:	B-	C	A	C+	C+	C+	A	B-	B-	A	C	C
HCM2kAvgQ:	1	5	0	8	9	9	0	6	6	0	7	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	282	0	27	0	381	0	0	592	405
Growth Adj:	1.00	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	282	0	27	0	381	0	0	592	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	282	0	27	0	381	0	0	592	405
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	282	0	27	0	381	0	0	592	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	282	0	27	0	381	0	0	592	405

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	783	xxxx	592	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	365	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	365	xxxx	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.77	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.3	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	41.3	xxxx	12.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			38.8			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	282 0 27	0 381 0	0 592 405
ApproachDel:	xxxxxx	38.8	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=309]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1687]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	282 0 27	0 381 0	0 592 405

Major Street Volume: 1378

Minor Approach Volume: 309

Minor Approach Volume Threshold: 236

SIGNAL WARRANT DISCLAIMER

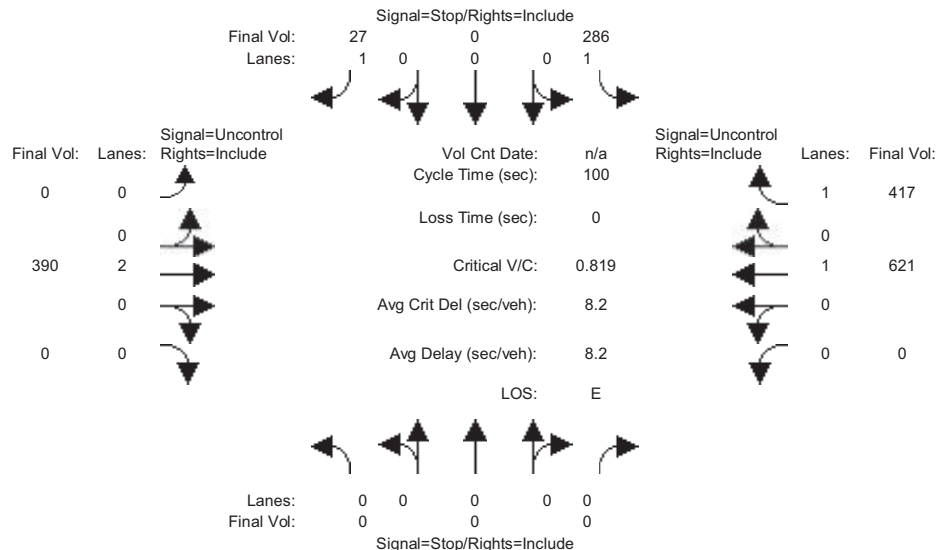
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	282	0	27	0	381	0	0	592	405
Growth Adj:	1.00	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	282	0	27	0	381	0	0	592	405
Added Vol:	0	0	0	4	0	0	0	9	0	0	29	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	0	27	0	390	0	0	621	417
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	286	0	27	0	390	0	0	621	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	286	0	27	0	390	0	0	621	417

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	816	xxxx	621	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	349	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	349	xxxx	491	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.82	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	7.1	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	48.4	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			45.4			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	286 0 27	0 390 0	0 621 417
ApproachDel:	xxxxxx	45.4	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=313]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1741]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	286 0 27	0 390 0	0 621 417

Major Street Volume: 1428

Minor Approach Volume: 313

Minor Approach Volume Threshold: 221

SIGNAL WARRANT DISCLAIMER

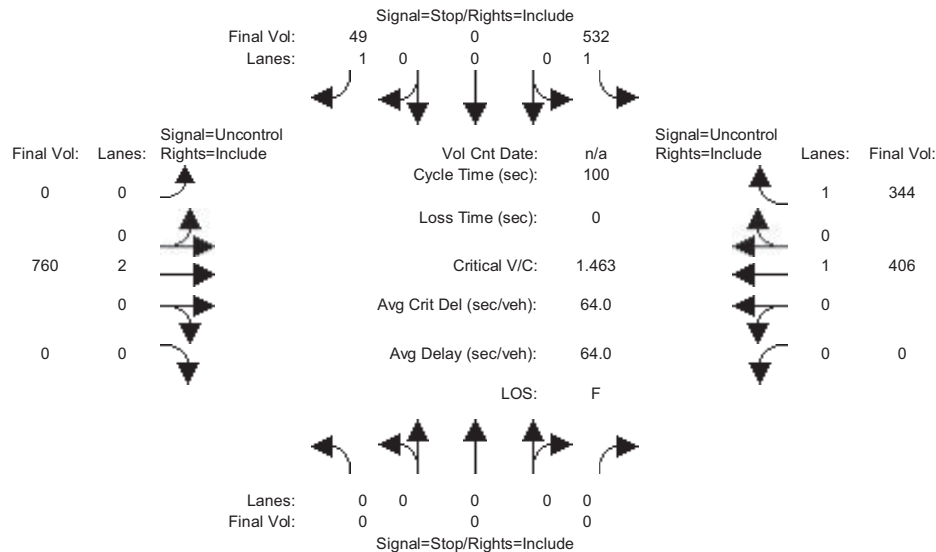
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	532	0	49	0	760	0	0	406	344
Growth Adj:	1.00	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	532	0	49	0	760	0	0	406	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	49	0	760	0	0	406	344
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	532	0	49	0	760	0	0	406	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	532	0	49	0	760	0	0	406	344

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	786	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	364	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	364	xxxx	649	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.46	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	28.1	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	250.7	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			230.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0  0  0  0  0      1  0  0  0  1      0  0  2  0  0      0  0  1  0  1
Initial Vol:    0    0    0    0    532    0    49    0  760    0    0  406    344
ApproachDel:    xxxxxx            230.5            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=37.2]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=581]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2091]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0  0  0  0  0      1  0  0  0  1      0  0  2  0  0      0  0  1  0  1
Initial Vol:    0    0    0    0    532    0    49    0  760    0    0  406    344
-----|-----|-----|-----|-----|

```

Major Street Volume: 1510

Minor Approach Volume: 581

Minor Approach Volume Threshold: 197

SIGNAL WARRANT DISCLAIMER

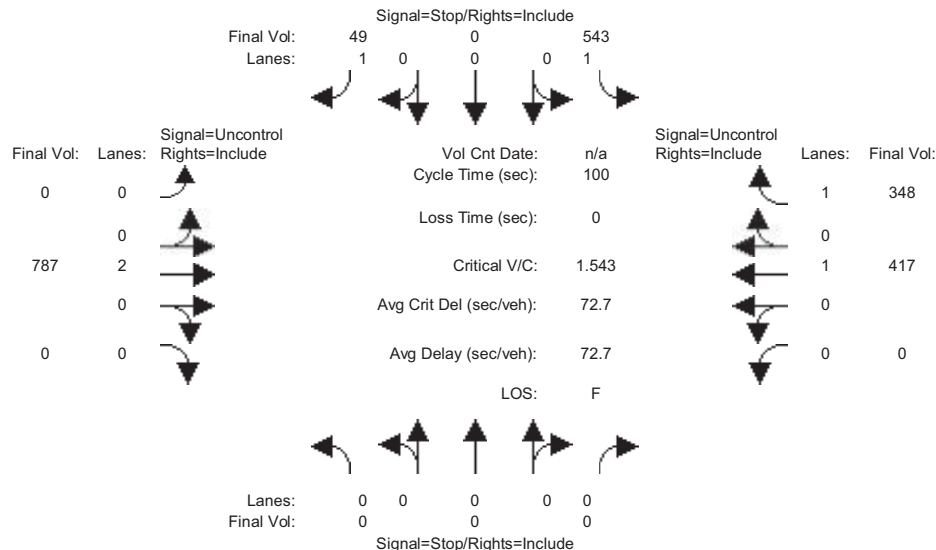
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	532	0	49	0	760	0	0	406	344
Growth Adj:	1.00	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	532	0	49	0	760	0	0	406	344
Added Vol:	0	0	0	11	0	0	0	27	0	0	11	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	543	0	49	0	787	0	0	417	348
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	543	0	49	0	787	0	0	417	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	543	0	49	0	787	0	0	417	348

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	811	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	352	xxxx	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	352	xxxx	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.54	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	30.6	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	285.9	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			263.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #37 Arboretum Rd / Galvez St

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	543 0 49	0 787 0	0 417 348
ApproachDel:	xxxxxx	263.1	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=43.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=592]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2144]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	543 0 49	0 787 0	0 417 348

Major Street Volume: 1552

Minor Approach Volume: 592

Minor Approach Volume Threshold: 185

SIGNAL WARRANT DISCLAIMER

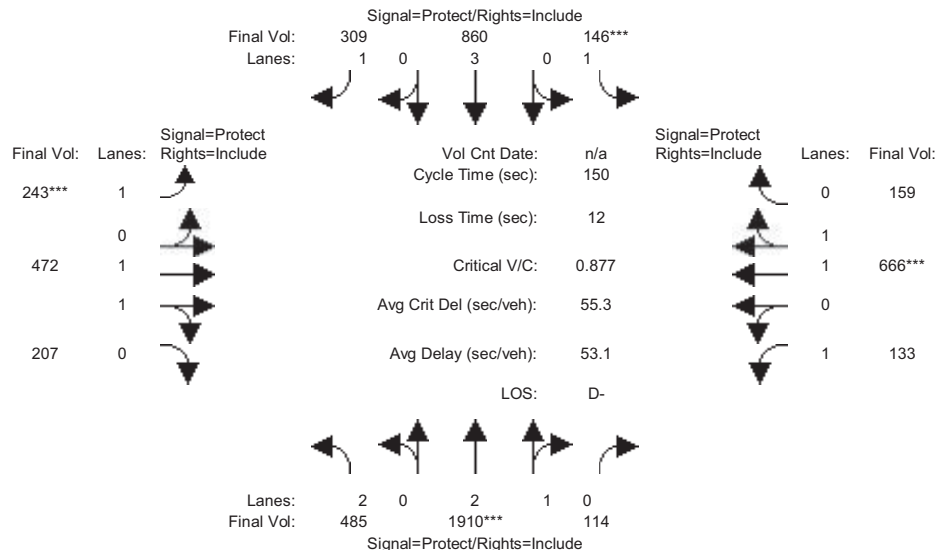
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1910	114	146	860	309	243	472	207	133	666	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1910	114	146	860	309	243	472	207	133	666	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1910	114	146	860	309	243	472	207	133	666	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1910	114	146	860	309	243	472	207	133	666	159

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.82	0.18	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.60	0.40
Final Sat.:	3150	5284	315	1750	5700	1750	1750	2571	1128	1750	2986	713

Capacity Analysis Module:

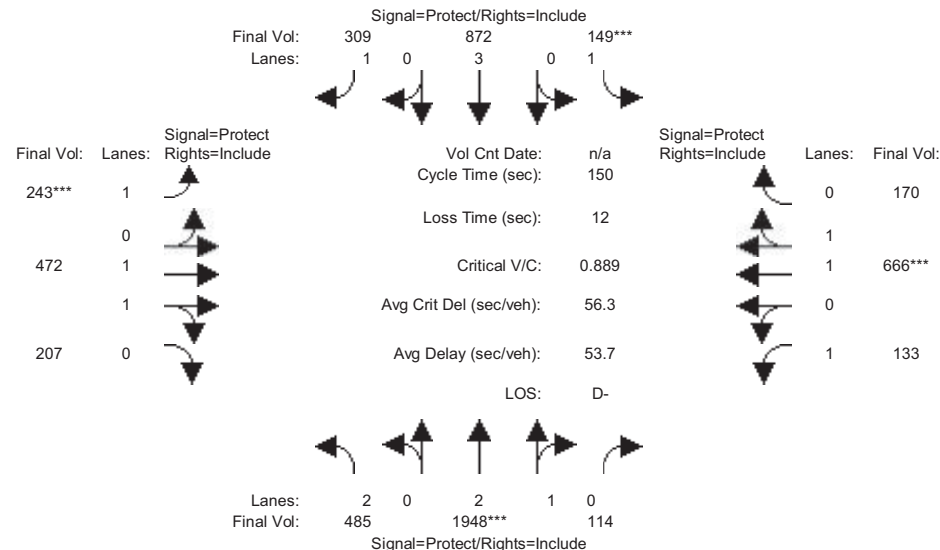
Vol/Sat:	0.15	0.36	0.36	0.08	0.15	0.18	0.14	0.18	0.18	0.08	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.4	61.8	61.8	14.3	40.7	40.7	23.8	43.8	43.8	18.1	38.1	38.1
Volume/Cap:	0.65	0.88	0.88	0.88	0.56	0.65	0.88	0.63	0.63	0.63	0.88	0.88
Delay/Veh:	53.8	44.7	44.7	104.1	47.4	51.6	87.2	47.3	47.3	68.7	63.0	63.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	44.7	44.7	104.1	47.4	51.6	87.2	47.3	47.3	68.7	63.0	63.0
LOS by Move:	D-	D	D	F	D	D-	F	D	D	E	E	E
HCM2kAvgQ:	13	31	31	8	11	13	11	13	13	6	18	18

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1910	114	146	860	309	243	472	207	133	666	159
Added Vol:	0	38	0	3	12	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1948	114	149	872	309	243	472	207	133	666	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1948	114	149	872	309	243	472	207	133	666	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1948	114	149	872	309	243	472	207	133	666	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1948	114	149	872	309	243	472	207	133	666	170

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.58	0.42
Final Sat.:	3150	5290	310	1750	5700	1750	1750	2571	1128	1750	2947	752

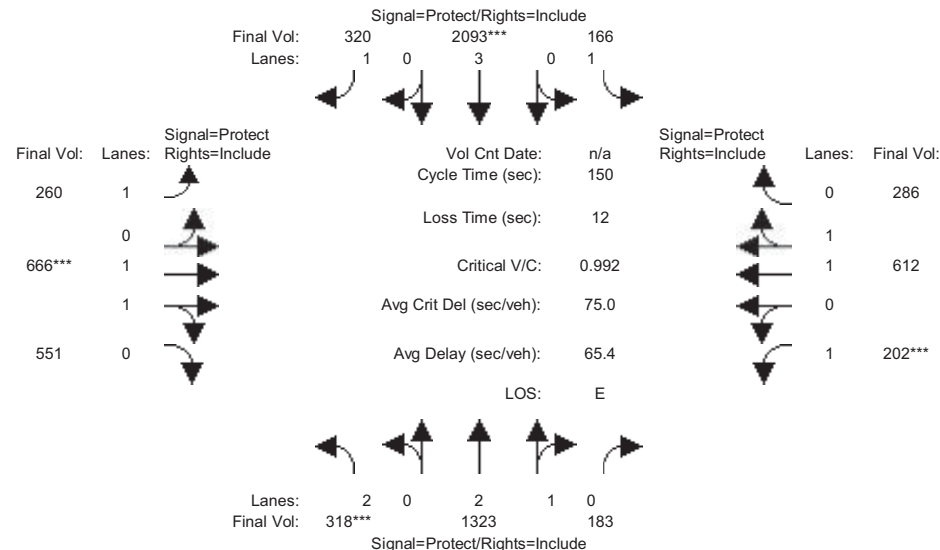
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.09	0.15	0.18	0.14	0.18	0.18	0.08	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	35.6	62.1	62.1	14.4	40.8	40.8	23.4	43.5	43.5	18.0	38.1	38.1
Volume/Cap:	0.65	0.89	0.89	0.89	0.56	0.65	0.89	0.63	0.63	0.63	0.89	0.89
Delay/Veh:	53.6	45.5	45.5	106.6	47.4	51.4	89.9	47.5	47.5	69.0	64.4	64.4
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	45.5	45.5	106.6	47.4	51.4	89.9	47.5	47.5	69.0	64.4	64.4
LOS by Move:	D-	D	D	F	D	D-	F	D	D	E	E	E
HCM2kAvgQ:	13	32	32	8	11	13	11	13	13	6	18	18

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1323	183	166	2093	320	260	666	551	202	612	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1323	183	166	2093	320	260	666	551	202	612	286
User Adj:	1.00	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:	318	1323	183	166	2093	320	260	666	551	202	612	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1323	183	166	2093	320	260	666	551	202	612	286

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.62	0.38	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.35	0.65
Final Sat.:	3150	4919	680	1750	5700	1750	1750	2024	1674	1750	2521	1178

Capacity Analysis Module:

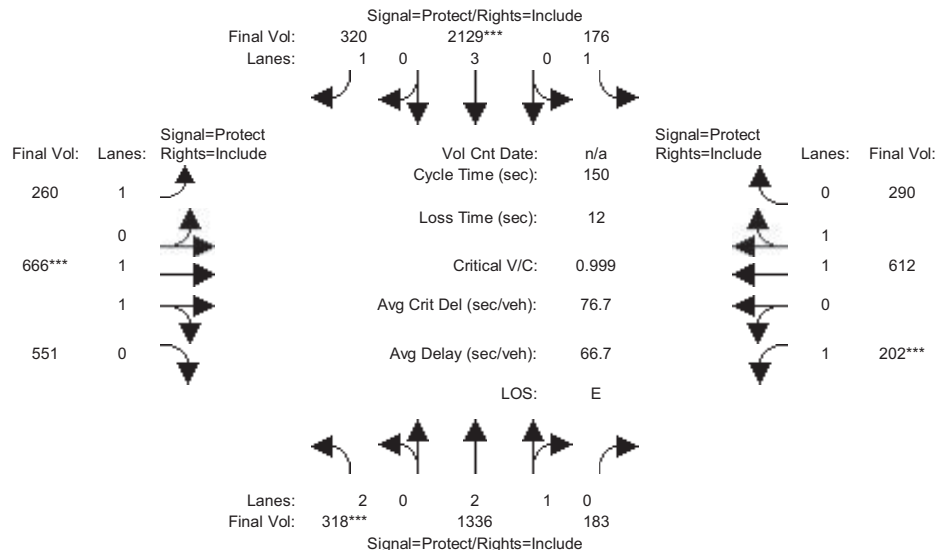
Vol/Sat:	0.10	0.27	0.27	0.09	0.37	0.18	0.15	0.33	0.33	0.12	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	15.3	52.3	52.3	18.5	55.5	55.5	25.5	49.8	49.8	17.5	41.7	41.7
Volume/Cap:	0.99	0.77	0.77	0.77	0.99	0.49	0.87	0.99	0.99	0.99	0.87	0.87
Delay/Veh:	115.3	45.4	45.4	79.4	64.7	37.0	84.2	73.6	73.6	126.9	60.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.3	45.4	45.4	79.4	64.7	37.0	84.2	73.6	73.6	126.9	60.0	60.0
LOS by Move:	F	D	D	E-	E	D+	F	E	E	F	E	E
HCM2kAvgQ:	13	22	22	8	33	11	12	28	28	10	19	19

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real			Charleston Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1323	183	166	2093	320	260	666	551	202	612	286
Added Vol:	0	13	0	10	36	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1336	183	176	2129	320	260	666	551	202	612	290
User Adj:	1.00	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:	318	1336	183	176	2129	320	260	666	551	202	612	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1336	183	176	2129	320	260	666	551	202	612	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1336	183	176	2129	320	260	666	551	202	612	290

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.34	0.66
Final Sat.:	3150	4924	675	1750	5700	1750	1750	2024	1674	1750	2510	1189

Capacity Analysis Module:

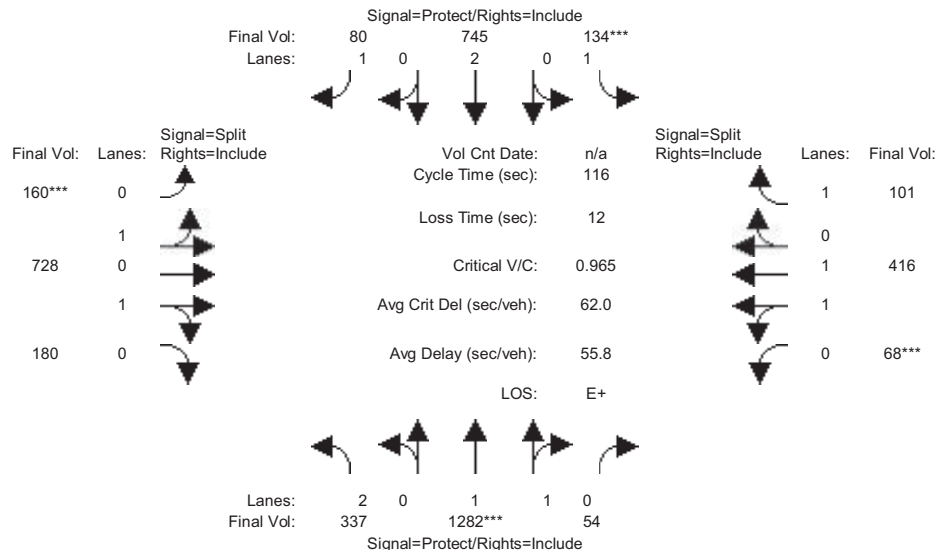
Vol/Sat:	0.10	0.27	0.27	0.10	0.37	0.18	0.15	0.33	0.33	0.12	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	15.2	52.0	52.0	19.3	56.1	56.1	25.3	49.4	49.4	17.3	41.5	41.5
Volume/Cap:	1.00	0.78	0.78	0.78	1.00	0.49	0.88	1.00	1.00	1.00	0.88	0.88
Delay/Veh:	117.5	46.1	46.1	79.6	66.2	36.6	86.0	75.8	75.8	129.3	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	46.1	46.1	79.6	66.2	36.6	86.0	75.8	75.8	129.3	61.0	61.0
LOS by Move:	F	D	D	E-	E	D+	F	E-	E-	F	E	E
HCM2kAvgQ:	13	22	22	8	34	11	12	28	28	10	19	19

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1282	54	134	745	80	160	728	180	68	416	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1282	54	134	745	80	160	728	180	68	416	101
User Adj:	1.00	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:	337	1282	54	134	745	80	160	728	180	68	416	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1282	54	134	745	80	160	728	180	68	416	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.36	0.34	0.29	1.71	1.00
Final Sat.:	3150	3550	150	1750	3800	1750	539	2454	607	520	3180	1750

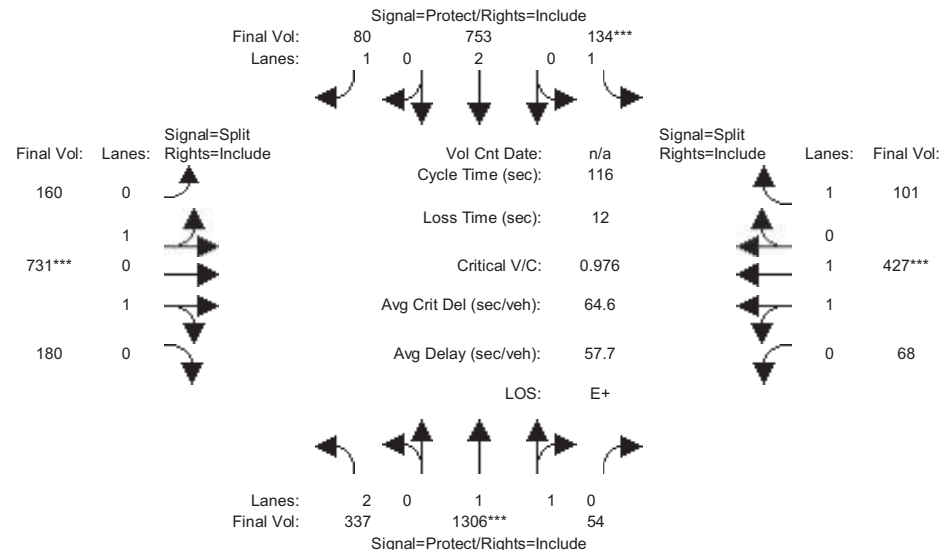
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.08	0.20	0.05	0.30	0.30	0.30	0.13	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.6	43.4	43.4	9.2	34.0	34.0	35.7	35.7	35.7	15.7	15.7	15.7
Volume/Cap:	0.67	0.96	0.96	0.96	0.67	0.16	0.96	0.96	0.96	0.96	0.96	0.43
Delay/Veh:	49.2	52.1	52.1	118.7	37.6	30.5	58.7	58.7	58.7	81.1	81.1	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	52.1	52.1	118.7	37.6	30.5	58.7	58.7	58.7	81.1	81.1	47.2
LOS by Move:	D	D-	D-	F	D+	C	E+	E+	E+	F	F	D
HCM2kAvgQ:	8	29	29	9	12	2	22	22	22	10	10	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street			Charleston Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1282	54	134	745	80	160	728	180	68	416	101
Added Vol:	0	24	0	0	8	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1306	54	134	753	80	160	731	180	68	427	101
User Adj:	1.00	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:	337	1306	54	134	753	80	160	731	180	68	427	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1306	54	134	753	80	160	731	180	68	427	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1306	54	134	753	80	160	731	180	68	427	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.36	0.34	0.28	1.72	1.00
Final Sat.:	3150	3553	147	1750	3800	1750	538	2457	605	508	3191	1750

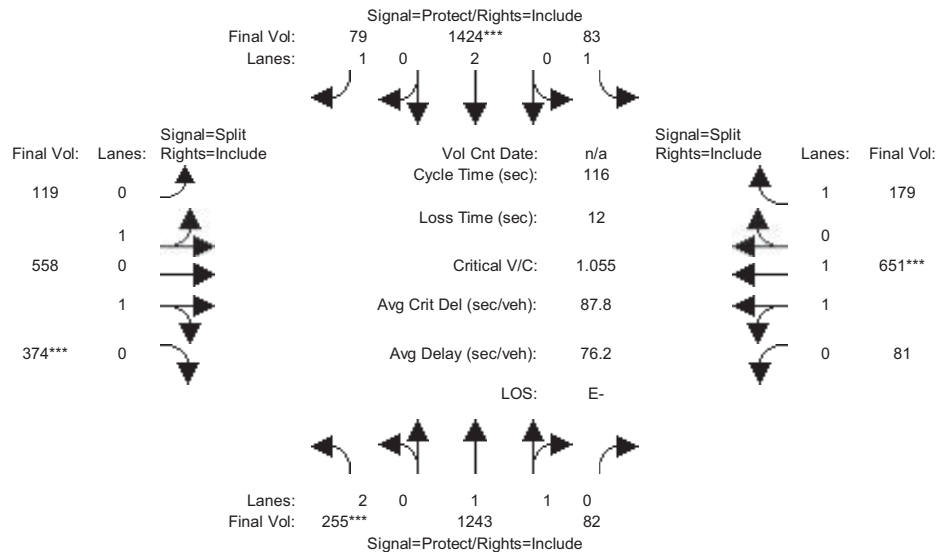
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.08	0.20	0.05	0.30	0.30	0.30	0.13	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.5	43.7	43.7	9.1	34.3	34.3	35.3	35.3	35.3	15.9	15.9	15.9
Volume/Cap:	0.67	0.98	0.98	0.98	0.67	0.15	0.98	0.98	0.98	0.98	0.98	0.42
Delay/Veh:	49.4	54.3	54.3	122.7	37.5	30.3	61.5	61.5	61.5	83.7	83.7	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:	49.4	54.3	54.3	122.7	37.5	30.3	61.5	61.5	61.5	83.7	83.7	47.0
LOS by Move:	D	D-	D-	F	D+	C	E	E	E	F	F	D
HCM2kAvgQ:	8	31	31	9	13	2	23	23	23	11	11	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1243	82	83	1424	79	119	558	374	81	651	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	1243	82	83	1424	79	119	558	374	81	651	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1243	82	83	1424	79	119	558	374	81	651	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	1243	82	83	1424	79	119	558	374	81	651	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.23	1.06	0.71	0.23	1.77	1.00
Final Sat.:	3150	3471	229	1750	3800	1750	408	1911	1281	409	3290	1750

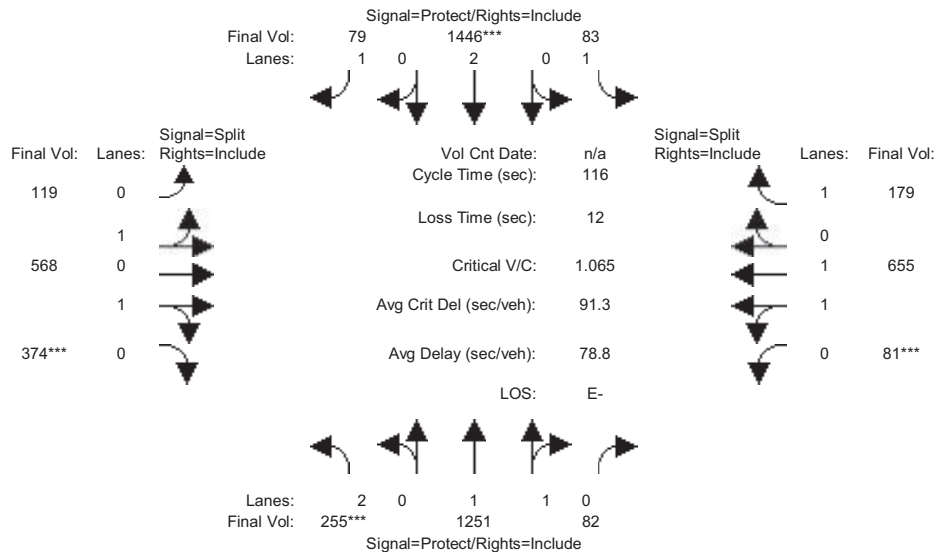
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.05	0.37	0.05	0.29	0.29	0.29	0.20	0.20	0.10
Crit Moves:	***			***			***			***		
Green Time:	8.9	42.9	42.9	7.2	41.2	41.2	32.1	32.1	32.1	21.8	21.8	21.8
Volume/Cap:	1.05	0.97	0.97	0.76	1.05	0.13	1.05	1.05	1.05	1.05	1.05	0.55
Delay/Veh:	126.5	53.2	53.2	80.0	77.7	25.3	86.0	86.0	86.0	96.6	96.6	44.5
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:	126.5	53.2	53.2	80.0	77.7	25.3	86.0	86.0	86.0	96.6	96.6	44.5
LOS by Move:	F	D-	D-	E-	E-	C	F	F	F	F	F	D
HCM2kAvgQ:	10	29	29	5	35	2	22	22	22	16	16	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1243	82	83	1424	79	119	558	374	81	651	179
Added Vol:	0	8	0	0	22	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	1251	82	83	1446	79	119	568	374	81	655	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1251	82	83	1446	79	119	568	374	81	655	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1251	82	83	1446	79	119	568	374	81	655	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	1251	82	83	1446	79	119	568	374	81	655	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.22	1.08	0.70	0.23	1.77	1.00
Final Sat.:	3150	3472	228	1750	3800	1750	404	1927	1269	407	3292	1750

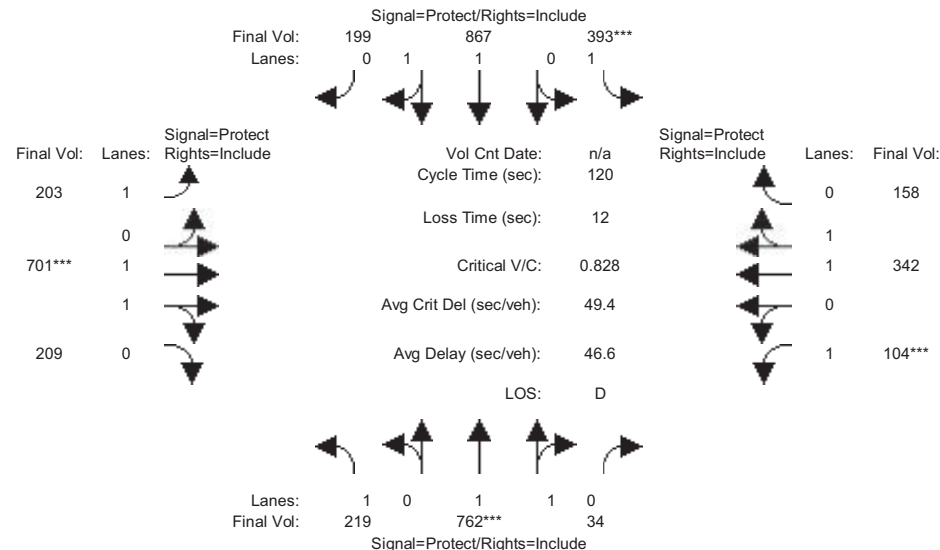
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.05	0.38	0.05	0.29	0.29	0.29	0.20	0.20	0.10
Crit Moves:	***			***			***			***		
Green Time:	8.8	43.0	43.0	7.2	41.4	41.4	32.1	32.1	32.1	21.7	21.7	21.7
Volume/Cap:	1.07	0.97	0.97	0.76	1.07	0.13	1.07	1.07	1.07	1.07	1.07	0.55
Delay/Veh:	130.1	53.6	53.6	80.3	81.2	25.2	89.6	89.6	89.6	100.2	100	44.7
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:	130.1	53.6	53.6	80.3	81.2	25.2	89.6	89.6	89.6	100.2	100	44.7
LOS by Move:	F	D-	D-	F	F	C	F	F	F	F	F	D
HCM2kAvgQ:	10	30	30	5	36	2	23	23	23	17	17	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	219	762	34	393	867	199	203	701	209	104	342	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	762	34	393	867	199	203	701	209	104	342	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	762	34	393	867	199	203	701	209	104	342	158
User Adj:	1.00	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:	219	762	34	393	867	199	203	701	209	104	342	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	762	34	393	867	199	203	701	209	104	342	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	762	34	393	867	199	203	701	209	104	342	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.35	0.65
Final Sat.:	1750	3542	158	1750	3009	691	1750	2850	850	1750	2530	1169

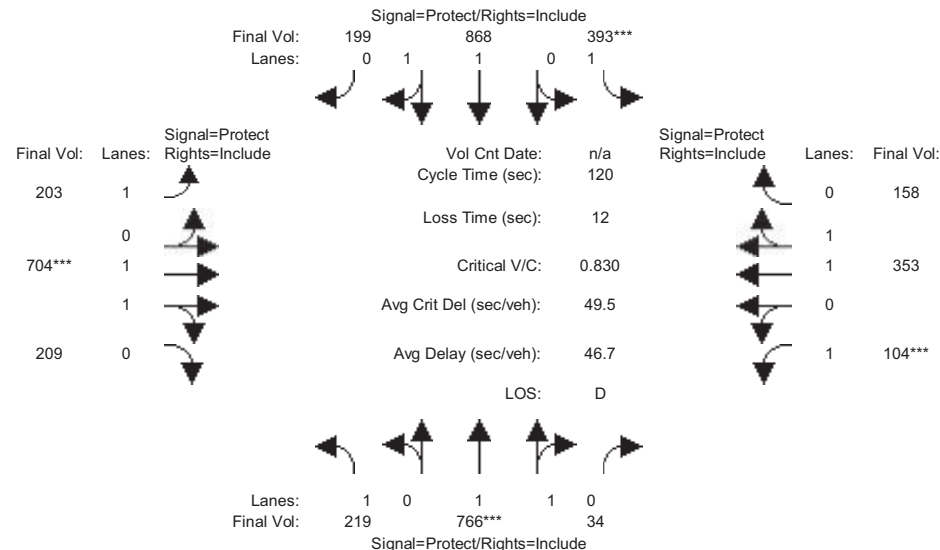
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.22	0.29	0.29	0.12	0.25	0.25	0.06	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.3	31.2	31.2	32.5	44.4	44.4	20.4	35.7	35.7	8.6	23.8	23.8
Volume/Cap:	0.78	0.83	0.83	0.83	0.78	0.78	0.68	0.83	0.83	0.83	0.68	0.68
Delay/Veh:	61.2	47.9	47.9	52.6	36.3	36.3	53.0	44.7	44.7	89.5	47.2	47.2
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:	61.2	47.9	47.9	52.6	36.3	36.3	53.0	44.7	44.7	89.5	47.2	47.2
LOS by Move:	E	D	D	D-	D+	D+	D-	D	D	F	D	D
HCM2kAvgQ:	10	16	16	17	19	19	7	15	15	6	10	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	219	762	34	393	867	199	203	701	209	104	342	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	762	34	393	867	199	203	701	209	104	342	158
Added Vol:	0	4	0	0	1	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	766	34	393	868	199	203	704	209	104	353	158
User Adj:	1.00	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:	219	766	34	393	868	199	203	704	209	104	353	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	766	34	393	868	199	203	704	209	104	353	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	766	34	393	868	199	203	704	209	104	353	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.36	0.64
Final Sat.:	1750	3543	157	1750	3009	690	1750	2852	847	1750	2555	1144

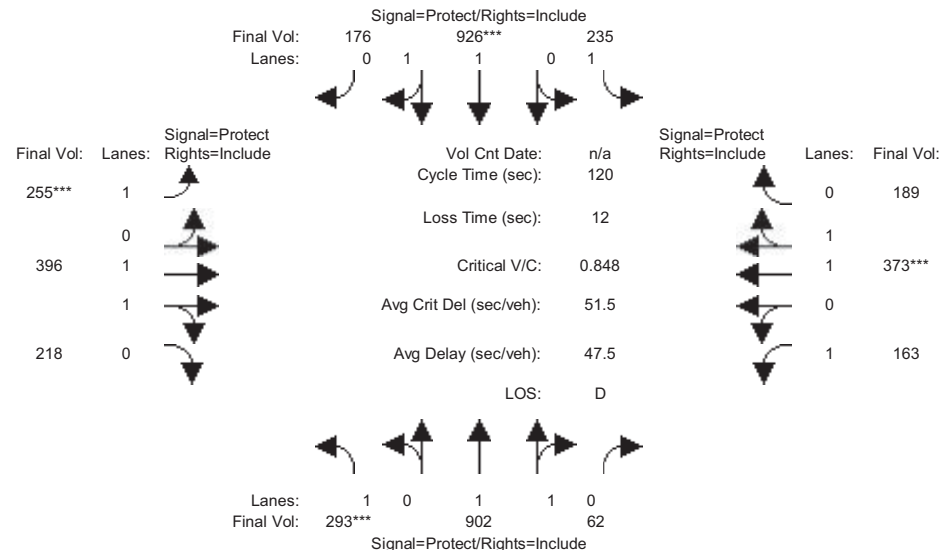
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.22	0.29	0.29	0.12	0.25	0.25	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	19.3	31.3	31.3	32.5	44.4	44.4	20.2	35.7	35.7	8.6	24.1	24.1
Volume/Cap:	0.78	0.83	0.83	0.83	0.78	0.78	0.69	0.83	0.83	0.83	0.69	0.69
Delay/Veh:	61.3	48.0	48.0	52.9	36.4	36.4	53.7	44.8	44.8	90.0	47.2	47.2
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:	61.3	48.0	48.0	52.9	36.4	36.4	53.7	44.8	44.8	90.0	47.2	47.2
LOS by Move:	E	D	D	D-	D+	D+	D-	D	D	F	D	D
HCM2kAvgQ:	10	17	17	17	19	19	7	15	15	6	10	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	293	902	62	235	926	176	255	396	218	163	373	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	902	62	235	926	176	255	396	218	163	373	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	902	62	235	926	176	255	396	218	163	373	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	902	62	235	926	176	255	396	218	163	373	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	902	62	235	926	176	255	396	218	163	373	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	902	62	235	926	176	255	396	218	163	373	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.27	0.73	1.00	1.31	0.69
Final Sat.:	1750	3462	238	1750	3109	591	1750	2385	1313	1750	2455	1244

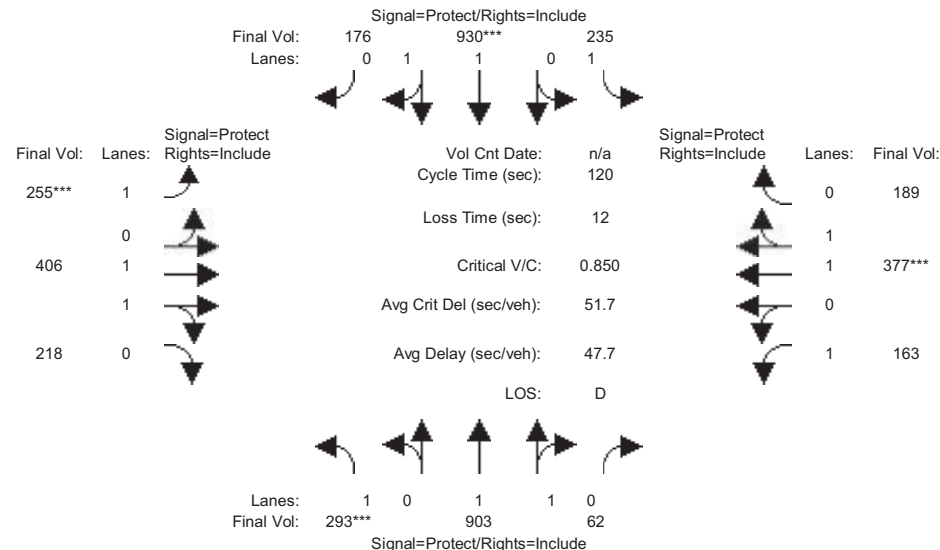
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.13	0.30	0.30	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.7	43.5	43.5	22.4	42.2	42.2	20.6	27.0	27.0	15.1	21.5	21.5
Volume/Cap:	0.85	0.72	0.72	0.72	0.85	0.85	0.85	0.74	0.74	0.74	0.85	0.85
Delay/Veh:	63.9	34.9	34.9	53.4	41.4	41.4	67.8	46.7	46.7	62.9	57.6	57.6
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:	63.9	34.9	34.9	53.4	41.4	41.4	67.8	46.7	46.7	62.9	57.6	57.6
LOS by Move:	E	C-	C-	D-	D	D	E	D	D	E	E+	E+
HCM2kAvgQ:	14	17	17	10	22	22	9	10	10	8	13	13

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	293	902	62	235	926	176	255	396	218	163	373	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	902	62	235	926	176	255	396	218	163	373	189
Added Vol:	0	1	0	0	4	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	903	62	235	930	176	255	406	218	163	377	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	903	62	235	930	176	255	406	218	163	377	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	903	62	235	930	176	255	406	218	163	377	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	903	62	235	930	176	255	406	218	163	377	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.28	0.72	1.00	1.31	0.69
Final Sat.:	1750	3462	238	1750	3111	589	1750	2406	1292	1750	2464	1235

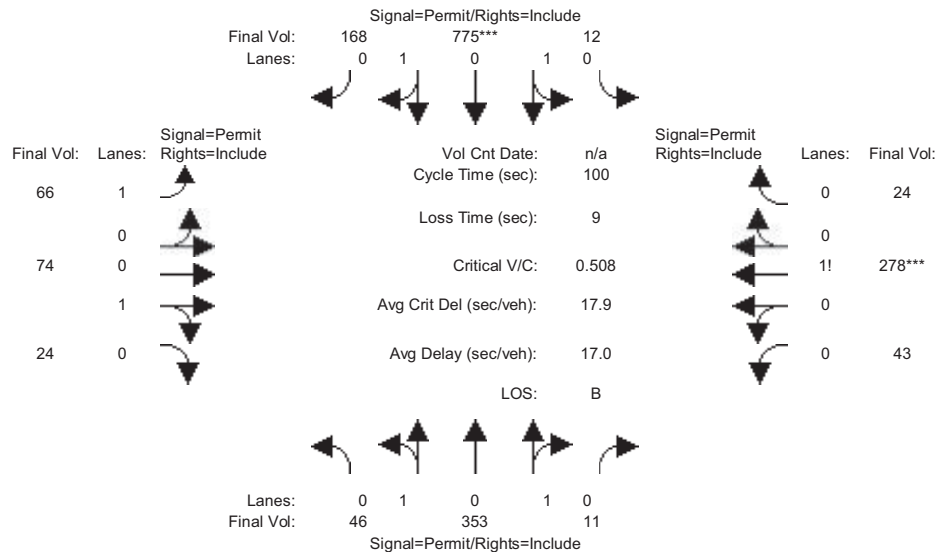
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.13	0.30	0.30	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.6	43.5	43.5	22.4	42.2	42.2	20.6	27.2	27.2	15.0	21.6	21.6
Volume/Cap:	0.85	0.72	0.72	0.72	0.85	0.85	0.85	0.75	0.75	0.75	0.85	0.85
Delay/Veh:	64.3	35.0	35.0	53.5	41.5	41.5	68.2	46.9	46.9	63.7	57.8	57.8
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:	64.3	35.0	35.0	53.5	41.5	41.5	68.2	46.9	46.9	63.7	57.8	57.8
LOS by Move:	E	C-	C-	D-	D	D	E	D	D	E	E+	E+
HCM2kAvgQ:	14	17	17	10	22	22	9	10	10	8	13	13

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	46	353	11	12	775	168	66	74	24	43	278	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	353	11	12	775	168	66	74	24	43	278	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	353	11	12	775	168	66	74	24	43	278	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	353	11	12	775	168	66	74	24	43	278	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	353	11	12	775	168	66	74	24	43	278	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	353	11	12	775	168	66	74	24	43	278	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.76	0.24	0.12	0.81	0.07
Final Sat.:	404	3100	97	45	2921	633	1750	1359	441	218	1410	122

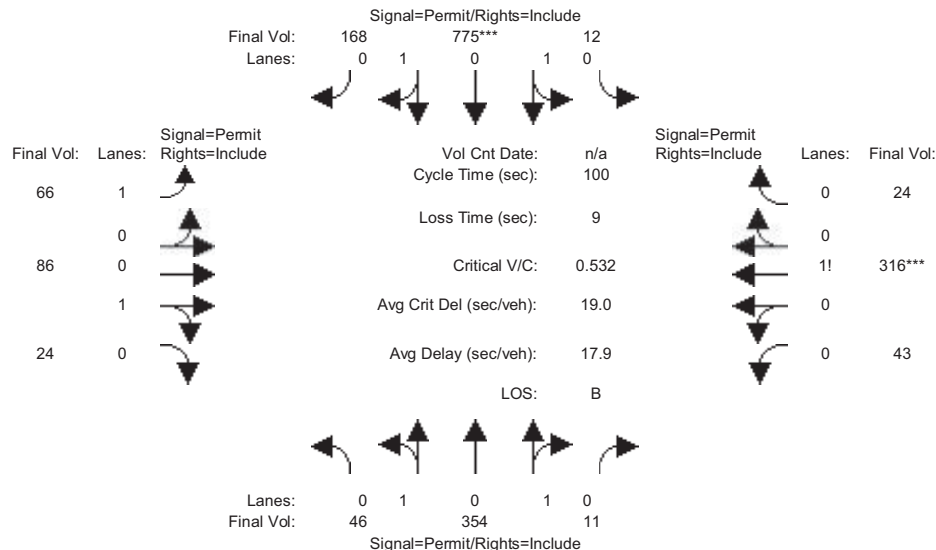
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.27	0.27	0.04	0.05	0.05	0.20	0.20	0.20
Crit Moves:					****						****	
Green Time:	52.2	52.2	52.2	52.2	52.2	52.2	38.8	38.8	38.8	38.8	38.8	38.8
Volume/Cap:	0.22	0.22	0.22	0.51	0.51	0.51	0.10	0.14	0.14	0.51	0.51	0.51
Delay/Veh:	12.9	12.9	12.9	15.8	15.8	15.8	19.5	19.9	19.9	24.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	15.8	15.8	15.8	19.5	19.9	19.9	24.0	24.0	24.0
LOS by Move:	B	B	B	B	B	B	B-	B-	B-	C	C	C
HCM2kAvgQ:	4	4	4	10	10	10	1	2	2	9	9	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	46	353	11	12	775	168	66	74	24	43	278	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	353	11	12	775	168	66	74	24	43	278	24
Added Vol:	0	1	0	0	0	0	0	12	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	354	11	12	775	168	66	86	24	43	316	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	354	11	12	775	168	66	86	24	43	316	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	354	11	12	775	168	66	86	24	43	316	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	354	11	12	775	168	66	86	24	43	316	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.78	0.22	0.11	0.83	0.06
Final Sat.:	403	3101	96	45	2921	633	1750	1407	393	196	1444	110

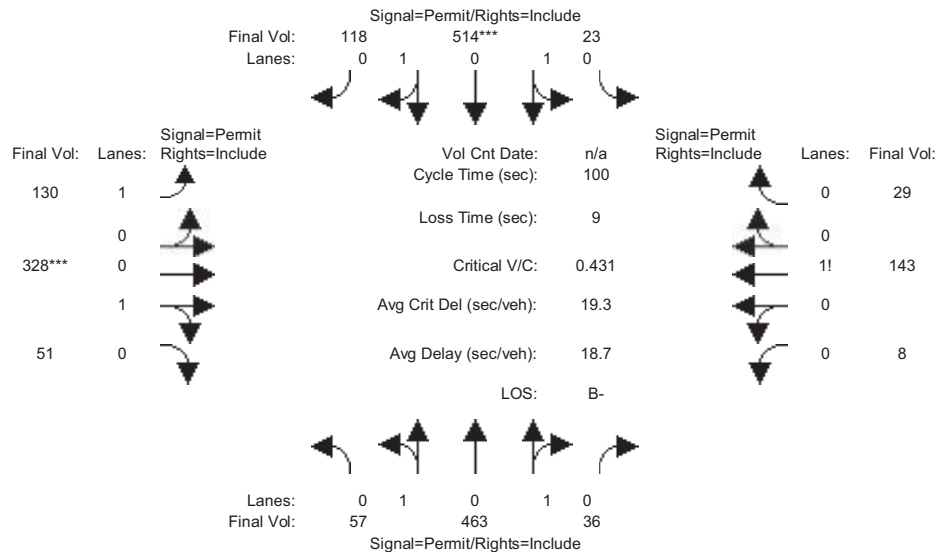
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.27	0.27	0.04	0.06	0.06	0.22	0.22	0.22
Crit Moves:					****						****	
Green Time:	49.9	49.9	49.9	49.9	49.9	49.9	41.1	41.1	41.1	41.1	41.1	41.1
Volume/Cap:	0.23	0.23	0.23	0.53	0.53	0.53	0.09	0.15	0.15	0.53	0.53	0.53
Delay/Veh:	14.3	14.3	14.3	17.4	17.4	17.4	18.1	18.5	18.5	22.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	17.4	17.4	17.4	18.1	18.5	18.5	22.9	22.9	22.9
LOS by Move:	B	B	B	B	B	B	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	4	4	4	10	10	10	1	2	2	10	10	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	463	36	23	514	118	130	328	51	8	143	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	463	36	23	514	118	130	328	51	8	143	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	463	36	23	514	118	130	328	51	8	143	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	463	36	23	514	118	130	328	51	8	143	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	463	36	23	514	118	130	328	51	8	143	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	463	36	23	514	118	130	328	51	8	143	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.87	0.13	0.04	0.80	0.16
Final Sat.:	369	2998	233	126	2825	649	1750	1558	242	78	1390	282

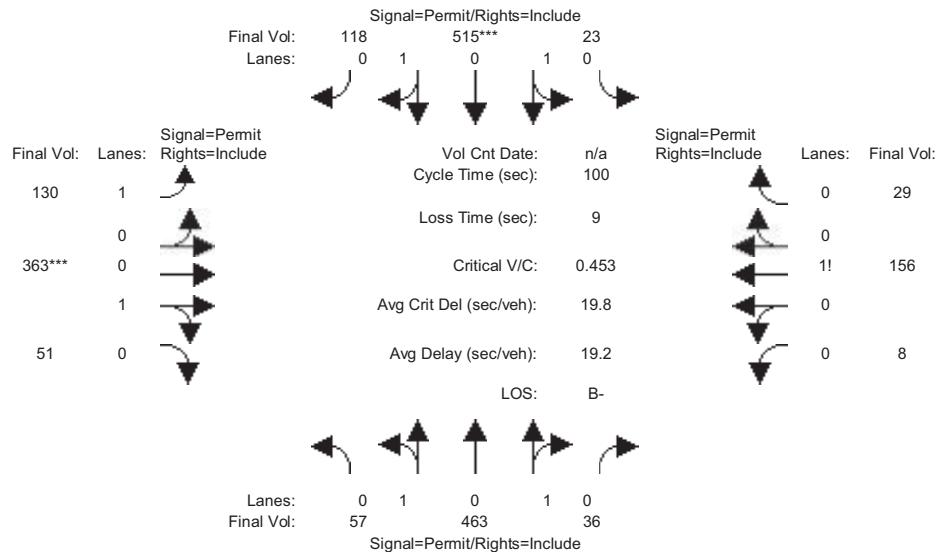
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.07	0.21	0.21	0.10	0.10	0.10
Crit Moves:				****			****					
Green Time:	42.2	42.2	42.2	42.2	42.2	42.2	48.8	48.8	48.8	48.8	48.8	48.8
Volume/Cap:	0.37	0.37	0.37	0.43	0.43	0.43	0.15	0.43	0.43	0.21	0.21	0.21
Delay/Veh:	19.9	19.9	19.9	20.6	20.6	20.6	14.2	16.9	16.9	14.7	14.7	14.7
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:	19.9	19.9	19.9	20.6	20.6	20.6	14.2	16.9	16.9	14.7	14.7	14.7
LOS by Move:	B-	B-	B-	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	7	7	7	2	8	8	3	3	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	463	36	23	514	118	130	328	51	8	143	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	463	36	23	514	118	130	328	51	8	143	29
Added Vol:	0	0	0	0	1	0	0	35	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	463	36	23	515	118	130	363	51	8	156	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	463	36	23	515	118	130	363	51	8	156	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	463	36	23	515	118	130	363	51	8	156	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	463	36	23	515	118	130	363	51	8	156	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.88	0.12	0.04	0.81	0.15
Final Sat.:	369	2998	233	126	2826	648	1750	1578	222	73	1415	263

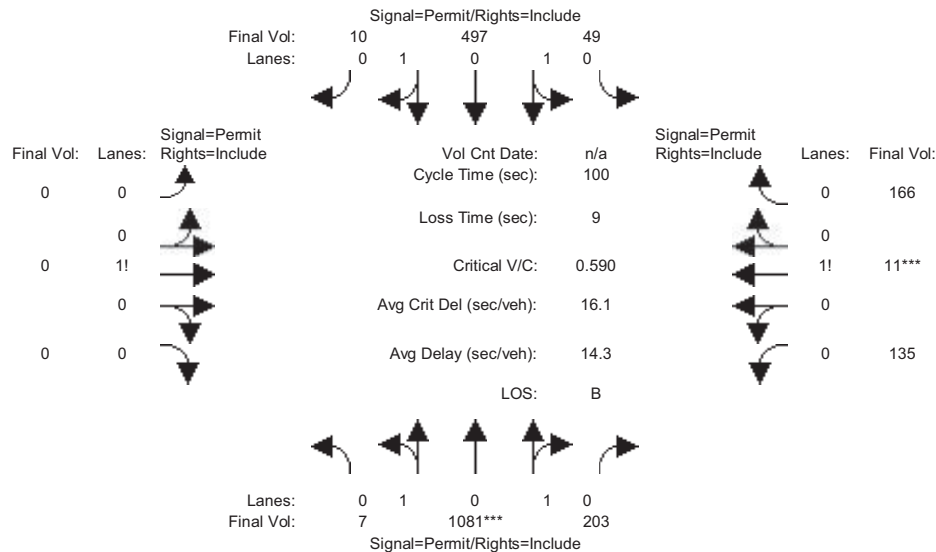
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.07	0.23	0.23	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	50.8	50.8	50.8	50.8	50.8	50.8
Volume/Cap:	0.38	0.38	0.38	0.45	0.45	0.45	0.15	0.45	0.45	0.22	0.22	0.22
Delay/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	13.2	16.1	16.1	13.7	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	13.2	16.1	16.1	13.7	13.7	13.7
LOS by Move:	C+	C+	C+	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	7	7	7	2	8	8	3	3	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #42: Alma St / Hamilton Ave



Street Name:	Alma Street			Hamilton Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	7	1081	203	49	497	10	0	0	0	135	11	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1081	203	49	497	10	0	0	0	135	11	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1081	203	49	497	10	0	0	0	135	11	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1081	203	49	497	10	0	0	0	135	11	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1081	203	49	497	10	0	0	0	135	11	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1081	203	49	497	10	0	0	0	135	11	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.68	0.31	0.18	1.79	0.03	0.00	1.00	0.00	0.43	0.04	0.53
Final Sat.:	20	3014	566	317	3218	65	0	1750	0	757	62	931

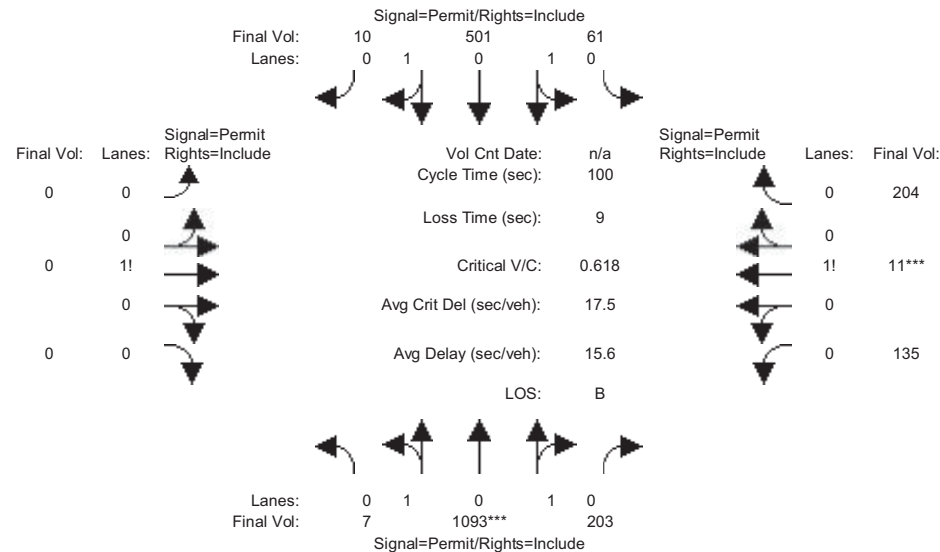
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.15	0.15	0.15	0.00	0.00	0.00	0.18	0.18	0.18
Crit Moves:	****									****		
Green Time:	60.8	60.8	60.8	60.8	60.8	60.8	0.0	0.0	0.0	30.2	30.2	30.2
Volume/Cap:	0.59	0.59	0.59	0.25	0.25	0.25	0.00	0.00	0.00	0.59	0.59	0.59
Delay/Veh:	12.4	12.4	12.4	9.2	9.2	9.2	0.0	0.0	0.0	31.4	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.4	9.2	9.2	9.2	0.0	0.0	0.0	31.4	31.4	31.4
LOS by Move:	B	B	B	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	13	13	13	4	4	4	0	0	0	9	9	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #42: Alma St / Hamilton Ave



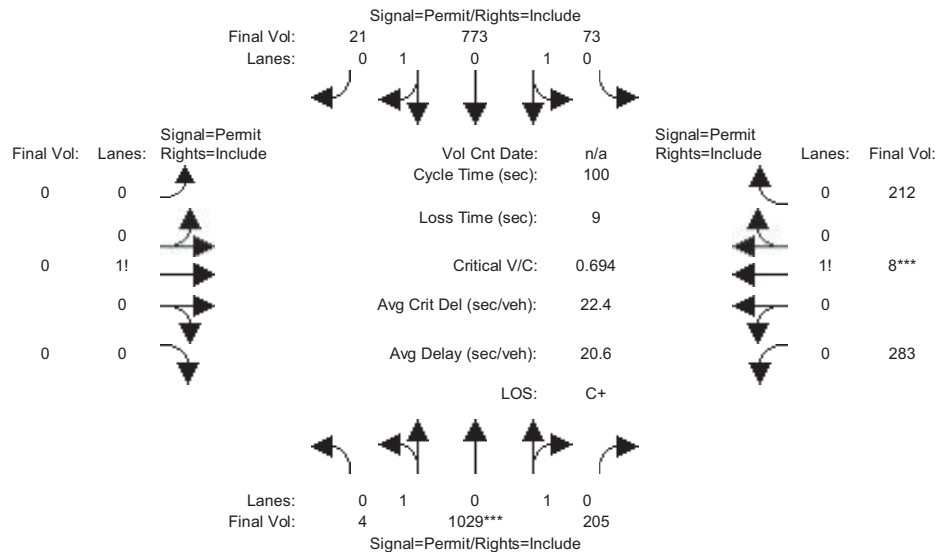
Street Name:	Alma Street			Hamilton Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:						
Base Vol:	7	1081	203	49	497	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1081	203	49	497	10
Added Vol:	0	12	0	12	4	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	7	1093	203	61	501	10
User Adj:	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
PHF Volume:	7	1093	203	61	501	10
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	7	1093	203	61	501	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1093	203	61	501	10
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.01	1.68	0.31	0.21	1.76	0.03
Final Sat.:	19	3020	561	384	3153	63
Capacity Analysis Module:						
Vol/Sat:	0.36	0.36	0.36	0.16	0.16	0.16
Crit Moves:	****			****		
Green Time:	58.6	58.6	58.6	58.6	58.6	58.6
Volume/Cap:	0.62	0.62	0.62	0.27	0.27	0.27
Delay/Veh:	14.0	14.0	14.0	10.3	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	10.3	10.3	10.3
LOS by Move:	B	B	B	B+	B+	B+
HCM2kAvgQ:	14	14	14	4	4	4

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #42: Alma St / Hamilton Ave



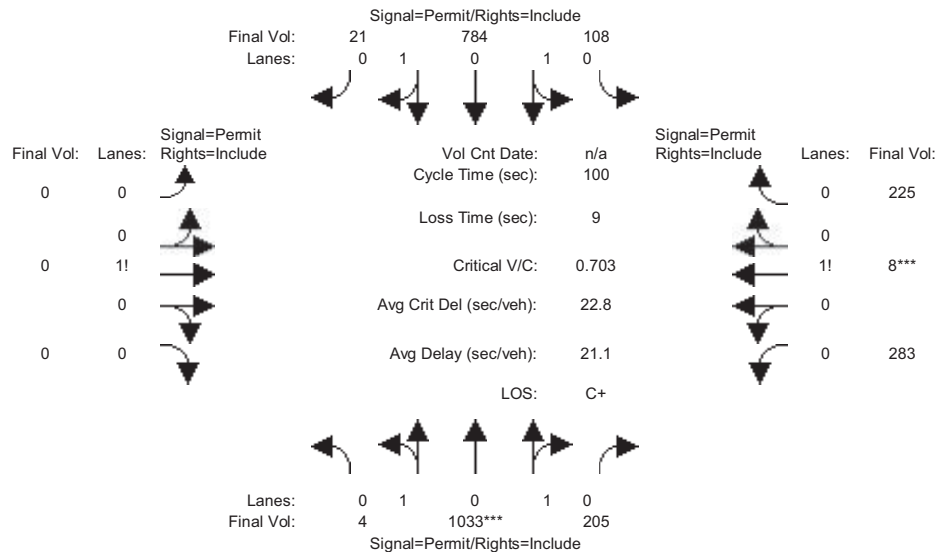
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1029	205	73	773	21	0	0	0	283	8	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1029	205	73	773	21	0	0	0	283	8	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1029	205	73	773	21	0	0	0	283	8	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1029	205	73	773	21	0	0	0	283	8	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.17	1.78	0.05	0.00	1.00	0.00	0.56	0.02	0.42
Final Sat.:	12	2992	596	303	3210	87	0	1750	0	985	28	738
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.24	0.24	0.24	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****											
Green Time:	49.6	49.6	49.6	49.6	49.6	49.6	0.0	0.0	0.0	41.4	41.4	41.4
Volume/Cap:	0.69	0.69	0.69	0.49	0.49	0.49	0.00	0.00	0.00	0.69	0.69	0.69
Delay/Veh:	20.6	20.6	20.6	17.0	17.0	17.0	0.0	0.0	0.0	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	20.6	20.6	17.0	17.0	17.0	0.0	0.0	0.0	27.0	27.0	27.0
LOS by Move:	C+	C+	C+	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	16	16	16	9	9	9	0	0	0	14	14	14

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #42: Alma St / Hamilton Ave



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1029	205	73	773	21	0	0	0	283	8	212
Added Vol:	0	4	0	35	11	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1033	205	108	784	21	0	0	0	283	8	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1033	205	108	784	21	0	0	0	283	8	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1033	205	108	784	21	0	0	0	283	8	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	1033	205	108	784	21	0	0	0	283	8	225

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.24	1.72	0.04	0.00	1.00	0.00	0.55	0.01	0.44
Final Sat.:	12	2994	594	426	3091	83	0	1750	0	960	27	763

Capacity Analysis Module:

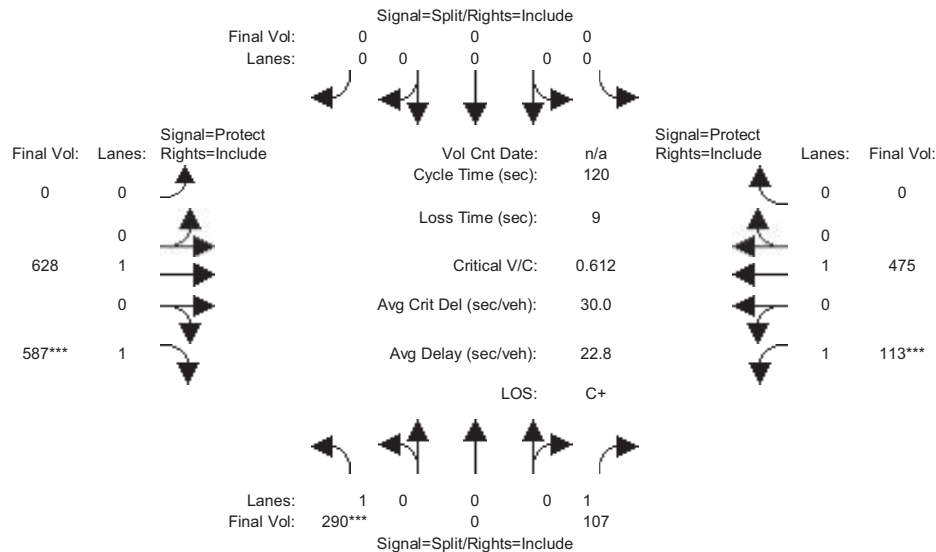
Vol/Sat:	0.35	0.35	0.35	0.25	0.25	0.25	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****									****		
Green Time:	49.1	49.1	49.1	49.1	49.1	49.1	0.0	0.0	0.0	41.9	41.9	41.9
Volume/Cap:	0.70	0.70	0.70	0.52	0.52	0.52	0.00	0.00	0.00	0.70	0.70	0.70
Delay/Veh:	21.1	21.1	21.1	17.6	17.6	17.6	0.0	0.0	0.0	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	21.1	17.6	17.6	17.6	0.0	0.0	0.0	27.0	27.0	27.0
LOS by Move:	C+	C+	C+	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	16	16	16	10	10	10	0	0	0	14	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #43: University Dr / Santa Cruz Avenue

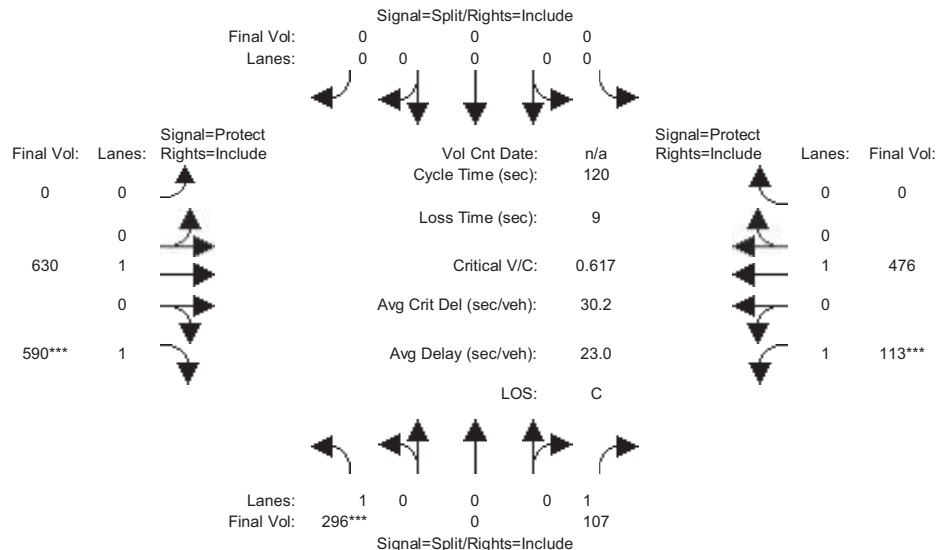


Street Name:			University Drive				Santa Cruz Avenue																
Approach:			North Bound		South Bound		East Bound			West Bound													
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R						
-----			-----				-----				-----				-----								
Min. Green:			10		0		10		0		0		10		7		10		0				
Y+R:			4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0				
-----			-----				-----				-----				-----								
Volume Module:																							
Base Vol:			290		0		107		0		0		0		628		587		113		475		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
Initial Bse:			290		0		107		0		0		0		628		587		113		475		0
Added Vol:			0		0		0		0		0		0		0		0		0		0		0
PasserByVol:			0		0		0		0		0		0		0		0		0		0		0
Initial Fut:			290		0		107		0		0		0		628		587		113		475		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
PHF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
PHF Volume:			290		0		107		0		0		0		628		587		113		475		0
Reduct Vol:			0		0		0		0		0		0		0		0		0		0		0
Reduced Vol:			290		0		107		0		0		0		628		587		113		475		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
MLF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
FinalVolume:			290		0		107		0		0		0		628		587		113		475		0
-----			-----				-----				-----				-----								
Saturation Flow Module:																							
Sat/Lane:			1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:			0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		1.00		0.92
Lanes:			1.00		0.00		1.00		0.00		0.00		0.00		0.00		1.00		1.00		1.00		0.00
Final Sat.:			1750		0		1750		0		0		0		1900		1750		1750		1900		0
-----			-----				-----				-----				-----								
Capacity Analysis Module:																							
Vol/Sat:			0.17		0.00		0.06		0.00		0.00		0.00		0.33		0.34		0.06		0.25		0.00
Crit Moves:			****														****		****				
Green Time:			32.5		0.0		32.5		0.0		0.0		0.0		65.8		65.8		12.7		78.5		0.0
Volume/Cap:			0.61		0.00		0.23		0.00		0.00		0.00		0.60		0.61		0.61		0.38		0.00
Delay/Veh:			40.6		0.0		34.2		0.0		0.0		0.0		19.3		19.6		57.2		9.8		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
AdjDel/Veh:			40.6		0.0		34.2		0.0		0.0		0.0		19.3		19.6		57.2		9.8		0.0
LOS by Move:			D		A		C-		A		A		A		B-		B-		E+		A		A
HCM2kAvgQ:			11		0		3		0		0		0		16		16		5		8		0
Note: Queue reported is the number of cars per lane.																							

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #43: University Dr / Santa Cruz Avenue



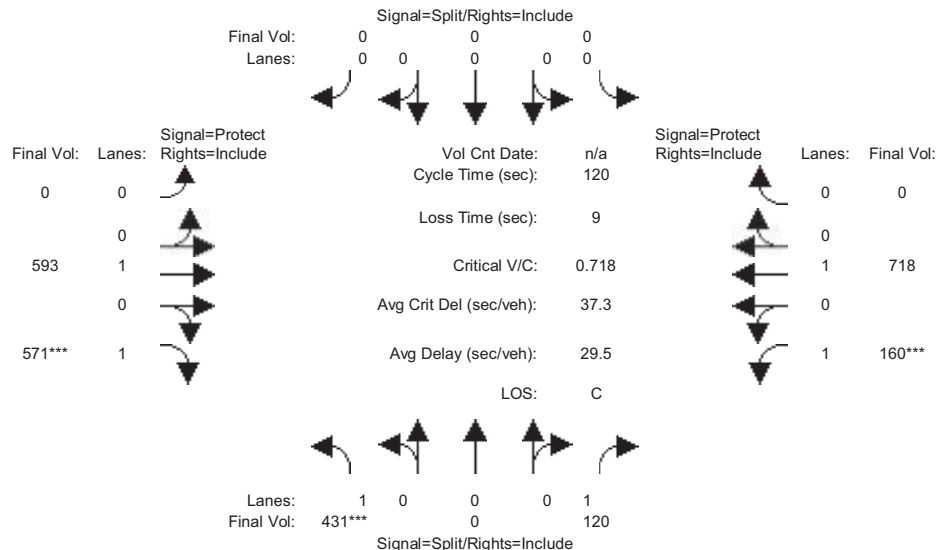
Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		0		10		0		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:												
Base Vol:	290		0		107		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	290		0		107		0		0		0	
Added Vol:	6		0		0		0		2		3	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	296		0		107		0		630		590	
User Adj:	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	
PHF Volume:	296		0		107		0		630		590	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	296		0		107		0		630		590	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	296		0		107		0		630		590	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92		0.92		1.00		0.92	
Lanes:	1.00		0.00		1.00		0.00		1.00		1.00	
Final Sat.:	1750		0		1750		0		1900		1750	
Capacity Analysis Module:												
Vol/Sat:	0.17		0.00		0.06		0.00		0.33		0.34	
Crit Moves:	***										***	
Green Time:	32.9		0.0		32.9		0.0		65.6		65.6	
Volume/Cap:	0.62		0.00		0.22		0.00		0.61		0.62	
Delay/Veh:	40.5		0.0		33.9		0.0		19.5		19.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	40.5		0.0		33.9		0.0		19.5		19.9	
LOS by Move:	D		A		C-		A		A		B-	
HCM2kAvgQ:	11		0		3		0		16		16	

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #43: University Dr / Santa Cruz Avenue



Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	431	0	120	0	0	0	0	593	571	160	718	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:	431	0	120	0	0	0	0	593	571	160	718	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	0	120	0	0	0	0	593	571	160	718	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:	431	0	120	0	0	0	0	593	571	160	718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	0	120	0	0	0	0	593	571	160	718	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	431	0	120	0	0	0	0	593	571	160	718	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0

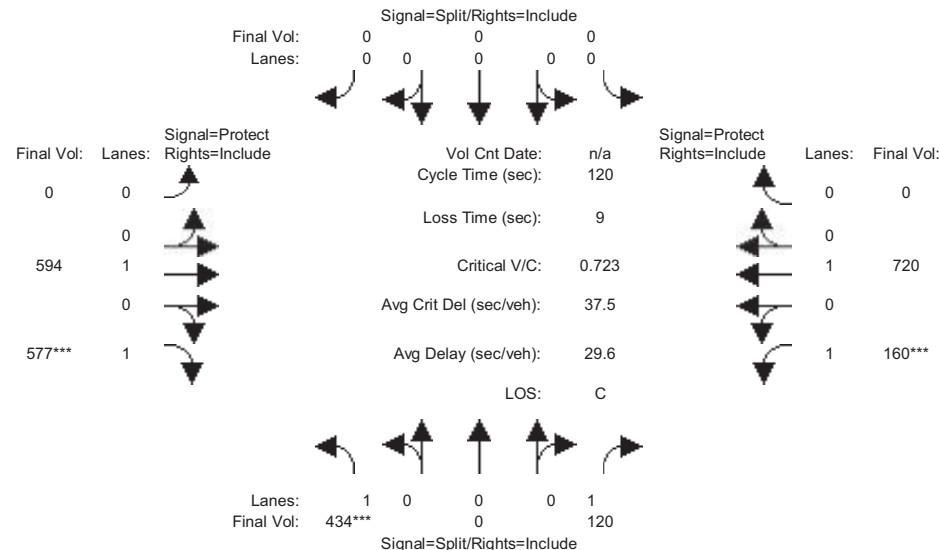
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.00	0.00	0.31	0.33	0.09	0.38	0.00
Crit Moves:	***								***	***		
Green Time:	41.2	0.0	41.2	0.0	0.0	0.0	0.0	54.5	54.5	15.3	69.8	0.0
Volume/Cap:	0.72	0.00	0.20	0.00	0.00	0.00	0.00	0.69	0.72	0.72	0.65	0.00
Delay/Veh:	38.5	0.0	28.0	0.0	0.0	0.0	0.0	28.3	29.7	61.0	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	0.0	28.0	0.0	0.0	0.0	0.0	28.3	29.7	61.0	18.2	0.0
LOS by Move:	D+	A	C	A	A	A	A	C	C	E	B-	A
HCM2kAvgQ:	16	0	3	0	0	0	0	18	19	8	18	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #43: University Dr / Santa Cruz Avenue

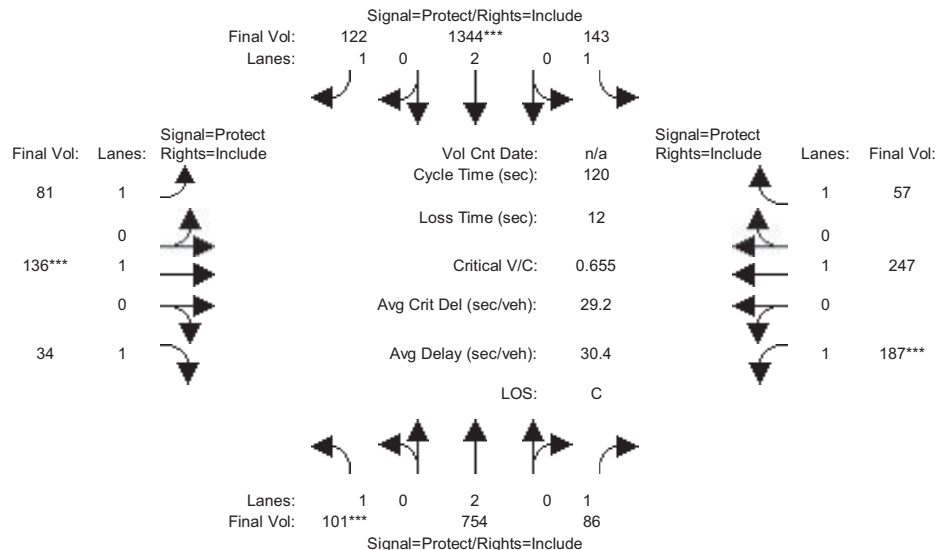


Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	431	0	120	0	0	0	0	593	571	160	718	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:	431	0	120	0	0	0	0	593	571	160	718	0
Added Vol:	3	0	0	0	0	0	0	1	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	0	120	0	0	0	0	594	577	160	720	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:	434	0	120	0	0	0	0	594	577	160	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	0	120	0	0	0	0	594	577	160	720	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:	434	0	120	0	0	0	0	594	577	160	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.00	0.00	0.31	0.33	0.09	0.38	0.00
Crit Moves:	***								***	***		
Green Time:	41.1	0.0	41.1	0.0	0.0	0.0	0.0	54.7	54.7	15.2	69.9	0.0
Volume/Cap:	0.72	0.00	0.20	0.00	0.00	0.00	0.00	0.69	0.72	0.72	0.65	0.00
Delay/Veh:	38.8	0.0	28.0	0.0	0.0	0.0	0.0	28.2	29.8	61.6	18.3	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:	38.8	0.0	28.0	0.0	0.0	0.0	0.0	28.2	29.8	61.6	18.3	0.0
LOS by Move:	D+	A	C	A	A	A	A	C	C	E	B-	A
HCM2kAvgQ:	16	0	3	0	0	0	0	18	19	8	18	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	754	86	143	1344	122	81	136	34	187	247	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	754	86	143	1344	122	81	136	34	187	247	57
User Adj:	1.00	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:	101	754	86	143	1344	122	81	136	34	187	247	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	754	86	143	1344	122	81	136	34	187	247	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

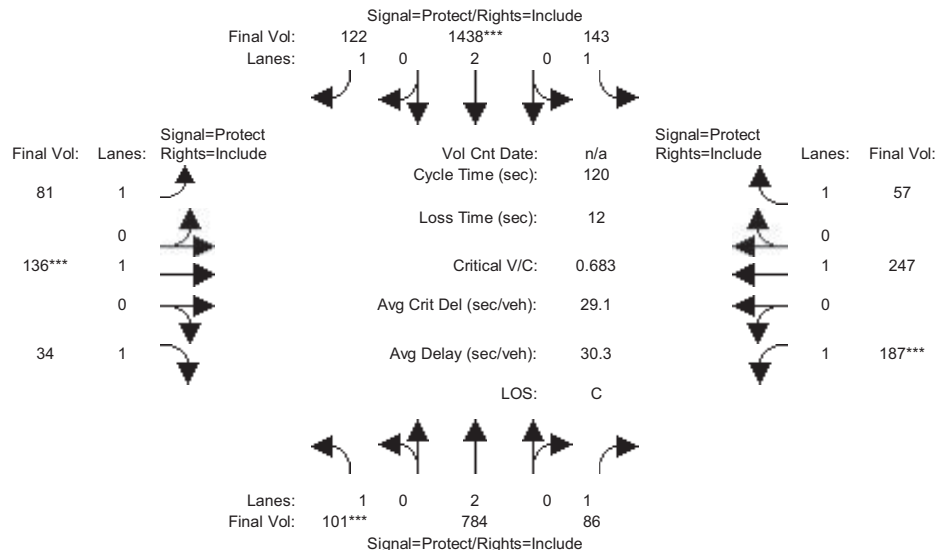
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.05	0.08	0.35	0.07	0.05	0.07	0.02	0.11	0.13	0.03
Crit Moves:	***				***		***			***		
Green Time:	10.6	53.4	53.4	22.0	64.8	64.8	10.1	13.1	13.1	19.6	22.6	22.6
Volume/Cap:	0.66	0.45	0.11	0.45	0.66	0.13	0.55	0.66	0.18	0.66	0.69	0.17
Delay/Veh:	62.7	23.3	19.5	44.6	20.5	13.7	57.1	58.7	49.0	52.5	51.2	41.2
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:	62.7	23.3	19.5	44.6	20.5	13.7	57.1	58.7	49.0	52.5	51.2	41.2
LOS by Move:	E	C	B-	D	C+	B	E+	E+	D	D-	D-	D
HCM2kAvgQ:	4	9	2	5	17	2	4	6	1	8	10	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	754	86	143	1344	122	81	136	34	187	247	57
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	784	86	143	1438	122	81	136	34	187	247	57
User Adj:	1.00	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:	101	784	86	143	1438	122	81	136	34	187	247	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	784	86	143	1438	122	81	136	34	187	247	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	784	86	143	1438	122	81	136	34	187	247	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

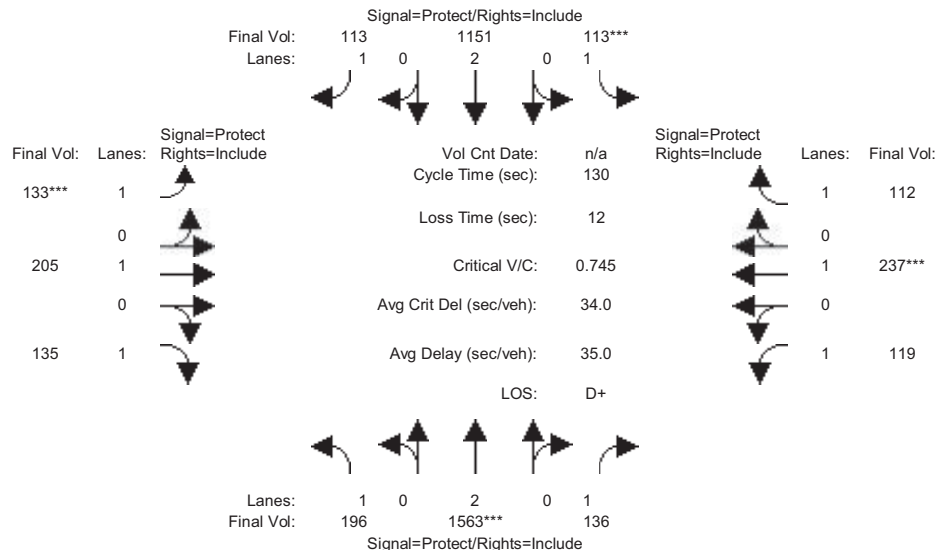
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.05	0.08	0.38	0.07	0.05	0.07	0.02	0.11	0.13	0.03
Crit Moves:	***			***			***			***		
Green Time:	10.1	54.9	54.9	21.7	66.5	66.5	9.7	12.6	12.6	18.8	21.6	21.6
Volume/Cap:	0.68	0.45	0.11	0.45	0.68	0.13	0.57	0.68	0.19	0.68	0.72	0.18
Delay/Veh:	65.7	22.4	18.6	44.8	20.1	12.9	58.7	61.1	49.5	54.7	53.6	41.9
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:	65.7	22.4	18.6	44.8	20.1	12.9	58.7	61.1	49.5	54.7	53.6	41.9
LOS by Move:	E	C+	B-	D	C+	B	E+	E	D	D-	D-	D
HCM2kAvgQ:	4	10	2	5	18	2	4	6	1	8	10	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1563	136	113	1151	113	133	205	135	119	237	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1563	136	113	1151	113	133	205	135	119	237	112
User Adj:	1.00	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:	196	1563	136	113	1151	113	133	205	135	119	237	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1563	136	113	1151	113	133	205	135	119	237	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

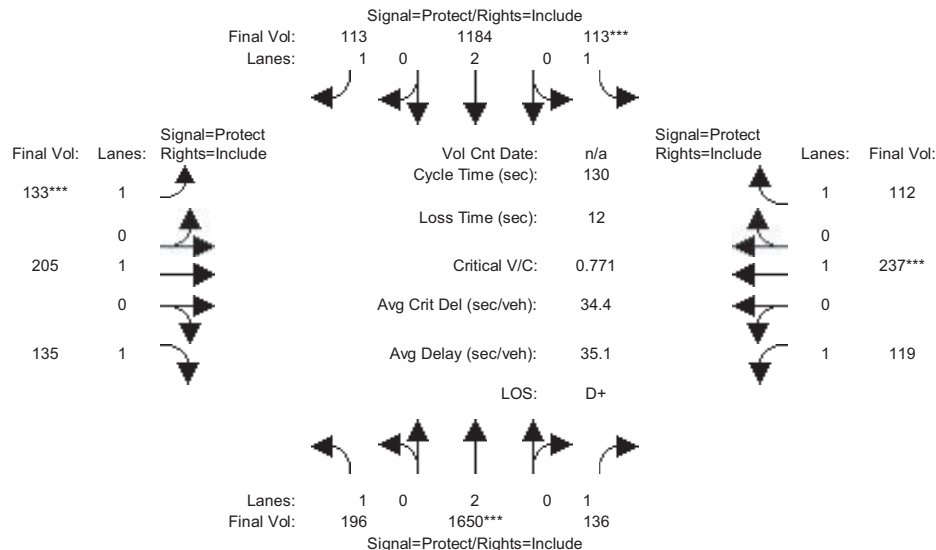
Vol/Sat:	0.11	0.41	0.08	0.06	0.30	0.06	0.08	0.11	0.08	0.07	0.12	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.4	71.7	71.7	11.3	60.6	60.6	13.3	21.5	21.5	13.5	21.8	21.8
Volume/Cap:	0.65	0.75	0.14	0.75	0.65	0.14	0.75	0.65	0.47	0.65	0.75	0.38
Delay/Veh:	55.1	23.7	14.2	76.1	27.4	19.9	72.4	55.7	50.3	64.2	60.7	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:	55.1	23.7	14.2	76.1	27.4	19.9	72.4	55.7	50.3	64.2	60.7	49.0
LOS by Move:	E+	C	B	E-	C	B-	E	E+	D	E	E	D
HCM2kAvgQ:	8	23	3	5	17	3	7	9	6	6	11	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1563	136	113	1151	113	133	205	135	119	237	112
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1650	136	113	1184	113	133	205	135	119	237	112
User Adj:	1.00	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:	196	1650	136	113	1184	113	133	205	135	119	237	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1650	136	113	1184	113	133	205	135	119	237	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1650	136	113	1184	113	133	205	135	119	237	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

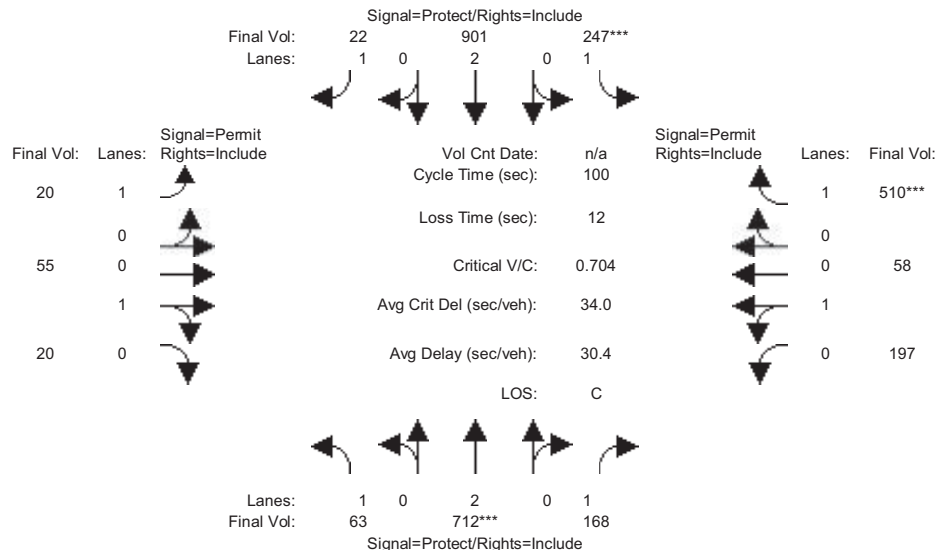
Vol/Sat:	0.11	0.43	0.08	0.06	0.31	0.06	0.08	0.11	0.08	0.07	0.12	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	73.2	73.2	10.9	61.9	61.9	12.8	20.8	20.8	13.1	21.0	21.0
Volume/Cap:	0.65	0.77	0.14	0.77	0.65	0.14	0.77	0.68	0.48	0.68	0.77	0.40
Delay/Veh:	55.4	23.7	13.5	80.1	26.8	19.1	76.1	57.4	51.0	66.4	63.5	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:	55.4	23.7	13.5	80.1	26.8	19.1	76.1	57.4	51.0	66.4	63.5	49.7
LOS by Move:	E+	C	B	F	C	B-	E-	E+	D-	E	E	D
HCM2kAvgQ:	8	25	3	5	17	3	7	9	6	6	11	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	712	168	247	901	22	20	55	20	197	58	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	712	168	247	901	22	20	55	20	197	58	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	712	168	247	901	22	20	55	20	197	58	510
User Adj:	1.00	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:	63	712	168	247	901	22	20	55	20	197	58	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	712	168	247	901	22	20	55	20	197	58	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	712	168	247	901	22	20	55	20	197	58	510

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1391	409	1750

Capacity Analysis Module:

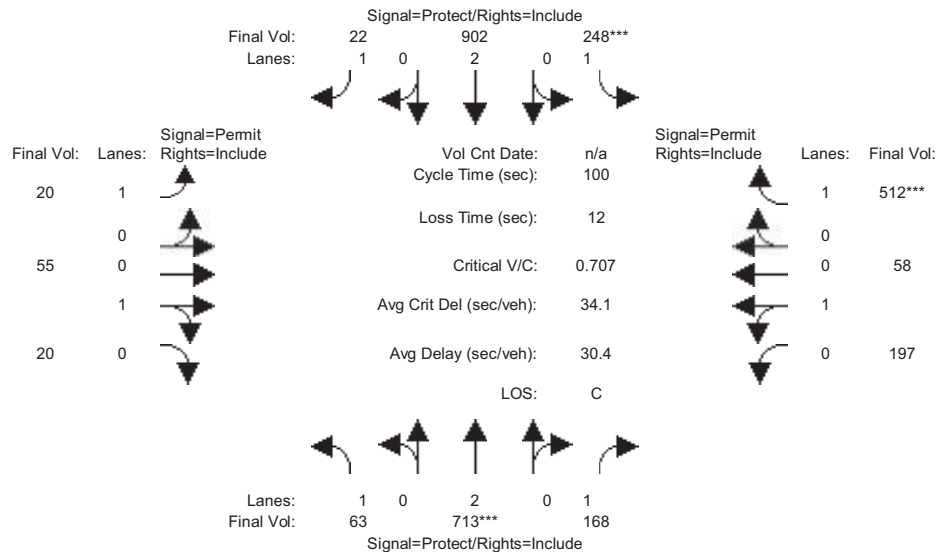
Vol/Sat:	0.04	0.19	0.10	0.14	0.24	0.01	0.01	0.04	0.04	0.14	0.14	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.6	26.6	26.6	20.0	36.0	36.0	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.34	0.70	0.36	0.70	0.66	0.03	0.03	0.10	0.10	0.34	0.34	0.70
Delay/Veh:	42.5	35.4	30.3	43.6	28.0	20.8	17.4	18.0	18.0	20.3	20.3	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	35.4	30.3	43.6	28.0	20.8	17.4	18.0	18.0	20.3	20.3	27.4
LOS by Move:	D	D+	C	D	C	C+	B	B	B	C+	C+	C
HCM2kAvgQ:	2	10	4	7	11	0	0	1	1	6	6	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	712	168	247	901	22	20	55	20	197	58	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	712	168	247	901	22	20	55	20	197	58	510
Added Vol:	0	1	0	1	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	713	168	248	902	22	20	55	20	197	58	512
User Adj:	1.00	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:	63	713	168	248	902	22	20	55	20	197	58	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	713	168	248	902	22	20	55	20	197	58	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	713	168	248	902	22	20	55	20	197	58	512

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1391	409	1750

Capacity Analysis Module:

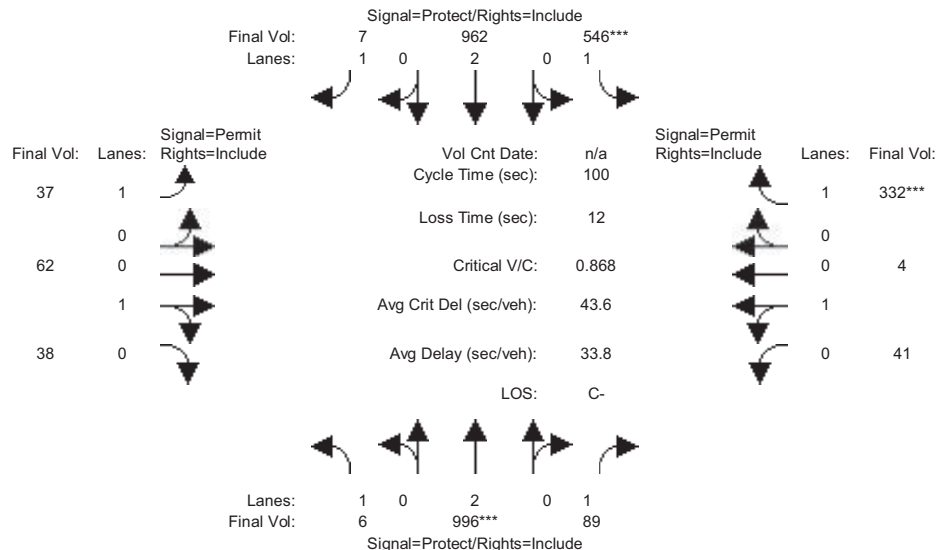
Vol/Sat:	0.04	0.19	0.10	0.14	0.24	0.01	0.01	0.04	0.04	0.14	0.14	0.29
Crit Moves:	****			****						****		
Green Time:	10.6	26.5	26.5	20.1	36.0	36.0	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.34	0.71	0.36	0.71	0.66	0.03	0.03	0.10	0.10	0.34	0.34	0.71
Delay/Veh:	42.5	35.5	30.3	43.7	28.1	20.8	17.4	18.0	18.0	20.3	20.3	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	35.5	30.3	43.7	28.1	20.8	17.4	18.0	18.0	20.3	20.3	27.5
LOS by Move:	D	D+	C	D	C	C+	B	B	B	C+	C+	C
HCM2kAvgQ:	2	10	4	7	11	0	0	1	1	6	6	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #45: Middlefield Rd / Ringwood Ave



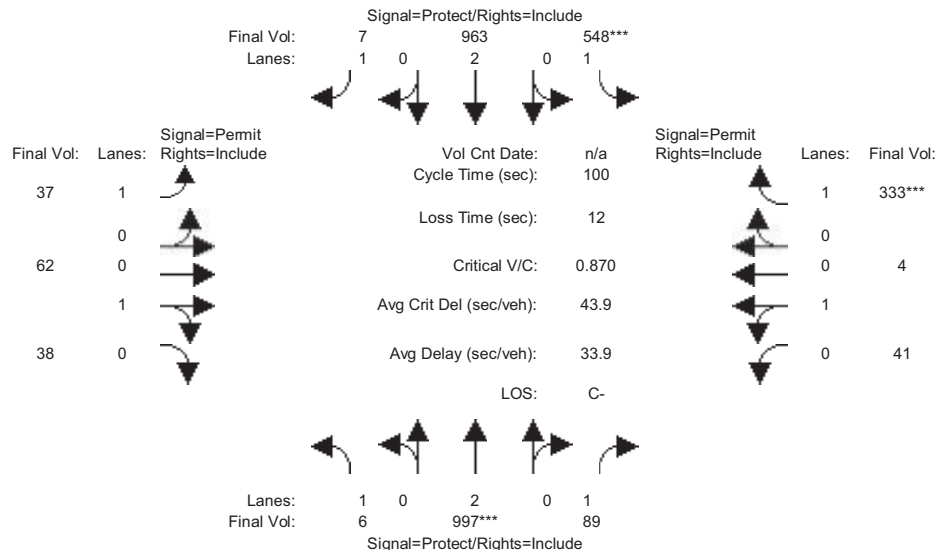
Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	996	89	546	962	7	37	62	38	41	4	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	996	89	546	962	7	37	62	38	41	4	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	996	89	546	962	7	37	62	38	41	4	332
User Adj:	1.00	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:	6	996	89	546	962	7	37	62	38	41	4	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	996	89	546	962	7	37	62	38	41	4	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	996	89	546	962	7	37	62	38	41	4	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1640	160	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.05	0.31	0.25	0.00	0.02	0.06	0.06	0.03	0.03	0.19
Crit Moves:	****			****						****		
Green Time:	14.3	30.2	30.2	35.9	51.8	51.8	21.9	21.9	21.9	21.9	21.9	21.9
Volume/Cap:	0.02	0.87	0.17	0.87	0.49	0.01	0.10	0.25	0.25	0.11	0.11	0.87
Delay/Veh:	36.9	40.3	25.8	42.1	15.7	11.7	31.3	32.7	32.7	31.4	31.4	56.3
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:	36.9	40.3	25.8	42.1	15.7	11.7	31.3	32.7	32.7	31.4	31.4	56.3
LOS by Move:	D+	D	C	D	B	B+	C	C-	C-	C	C	E+
HCM2kAvgQ:	0	16	2	16	9	0	1	3	3	1	1	14

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	996	89	546	962	7	37	62	38	41	4	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	996	89	546	962	7	37	62	38	41	4	332
Added Vol:	0	1	0	2	1	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	997	89	548	963	7	37	62	38	41	4	333
User Adj:	1.00	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:	6	997	89	548	963	7	37	62	38	41	4	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	997	89	548	963	7	37	62	38	41	4	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	997	89	548	963	7	37	62	38	41	4	333

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1640	160	1750

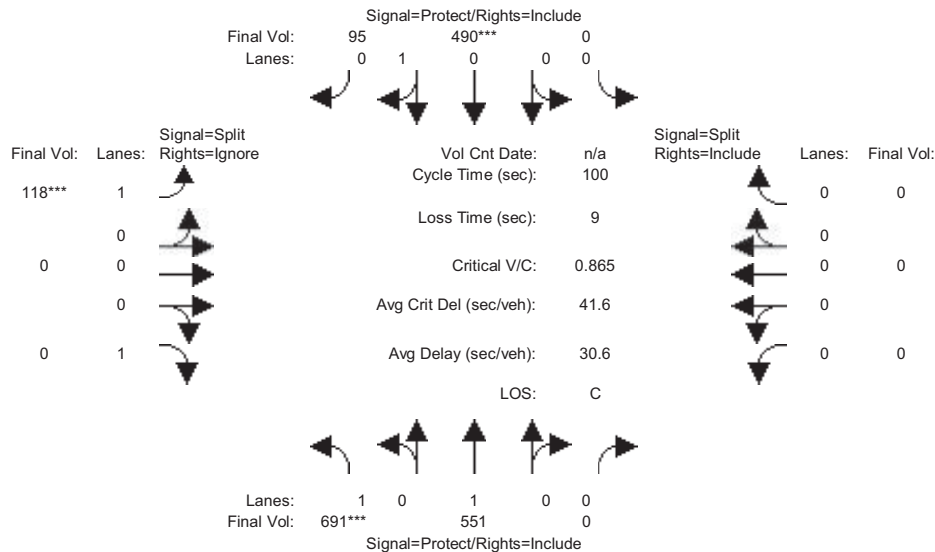
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.05	0.31	0.25	0.00	0.02	0.06	0.06	0.03	0.03	0.19
Crit Moves:	****			****						****		
Green Time:	14.3	30.1	30.1	36.0	51.8	51.8	21.9	21.9	21.9	21.9	21.9	21.9
Volume/Cap:	0.02	0.87	0.17	0.87	0.49	0.01	0.10	0.25	0.25	0.11	0.11	0.87
Delay/Veh:	36.9	40.5	25.9	42.3	15.7	11.7	31.3	32.7	32.7	31.4	31.4	56.6
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:	36.9	40.5	25.9	42.3	15.7	11.7	31.3	32.7	32.7	31.4	31.4	56.6
LOS by Move:	D+	D	C	D	B	B+	C	C-	C-	C	C	E+
HCM2kAvgQ:	0	16	2	16	9	0	1	3	3	1	1	14

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #46: Middlefield Rd / Ravenswood Ave



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	691	551	0	0	490	95	118	0	680	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:	691	551	0	0	490	95	118	0	680	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	551	0	0	490	95	118	0	680	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	691	551	0	0	490	95	118	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	551	0	0	490	95	118	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	691	551	0	0	490	95	118	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1508	292	1750	0	1750	0	0	0

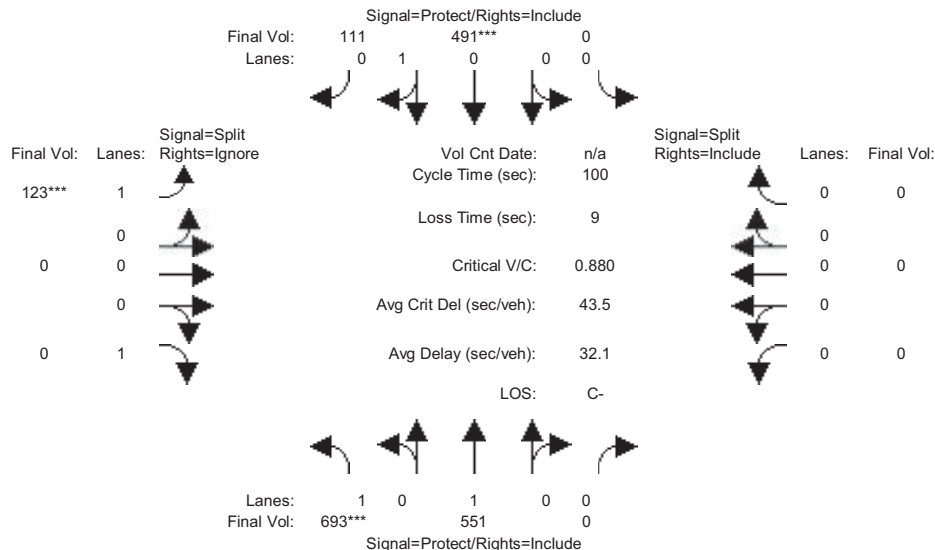
Capacity Analysis Module:												
Vol/Sat:	0.39	0.29	0.00	0.00	0.33	0.33	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	44.4	81.0	0.0	0.0	36.6	36.6	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.89	0.36	0.00	0.00	0.89	0.89	0.67	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	37.7	2.7	0.0	0.0	43.8	43.8	53.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	2.7	0.0	0.0	43.8	43.8	53.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D+	A	A	A	D	D	D-	A	A	A	A	A
HCM2kAvgQ:	22	4	0	0	21	21	4	0	0	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #46: Middlefield Rd / Ravenswood Ave



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	691	551	0	0	490	95	118	0	680	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:	691	551	0	0	490	95	118	0	680	0	0	0
Added Vol:	2	0	0	0	1	16	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	693	551	0	0	491	111	123	0	681	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	693	551	0	0	491	111	123	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	693	551	0	0	491	111	123	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	693	551	0	0	491	111	123	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1468	332	1750	0	1750	0	0	0

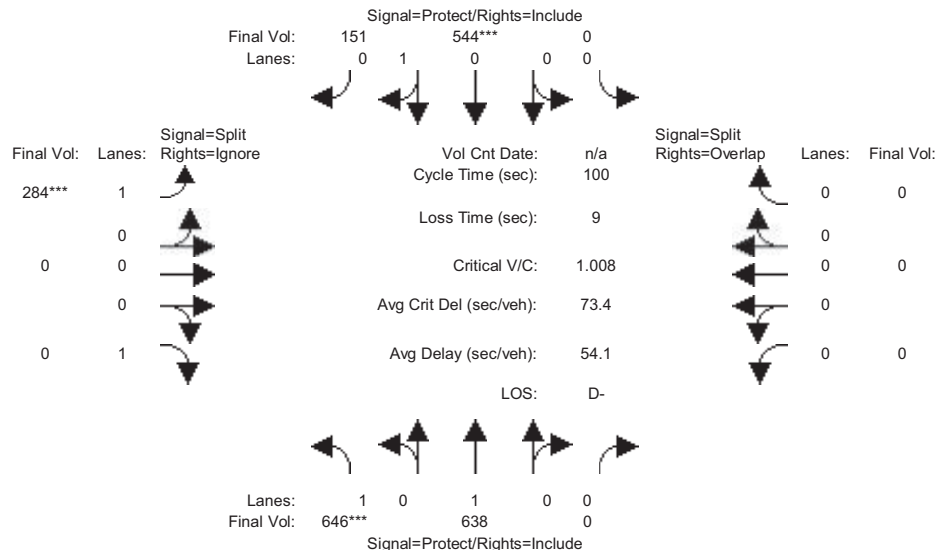
Capacity Analysis Module:												
Vol/Sat:	0.40	0.29	0.00	0.00	0.33	0.33	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	43.9	81.0	0.0	0.0	37.1	37.1	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.90	0.36	0.00	0.00	0.90	0.90	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	39.9	2.7	0.0	0.0	45.2	45.2	55.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	2.7	0.0	0.0	45.2	45.2	55.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	E+	A	A	A	A	A
HCM2kAvgQ:	22	4	0	0	22	22	4	0	0	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #46: Middlefield Rd / Ravenswood Ave



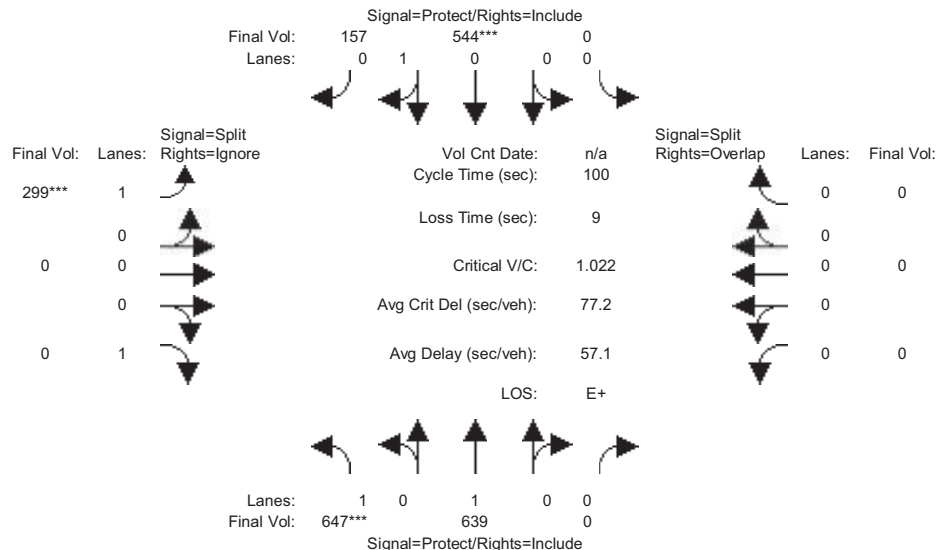
Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	646	638	0	0	544	151	284	0	803	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:	646	638	0	0	544	151	284	0	803	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	646	638	0	0	544	151	284	0	803	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	646	638	0	0	544	151	284	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	638	0	0	544	151	284	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	646	638	0	0	544	151	284	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1409	391	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.34	0.00	0.00	0.39	0.39	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	36.6	74.9	0.0	0.0	38.3	38.3	16.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.01	0.45	0.00	0.00	1.01	1.01	1.01	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	69.3	5.0	0.0	0.0	67.2	67.2	97.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	5.0	0.0	0.0	67.2	67.2	97.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	24	7	0	0	30	30	10	0	0	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #46: Middlefield Rd / Ravenswood Ave



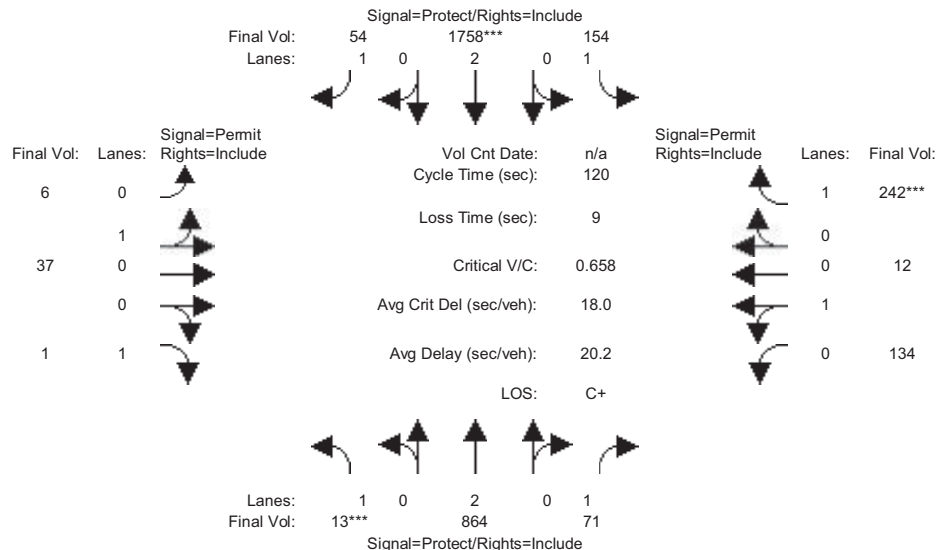
Street Name: Middlefield Road				Ravenswood Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:												
Base Vol:	646	638	0	0	544	151	284	0	803	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:	646	638	0	0	544	151	284	0	803	0	0	0
Added Vol:	1	1	0	0	0	6	15	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	639	0	0	544	157	299	0	805	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	647	639	0	0	544	157	299	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	639	0	0	544	157	299	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	647	639	0	0	544	157	299	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1397	403	1750	0	1750	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.37	0.34	0.00	0.00	0.39	0.39	0.17	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	36.2	74.3	0.0	0.0	38.1	38.1	16.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.02	0.45	0.00	0.00	1.02	1.02	1.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	73.4	5.2	0.0	0.0	71.0	71.0	100.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	5.2	0.0	0.0	71.0	71.0	100.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	25	7	0	0	31	31	11	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
Growth Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	864	71	154	1758	54	6	37	1	134	12	242
User Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	864	71	154	1758	54	6	37	1	134	12	242

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	251	1549	1750	1652	148	1750

Capacity Analysis Module:

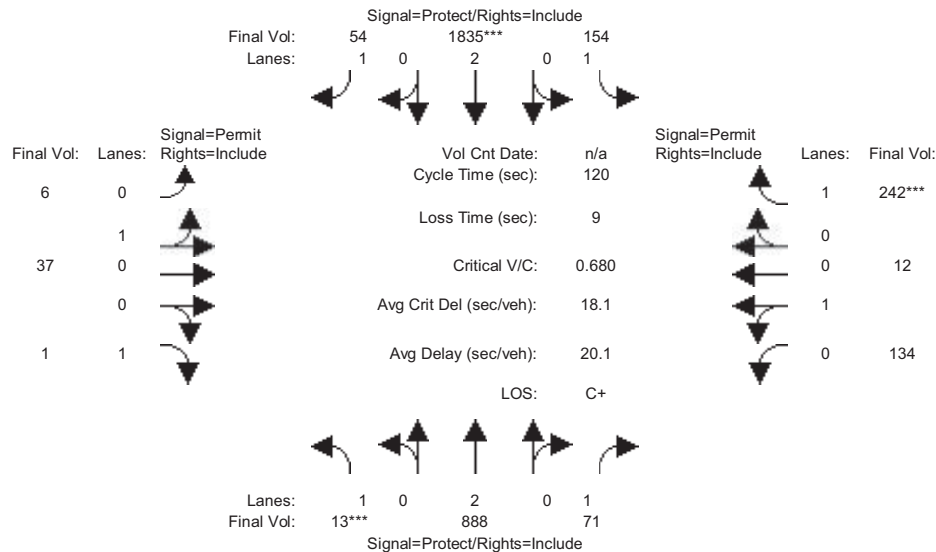
Vol/Sat:	0.01	0.23	0.04	0.09	0.46	0.03	0.02	0.02	0.00	0.08	0.08	0.14
Crit Moves:	***			***								***
Green Time:	7.0	62.8	62.8	24.3	80.1	80.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.13	0.43	0.08	0.43	0.69	0.05	0.12	0.12	0.00	0.41	0.41	0.69
Delay/Veh:	54.2	17.8	14.3	42.7	13.2	6.9	39.5	39.5	38.5	42.6	42.6	50.5
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:	54.2	17.8	14.3	42.7	13.2	6.9	39.5	39.5	38.5	42.6	42.6	50.5
LOS by Move:	D-	B	B	D	B	A	D	D	D+	D	D	D
HCM2kAvgQ:	0	9	1	6	20	1	1	1	0	5	5	10

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
Growth Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Added Vol:	0	24	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	888	71	154	1835	54	6	37	1	134	12	242
User Adj:	1.00	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	888	71	154	1835	54	6	37	1	134	12	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	888	71	154	1835	54	6	37	1	134	12	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	888	71	154	1835	54	6	37	1	134	12	242

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	251	1549	1750	1652	148	1750

Capacity Analysis Module:

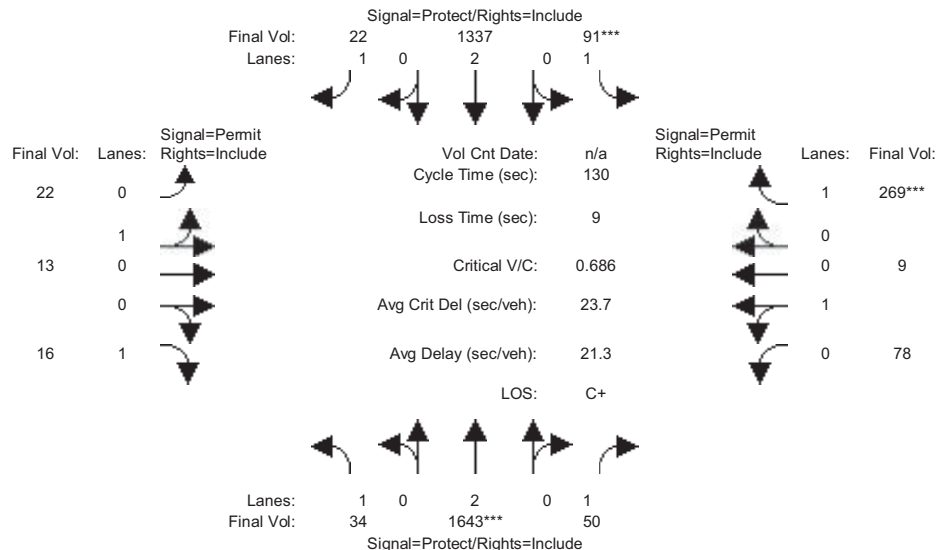
Vol/Sat:	0.01	0.23	0.04	0.09	0.48	0.03	0.02	0.02	0.00	0.08	0.08	0.14
Crit Moves:	***			***								***
Green Time:	7.0	63.8	63.8	24.0	80.8	80.8	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.13	0.44	0.08	0.44	0.72	0.05	0.12	0.12	0.00	0.42	0.42	0.72
Delay/Veh:	54.2	17.3	13.7	43.0	13.3	6.6	40.2	40.2	39.1	43.4	43.4	52.5
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:	54.2	17.3	13.7	43.0	13.3	6.6	40.2	40.2	39.1	43.4	43.4	52.5
LOS by Move:	D-	B	B	D	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	0	10	1	6	22	1	1	1	0	5	5	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1643	50	91	1337	22	22	13	16	78	9	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1643	50	91	1337	22	22	13	16	78	9	269
User Adj:	1.00	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	1643	50	91	1337	22	22	13	16	78	9	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1643	50	91	1337	22	22	13	16	78	9	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1614	186	1750

Capacity Analysis Module:

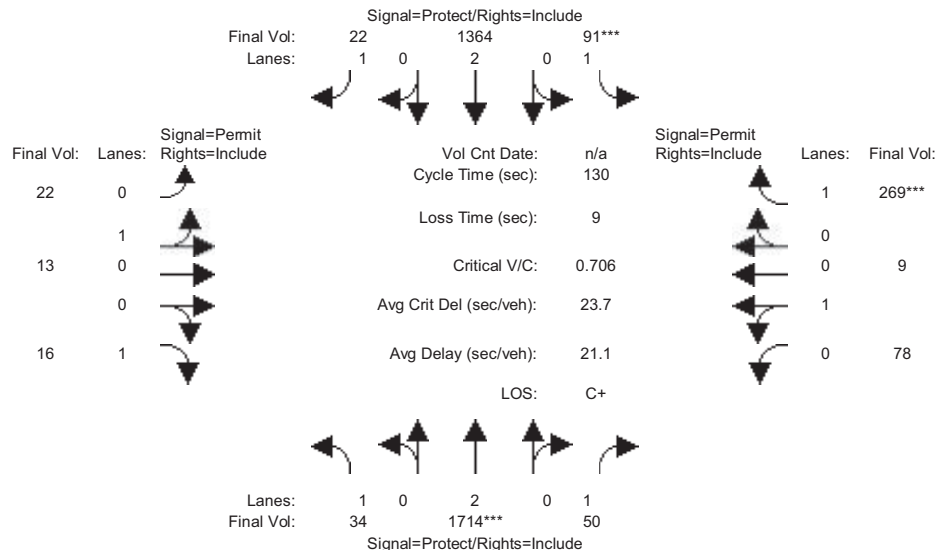
Vol/Sat:	0.02	0.43	0.03	0.05	0.35	0.01	0.02	0.02	0.01	0.05	0.05	0.15
Crit Moves:	****			****						****		
Green Time:	12.2	82.0	82.0	9.9	79.7	79.7	29.1	29.1	29.1	29.1	29.1	29.1
Volume/Cap:	0.21	0.69	0.05	0.69	0.57	0.02	0.09	0.09	0.04	0.22	0.22	0.69
Delay/Veh:	55.1	16.5	9.1	72.5	15.4	9.9	40.0	40.0	39.5	41.4	41.4	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	16.5	9.1	72.5	15.4	9.9	40.0	40.0	39.5	41.4	41.4	51.2
LOS by Move:	E+	B	A	E	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	20	1	5	16	0	1	1	1	3	3	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1643	50	91	1337	22	22	13	16	78	9	269
Added Vol:	0	71	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1714	50	91	1364	22	22	13	16	78	9	269
User Adj:	1.00	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	1714	50	91	1364	22	22	13	16	78	9	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1714	50	91	1364	22	22	13	16	78	9	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1714	50	91	1364	22	22	13	16	78	9	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1614	186	1750

Capacity Analysis Module:

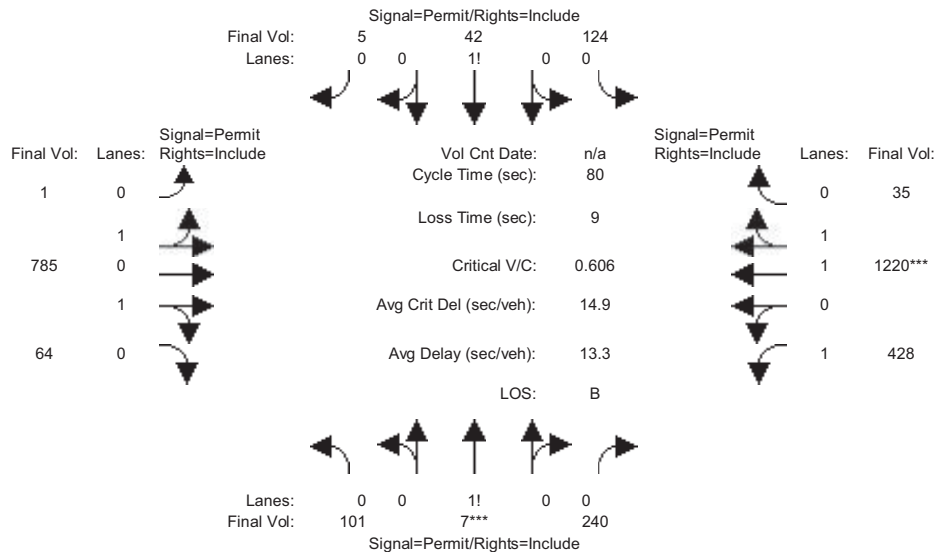
Vol/Sat:	0.02	0.45	0.03	0.05	0.36	0.01	0.02	0.02	0.01	0.05	0.05	0.15
Crit Moves:	****			****								****
Green Time:	12.1	83.1	83.1	9.6	80.6	80.6	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.21	0.71	0.04	0.71	0.58	0.02	0.09	0.09	0.04	0.22	0.22	0.71
Delay/Veh:	55.2	16.4	8.7	75.2	15.0	9.5	40.7	40.7	40.2	42.1	42.1	52.9
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:	55.2	16.4	8.7	75.2	15.0	9.5	40.7	40.7	40.2	42.1	42.1	52.9
LOS by Move:	E+	B	A	E-	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	21	1	5	16	0	1	1	1	3	3	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	7	240	124	42	5	1	785	64	428	1220	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	7	240	124	42	5	1	785	64	428	1220	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	7	240	124	42	5	1	785	64	428	1220	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	7	240	124	42	5	1	785	64	428	1220	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.72	0.25	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	508	35	1207	1269	430	51	4	3325	271	1750	3597	103

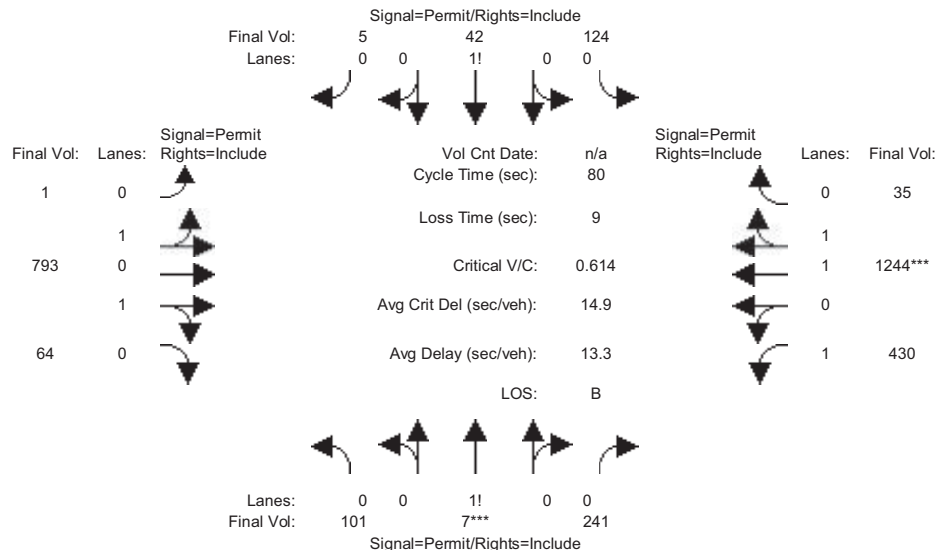
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.24	0.24	0.24	0.24	0.34	0.34
Crit Moves:	****									****		
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	44.8	44.8	44.8	44.8	44.8	44.8
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.30	0.42	0.42	0.42	0.44	0.61	0.61
Delay/Veh:	24.4	24.4	24.4	20.3	20.3	20.3	10.3	10.3	10.3	10.6	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	24.4	20.3	20.3	20.3	10.3	10.3	10.3	10.6	12.3	12.3
LOS by Move:	C	C	C	C+	C+	C+	B+	B+	B+	B+	B	B
HCM2kAvgQ:	9	9	9	3	3	3	6	6	6	7	11	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	7	240	124	42	5	1	785	64	428	1220	35
Added Vol:	0	0	1	0	0	0	0	8	0	2	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	7	241	124	42	5	1	793	64	430	1244	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	7	241	124	42	5	1	793	64	430	1244	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	7	241	124	42	5	1	793	64	430	1244	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	7	241	124	42	5	1	793	64	430	1244	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.72	0.25	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	506	35	1208	1269	430	51	4	3327	269	1750	3599	101

Capacity Analysis Module:

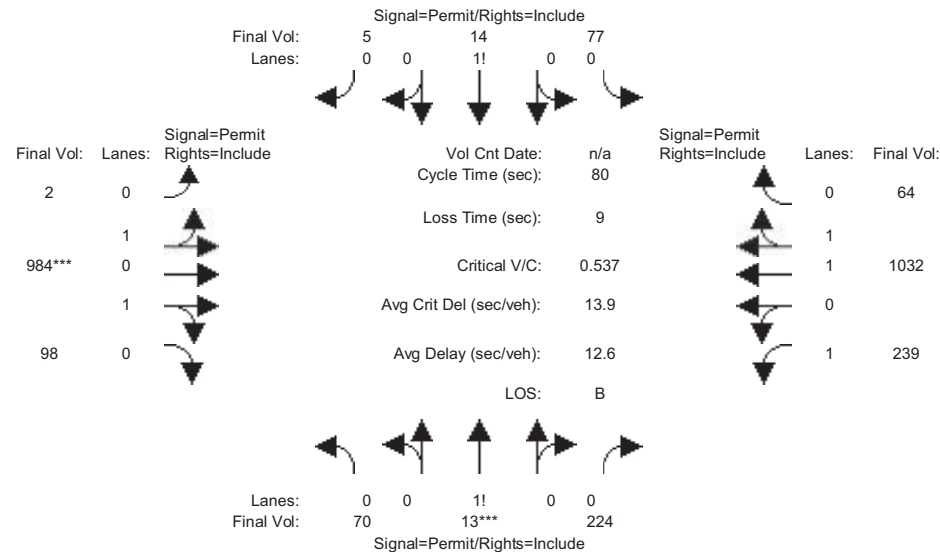
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.24	0.24	0.24	0.25	0.35	0.35
Crit Moves:	****									****		
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.30	0.42	0.42	0.42	0.44	0.61	0.61
Delay/Veh:	24.8	24.8	24.8	20.5	20.5	20.5	10.2	10.2	10.2	10.4	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:	24.8	24.8	24.8	20.5	20.5	20.5	10.2	10.2	10.2	10.4	12.2	12.2
LOS by Move:	C	C	C	C+	C+	C+	B+	B+	B+	B+	B	B
HCM2kAvgQ:	9	9	9	4	4	4	7	7	7	7	11	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	13	224	77	14	5	2	984	98	239	1032	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	13	224	77	14	5	2	984	98	239	1032	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	13	224	77	14	5	2	984	98	239	1032	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	13	224	77	14	5	2	984	98	239	1032	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.81	0.18	1.00	1.88	0.12
Final Sat.:	399	74	1277	1404	255	91	7	3268	325	1750	3484	216

Capacity Analysis Module:

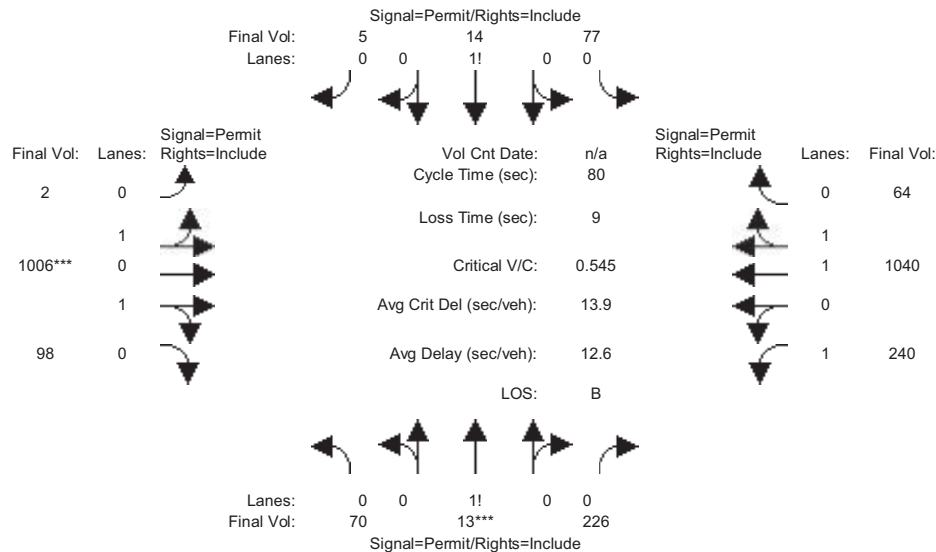
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.30	0.30	0.30	0.14	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	44.9	44.9	44.9	44.9	44.9	44.9
Volume/Cap:	0.54	0.54	0.54	0.17	0.17	0.17	0.54	0.54	0.54	0.24	0.53	0.53
Delay/Veh:	23.0	23.0	23.0	19.3	19.3	19.3	11.3	11.3	11.3	9.1	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	23.0	19.3	19.3	19.3	11.3	11.3	11.3	9.1	11.2	11.2
LOS by Move:	C	C	C	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	7	7	7	2	2	2	9	9	9	3	9	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	13	224	77	14	5	2	984	98	239	1032	64
Added Vol:	0	0	2	0	0	0	0	22	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	13	226	77	14	5	2	1006	98	240	1040	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	13	226	77	14	5	2	1006	98	240	1040	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	13	226	77	14	5	2	1006	98	240	1040	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	13	226	77	14	5	2	1006	98	240	1040	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.82	0.17	1.00	1.88	0.12
Final Sat.:	396	74	1280	1404	255	91	7	3275	319	1750	3485	214

Capacity Analysis Module:

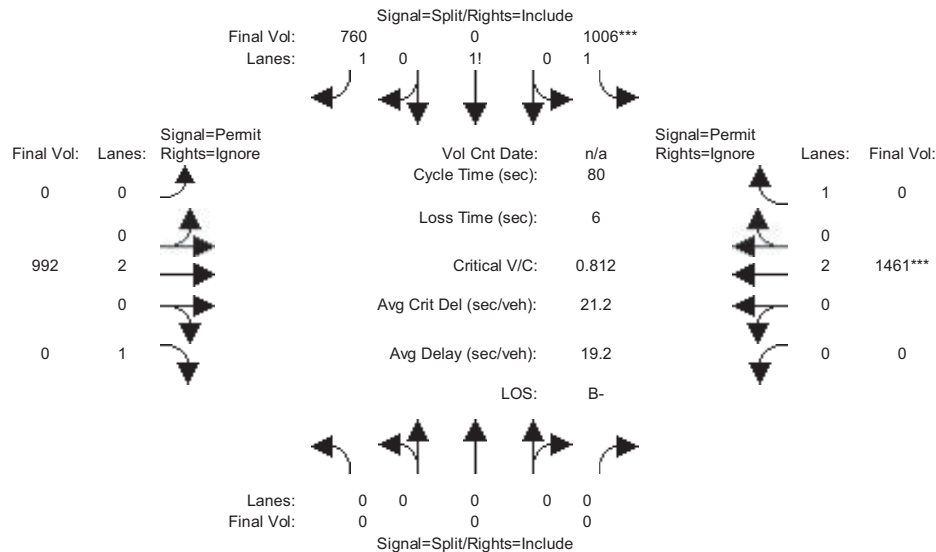
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.31	0.31	0.31	0.14	0.30	0.30
Crit Moves:	****						****					
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	45.1	45.1	45.1	45.1	45.1	45.1
Volume/Cap:	0.55	0.55	0.55	0.17	0.17	0.17	0.55	0.55	0.55	0.24	0.53	0.53
Delay/Veh:	23.3	23.3	23.3	19.5	19.5	19.5	11.3	11.3	11.3	9.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	23.3	19.5	19.5	19.5	11.3	11.3	11.3	9.0	11.1	11.1
LOS by Move:	C	C	C	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	7	7	7	2	2	2	9	9	9	3	9	9

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1006	0	760	0	992	679	0	1461	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:	0	0	0	1006	0	760	0	992	679	0	1461	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	0	760	0	992	679	0	1461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	0	760	0	992	0	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	0	760	0	992	0	0	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1006	0	760	0	992	0	0	1461	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.57	0.00	1.43	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2747	0	2503	0	3800	1750	0	3800	1750

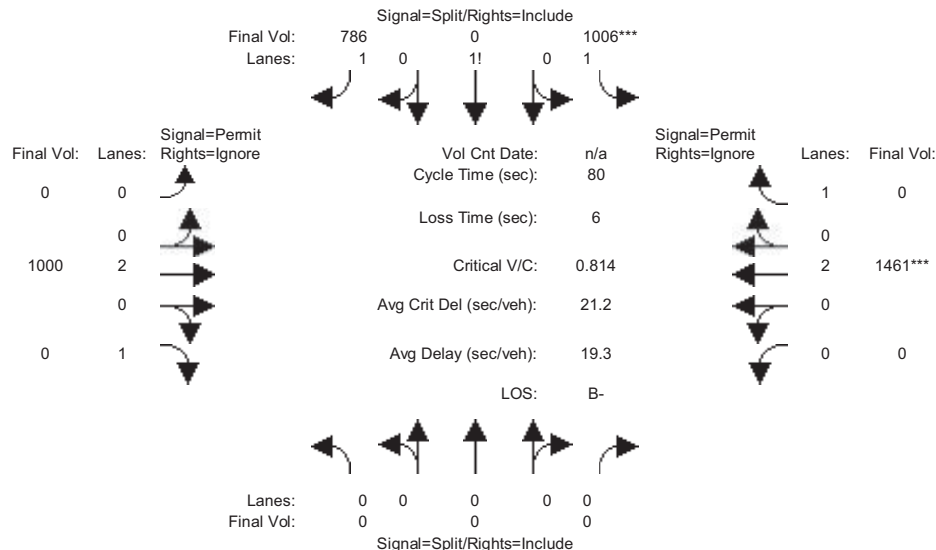
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.30	0.00	0.26	0.00	0.00	0.38	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	0.0	37.9	0.0	0.0	37.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.67	0.00	0.55	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.0	0.0	15.4	0.0	0.0	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.4	0.0	18.0	0.0	15.4	0.0	0.0	20.9	0.0
LOS by Move:	A	A	A	C+	A	B	A	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	17	0	12	0	9	0	0	16	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1006	0	760	0	992	679	0	1461	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:	0	0	0	1006	0	760	0	992	679	0	1461	194
Added Vol:	0	0	0	0	0	26	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	0	786	0	1000	679	0	1461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	0	786	0	1000	0	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	0	786	0	1000	0	0	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1006	0	786	0	1000	0	0	1461	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2732	0	2518	0	3800	1750	0	3800	1750

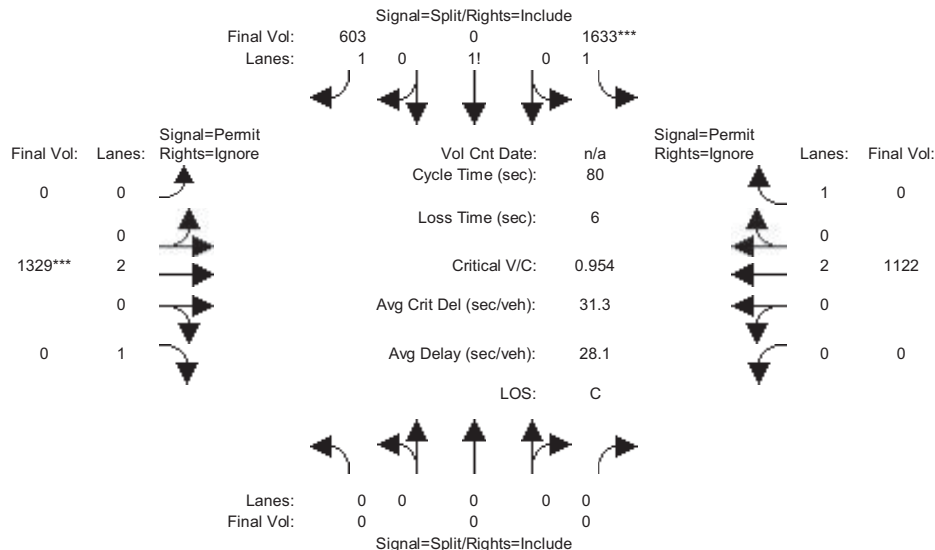
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.26	0.00	0.00	0.38	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	36.2	0.0	36.2	0.0	37.8	0.0	0.0	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.69	0.00	0.56	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.2	0.0	15.5	0.0	0.0	21.0	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	21.4	0.0	18.2	0.0	15.5	0.0	0.0	21.0	0.0
LOS by Move:	A	A	A	C+	A	B-	A	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	17	0	13	0	9	0	0	16	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1633	0	603	0	1329	942	0	1122	349
Growth Adj:	1.00	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	1633	0	603	0	1329	942	0	1122	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1633	0	603	0	1329	942	0	1122	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1633	0	603	0	1329	0	0	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1633	0	603	0	1329	0	0	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1633	0	603	0	1329	0	0	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3066	0	2227	0	3800	1750	0	3800	1750

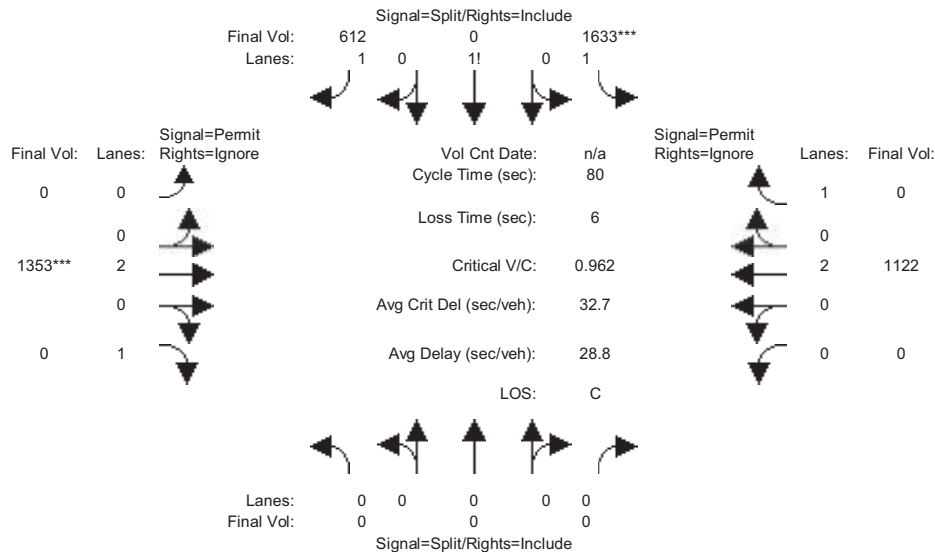
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.00	0.27	0.00	0.35	0.00	0.00	0.30	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	44.7	0.0	44.7	0.0	29.3	0.0	0.0	29.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.48	0.00	0.95	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	26.6	0.0	10.8	0.0	39.2	0.0	0.0	26.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.6	0.0	10.8	0.0	39.2	0.0	0.0	26.3	0.0
LOS by Move:	A	A	A	C	A	B+	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	30	0	8	0	19	0	0	13	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1633	0	603	0	1329	942	0	1122	349
Growth Adj:	1.00	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	1633	0	603	0	1329	942	0	1122	349
Added Vol:	0	0	0	0	0	9	0	24	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1633	0	612	0	1353	942	0	1122	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1633	0	612	0	1353	0	0	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1633	0	612	0	1353	0	0	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1633	0	612	0	1353	0	0	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.72	0.00	1.28	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3061	0	2232	0	3800	1750	0	3800	1750

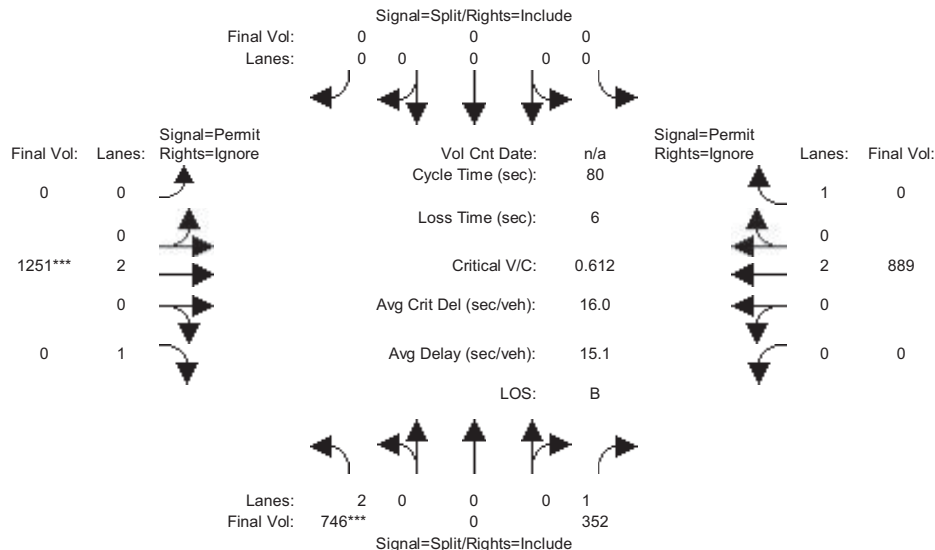
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.00	0.27	0.00	0.36	0.00	0.00	0.30	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	44.4	0.0	44.4	0.0	29.6	0.0	0.0	29.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.49	0.00	0.96	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	28.1	0.0	11.0	0.0	40.4	0.0	0.0	25.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.1	0.0	11.0	0.0	40.4	0.0	0.0	25.8	0.0
LOS by Move:	A	A	A	C	A	B+	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	31	0	8	0	20	0	0	13	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #50: US 101 NB Ramp / Marsh Rd



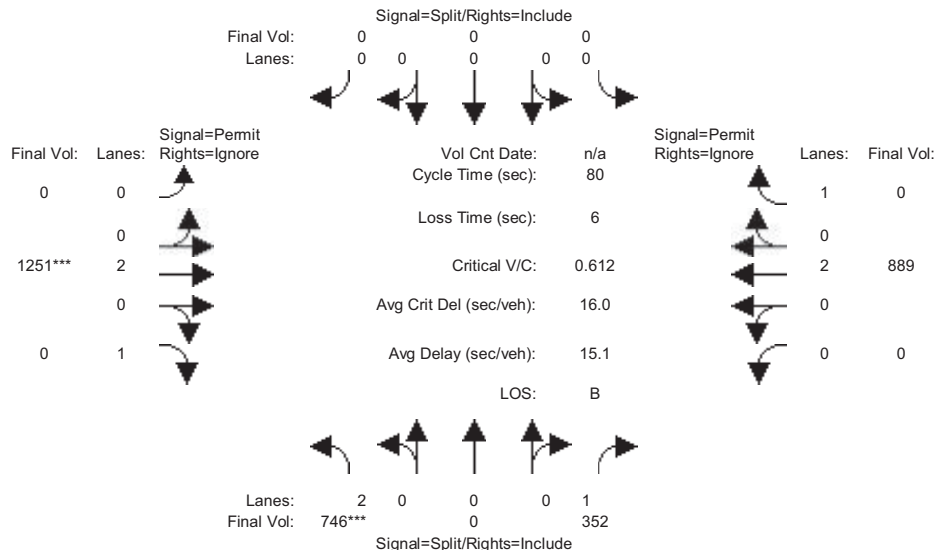
Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	746	0	352	0	0	0	0	1251	734	0	889	2009
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	0	352	0	0	0	0	1251	734	0	889	2009
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	0	352	0	0	0	0	1251	734	0	889	2009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	746	0	352	0	0	0	0	1251	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	352	0	0	0	0	1251	0	0	889	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	746	0	352	0	0	0	0	1251	0	0	889	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Crit Moves:	***							***				
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.61	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.43	0.00
Delay/Veh:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	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:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
LOS by Move:	C+	A	B-	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	10	0	8	0	0	0	0	10	0	0	6	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #50: US 101 NB Ramp / Marsh Rd



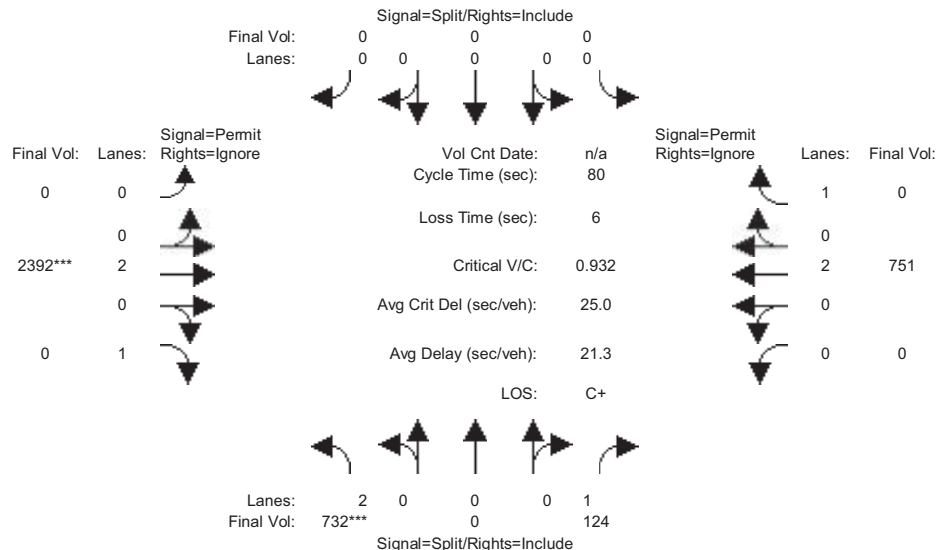
Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	746	0	352	0	0	0	0	1251	734	0	889	2009
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	0	352	0	0	0	0	1251	734	0	889	2009
Added Vol:	0	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	0	352	0	0	0	0	1251	742	0	889	2009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	746	0	352	0	0	0	0	1251	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	352	0	0	0	0	1251	0	0	889	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	746	0	352	0	0	0	0	1251	0	0	889	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Crit Moves:	****							****				
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.61	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.43	0.00
Delay/Veh:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	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:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
LOS by Move:	C+	A	B-	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	10	0	8	0	0	0	0	10	0	0	6	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	732	0	124	0	0	0	0	2392	528	0	751	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	732	0	124	0	0	0	0	2392	528	0	751	1208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	732	0	124	0	0	0	0	2392	528	0	751	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	732	0	124	0	0	0	0	2392	0	0	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	732	0	124	0	0	0	0	2392	0	0	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	732	0	124	0	0	0	0	2392	0	0	751	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

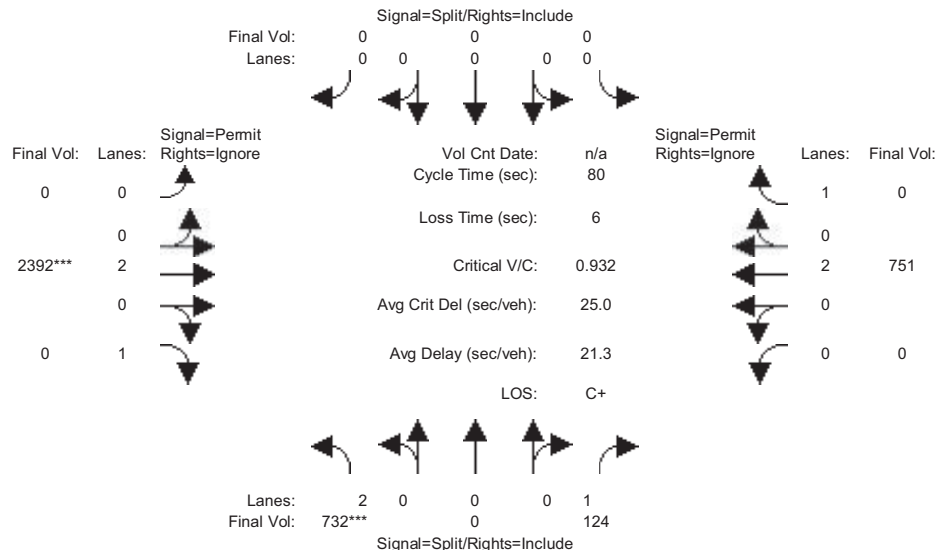
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.20	0.00
Crit Moves:	***							***				
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.93	0.00	0.28	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.29	0.00
Delay/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	15	0	3	0	0	0	0	25	0	0	4	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	732	0	124	0	0	0	0	2392	528	0	751	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	732	0	124	0	0	0	0	2392	528	0	751	1208
Added Vol:	0	0	0	0	0	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	732	0	124	0	0	0	0	2392	552	0	751	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	732	0	124	0	0	0	0	2392	0	0	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	732	0	124	0	0	0	0	2392	0	0	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	732	0	124	0	0	0	0	2392	0	0	751	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

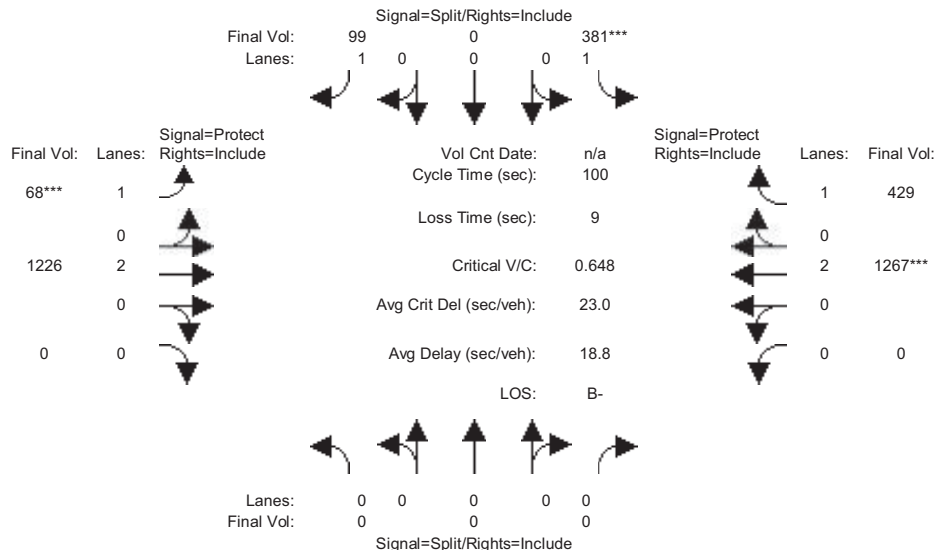
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.20	0.00
Crit Moves:	***							***				
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.93	0.00	0.28	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.29	0.00
Delay/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	15	0	3	0	0	0	0	25	0	0	4	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
Growth Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	99	68	1226	0	0	1267	429
User Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

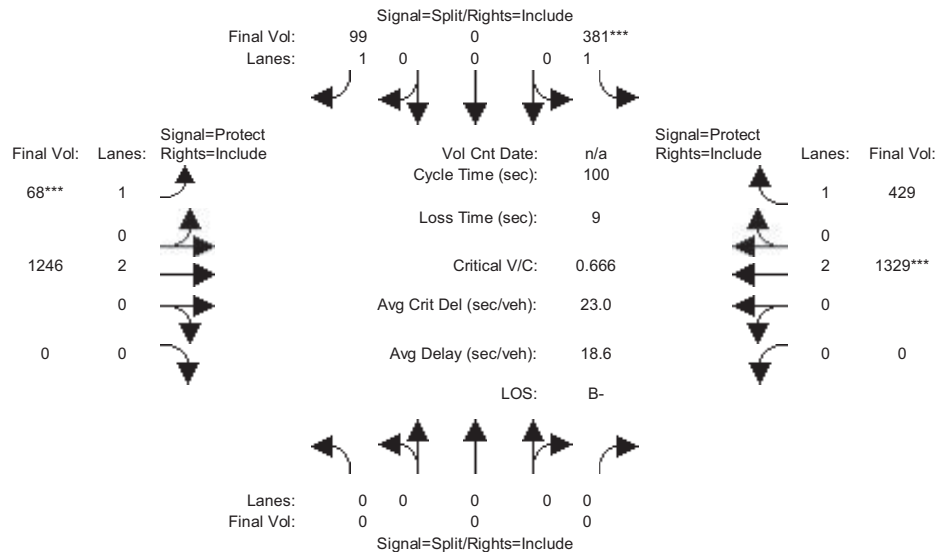
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.04	0.32	0.00	0.00	0.33	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	33.2	0.0	33.2	7.0	57.8	0.0	0.0	50.8	50.8
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.17	0.56	0.56	0.00	0.00	0.66	0.48
Delay/Veh:	0.0	0.0	0.0	31.3	0.0	23.8	50.5	13.5	0.0	0.0	19.0	16.4
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	0.0	0.0	31.3	0.0	23.8	50.5	13.5	0.0	0.0	19.0	16.4
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	12	0	2	2	12	0	0	15	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
Growth Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Added Vol:	0	0	0	0	0	0	0	20	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	99	68	1246	0	0	1329	429
User Adj:	1.00	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	381	0	99	68	1246	0	0	1329	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	99	68	1246	0	0	1329	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	381	0	99	68	1246	0	0	1329	429

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

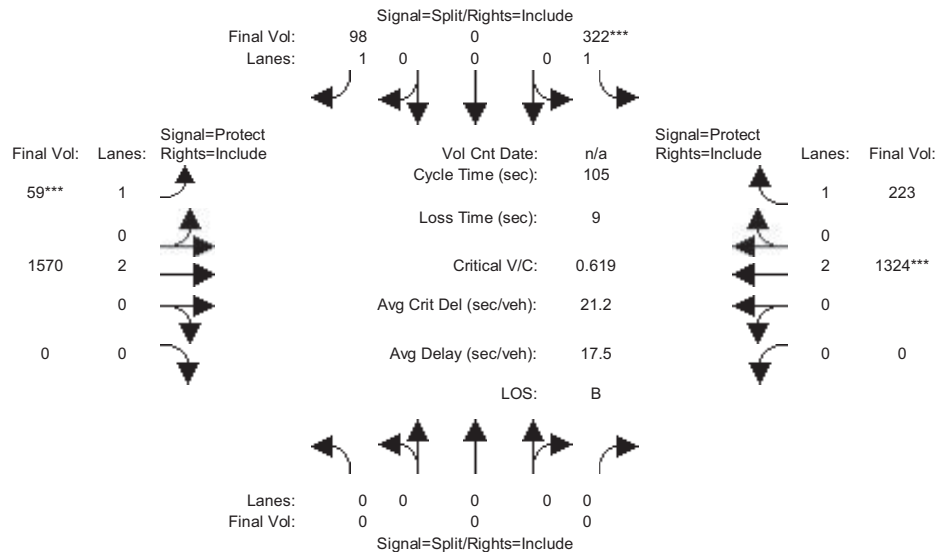
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.04	0.33	0.00	0.00	0.35	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	7.0	58.8	0.0	0.0	51.8	51.8
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.18	0.56	0.56	0.00	0.00	0.68	0.47
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	24.5	50.5	13.0	0.0	0.0	18.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	24.5	50.5	13.0	0.0	0.0	18.8	15.8
LOS by Move:	A	A	A	C-	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	12	0	2	2	12	0	0	16	9

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
Growth Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	98	59	1570	0	0	1324	223
User Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:

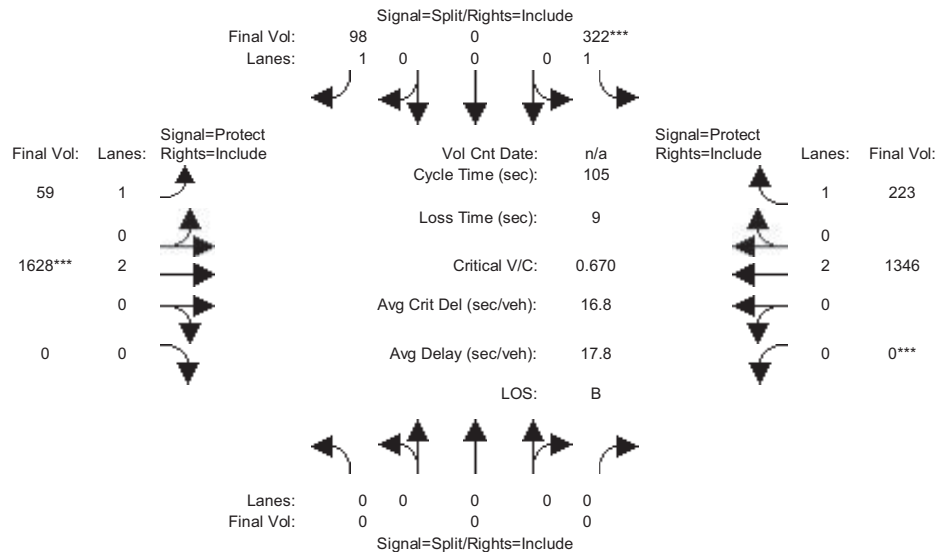
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.03	0.41	0.00	0.00	0.35	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	30.8	0.0	30.8	7.0	65.2	0.0	0.0	58.2	58.2
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.19	0.51	0.66	0.00	0.00	0.63	0.23
Delay/Veh:	0.0	0.0	0.0	34.6	0.0	28.0	50.9	13.6	0.0	0.0	16.6	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:	0.0	0.0	0.0	34.6	0.0	28.0	50.9	13.6	0.0	0.0	16.6	12.1
LOS by Move:	A	A	A	C-	A	C	D	B	A	A	B	B
HCM2kAvgQ:	0	0	0	10	0	3	2	16	0	0	15	4

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
Growth Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Added Vol:	0	0	0	0	0	0	0	58	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	98	59	1628	0	0	1346	223
User Adj:	1.00	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	322	0	98	59	1628	0	0	1346	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	98	59	1628	0	0	1346	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	322	0	98	59	1628	0	0	1346	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:

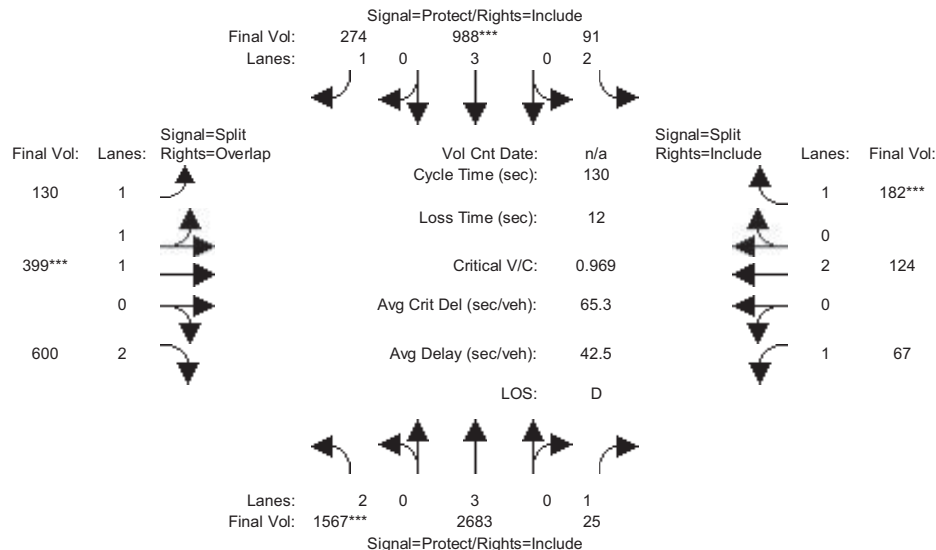
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.03	0.43	0.00	0.00	0.35	0.13
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	28.8	0.0	28.8	10.6	67.2	0.0	0.0	56.5	56.5
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.20	0.33	0.67	0.00	0.00	0.66	0.24
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	29.5	45.0	12.7	0.0	0.0	18.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	29.5	45.0	12.7	0.0	0.0	18.1	13.0
LOS by Move:	A	A	A	D+	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	3	2	17	0	0	16	4

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1567	2683	25	91	988	274	130	399	600	67	124	182
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1567	2683	25	91	988	274	130	399	600	67	124	182
User Adj:	1.00	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:	1567	2683	25	91	988	274	130	399	600	67	124	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1567	2683	25	91	988	274	130	399	600	67	124	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750

Capacity Analysis Module:

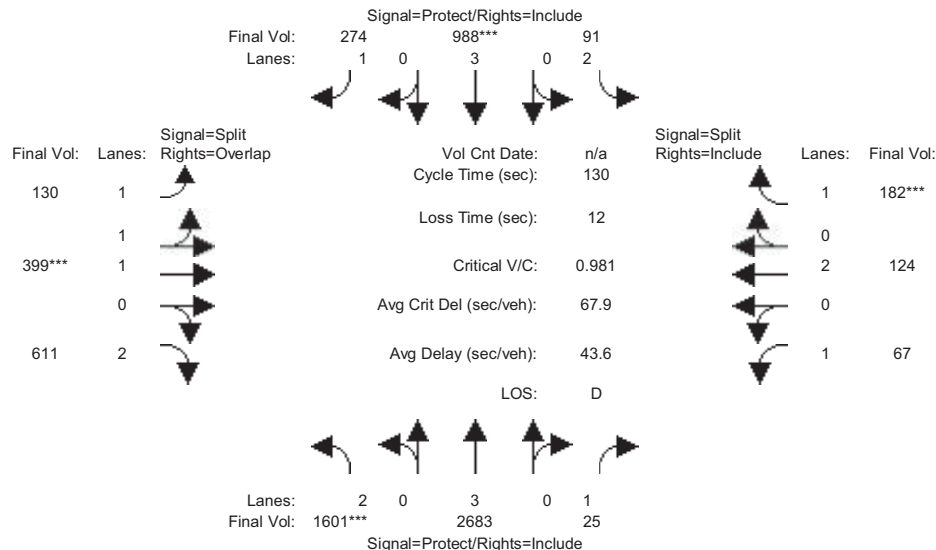
Vol/Sat:	0.50	0.47	0.01	0.03	0.17	0.16	0.07	0.11	0.19	0.04	0.03	0.10
Crit Moves:	***			***			***					***
Green Time:	66.7	80.7	80.7	9.2	23.2	23.2	14.1	14.1	80.8	13.9	13.9	13.9
Volume/Cap:	0.97	0.76	0.02	0.41	0.97	0.88	0.69	0.97	0.31	0.36	0.30	0.97
Delay/Veh:	46.3	18.6	9.5	59.0	74.0	74.9	58.4	88.5	11.6	55.0	54.0	114.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	18.6	9.5	59.0	74.0	74.9	58.4	88.5	11.6	55.0	54.0	114.3
LOS by Move:	D	B-	A	E+	E	E	E+	F	B+	E+	D-	F
HCM2kAvgQ:	39	25	0	3	18	14	6	10	7	3	2	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1567	2683	25	91	988	274	130	399	600	67	124	182
Added Vol:	34	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1601	2683	25	91	988	274	130	399	611	67	124	182
User Adj:	1.00	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:	1601	2683	25	91	988	274	130	399	611	67	124	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1601	2683	25	91	988	274	130	399	611	67	124	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1601	2683	25	91	988	274	130	399	611	67	124	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750

Capacity Analysis Module:

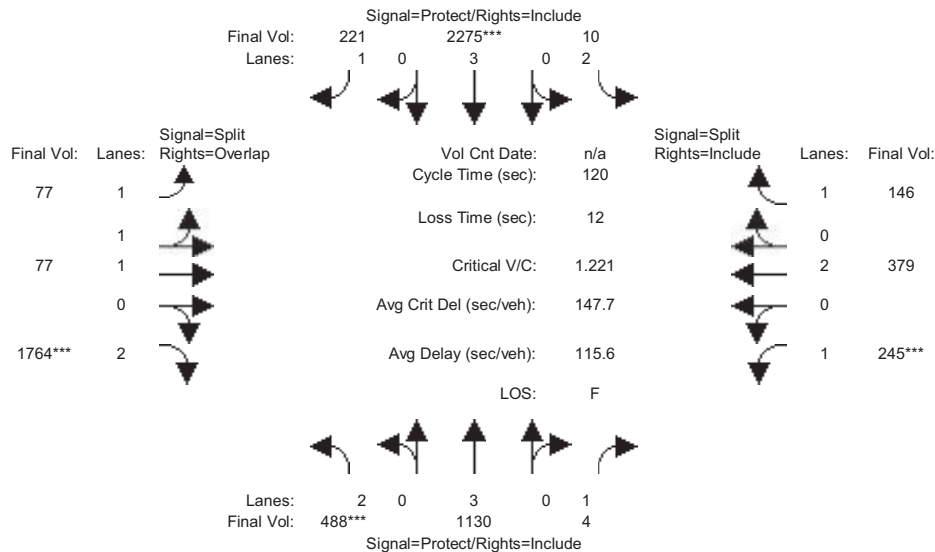
Vol/Sat:	0.51	0.47	0.01	0.03	0.17	0.16	0.07	0.11	0.19	0.04	0.03	0.10
Crit Moves:	***				***			***				***
Green Time:	67.3	81.0	81.0	9.3	23.0	23.0	13.9	13.9	81.3	13.8	13.8	13.8
Volume/Cap:	0.98	0.76	0.02	0.41	0.98	0.89	0.69	0.98	0.31	0.36	0.31	0.98
Delay/Veh:	48.6	18.4	9.4	58.9	77.1	77.2	58.8	91.7	11.4	55.2	54.1	118.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	18.4	9.4	58.9	77.1	77.2	58.8	91.7	11.4	55.2	54.1	118.3
LOS by Move:	D	B-	A	E+	E-	E-	E+	F	B+	E+	D-	F
HCM2kAvgQ:	40	24	0	3	18	15	6	10	7	3	3	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	1130	4	10	2275	221	77	77	1764	245	379	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	488	1130	4	10	2275	221	77	77	1764	245	379	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750

Capacity Analysis Module:

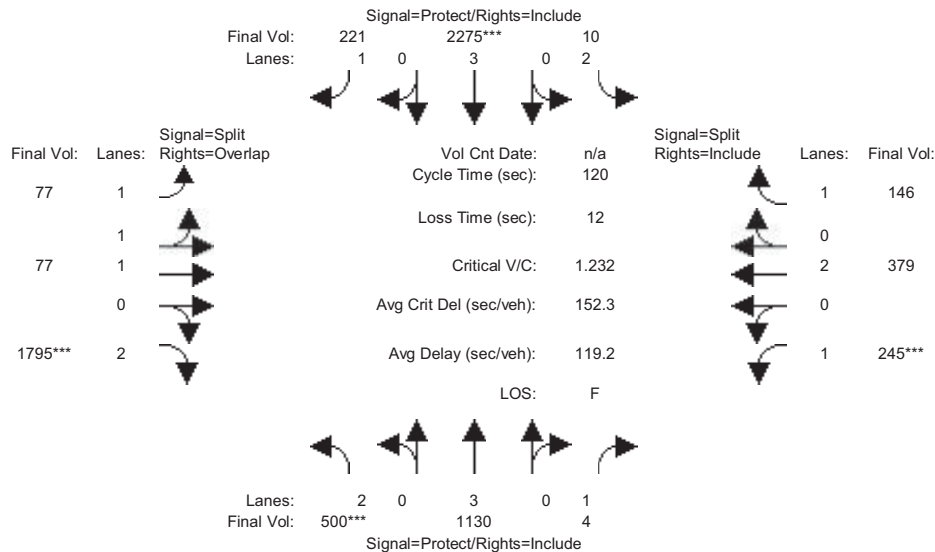
Vol/Sat:	0.15	0.20	0.00	0.00	0.40	0.13	0.03	0.03	0.56	0.14	0.10	0.08
Crit Moves:	***				***				***	***		
Green Time:	15.2	42.1	42.1	12.4	39.2	39.2	39.8	39.8	55.0	13.8	13.8	13.8
Volume/Cap:	1.22	0.57	0.01	0.03	1.22	0.39	0.09	0.09	1.22	1.22	0.87	0.73
Delay/Veh:	172.6	31.9	25.4	48.5	145	31.6	27.6	27.6	138.5	189.0	69.2	63.9
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:	172.6	31.9	25.4	48.5	145	31.6	27.6	27.6	138.5	189.0	69.2	63.9
LOS by Move:	F	C	C	D	F	C	C	C	F	F	E	E
HCM2kAvgQ:	18	11	0	0	47	7	1	1	63	18	10	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Added Vol:	12	0	0	0	0	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	1130	4	10	2275	221	77	77	1795	245	379	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1130	4	10	2275	221	77	77	1795	245	379	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1130	4	10	2275	221	77	77	1795	245	379	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	1130	4	10	2275	221	77	77	1795	245	379	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750

Capacity Analysis Module:

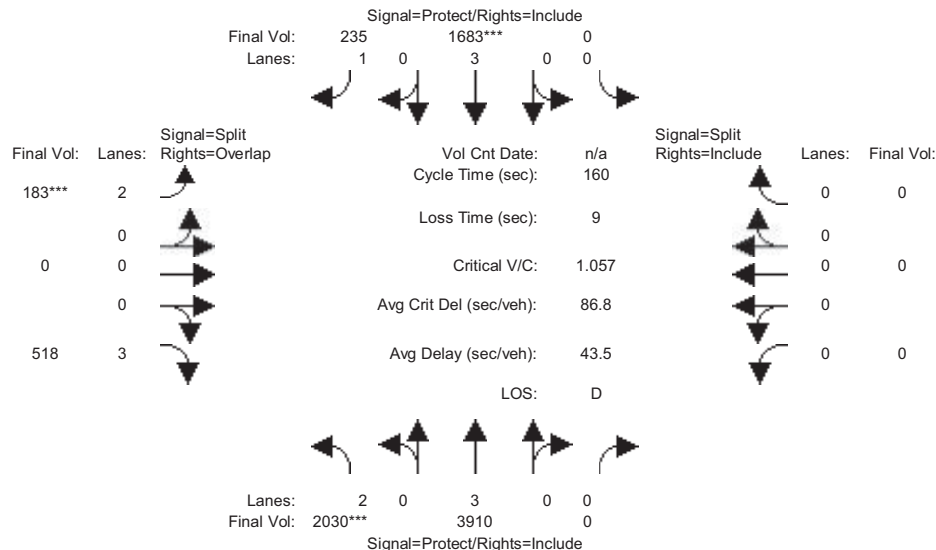
Vol/Sat:	0.16	0.20	0.00	0.00	0.40	0.13	0.03	0.03	0.57	0.14	0.10	0.08
Crit Moves:	***				***				***	***		
Green Time:	15.5	42.0	42.0	12.4	38.9	38.9	40.0	40.0	55.5	13.6	13.6	13.6
Volume/Cap:	1.23	0.57	0.01	0.03	1.23	0.39	0.08	0.08	1.23	1.23	0.88	0.73
Delay/Veh:	176.5	32.0	25.4	48.5	150	31.8	27.4	27.4	142.9	193.5	70.5	64.7
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:	176.5	32.0	25.4	48.5	150	31.8	27.4	27.4	142.9	193.5	70.5	64.7
LOS by Move:	F	C-	C	D	F	C	C	C	F	F	E	E
HCM2kAvgQ:	19	11	0	0	47	7	1	1	65	19	10	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2030	3910	0	0	1683	235	183	0	518	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:	2030	3910	0	0	1683	235	183	0	518	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2030	3910	0	0	1683	235	183	0	518	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:	2030	3910	0	0	1683	235	183	0	518	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2030	3910	0	0	1683	235	183	0	518	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2030	3910	0	0	1683	235	183	0	518	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

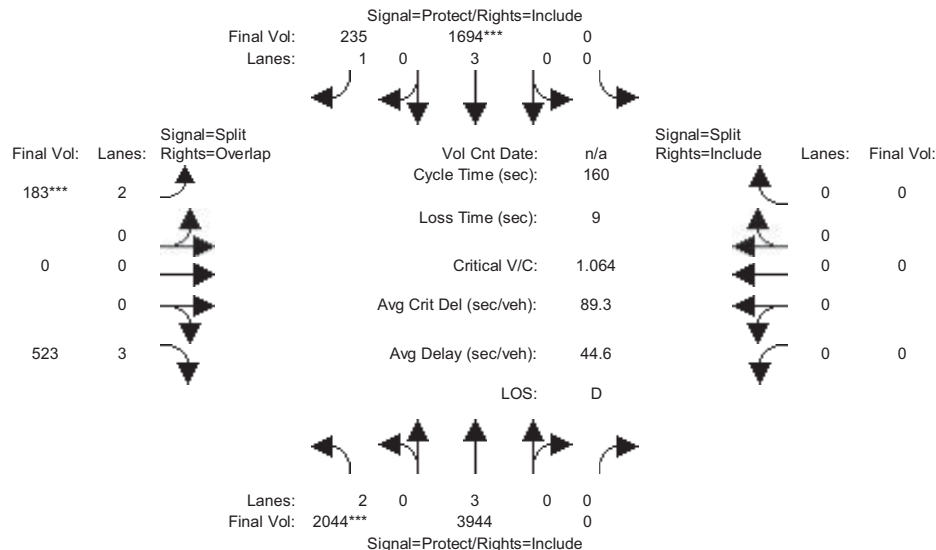
Vol/Sat:	0.64	0.69	0.00	0.00	0.30	0.13	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	96.7	141	0.0	0.0	44.3	44.3	10.0	0.0	106.7	0.0	0.0	0.0
Volume/Cap:	1.07	0.78	0.00	0.00	1.07	0.48	0.93	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	72.6	4.4	0.0	0.0	101	49.1	119.2	0.0	10.0	0.0	0.0	0.0
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:	72.6	4.4	0.0	0.0	101	49.1	119.2	0.0	10.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	F	D	F	A	B+	A	A	A
HCM2kAvgQ:	72	25	0	0	31	10	6	0	4	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2030	3910	0	0	1683	235	183	0	518	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:	2030	3910	0	0	1683	235	183	0	518	0	0	0
Added Vol:	14	34	0	0	11	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2044	3944	0	0	1694	235	183	0	523	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:	2044	3944	0	0	1694	235	183	0	523	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2044	3944	0	0	1694	235	183	0	523	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2044	3944	0	0	1694	235	183	0	523	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

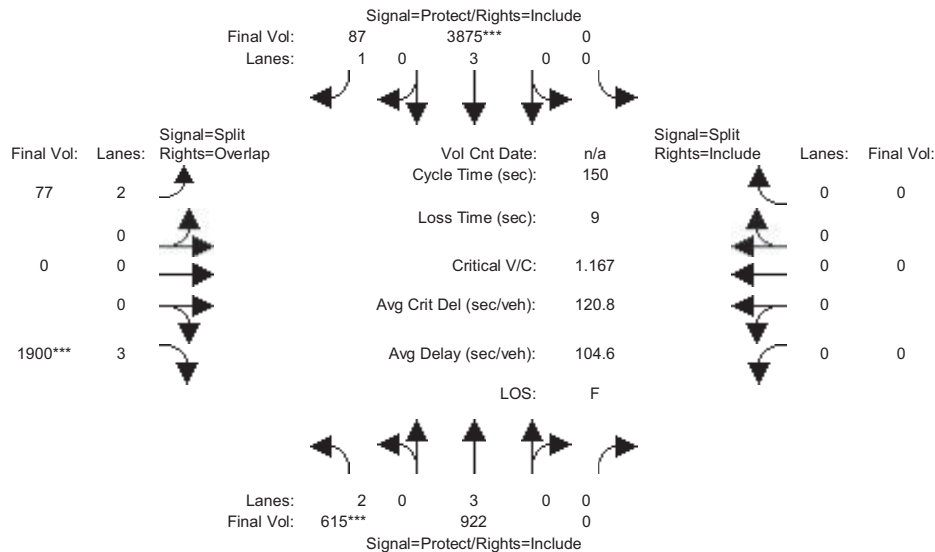
Vol/Sat:	0.65	0.69	0.00	0.00	0.30	0.13	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	96.7	141	0.0	0.0	44.3	44.3	10.0	0.0	106.7	0.0	0.0	0.0
Volume/Cap:	1.07	0.79	0.00	0.00	1.07	0.49	0.93	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	75.2	4.5	0.0	0.0	103	49.1	119.2	0.0	10.1	0.0	0.0	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:	75.2	4.5	0.0	0.0	103	49.1	119.2	0.0	10.1	0.0	0.0	0.0
LOS by Move:	E-	A	A	A	F	D	F	A	B+	A	A	A
HCM2kAvgQ:	74	26	0	0	31	10	6	0	4	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

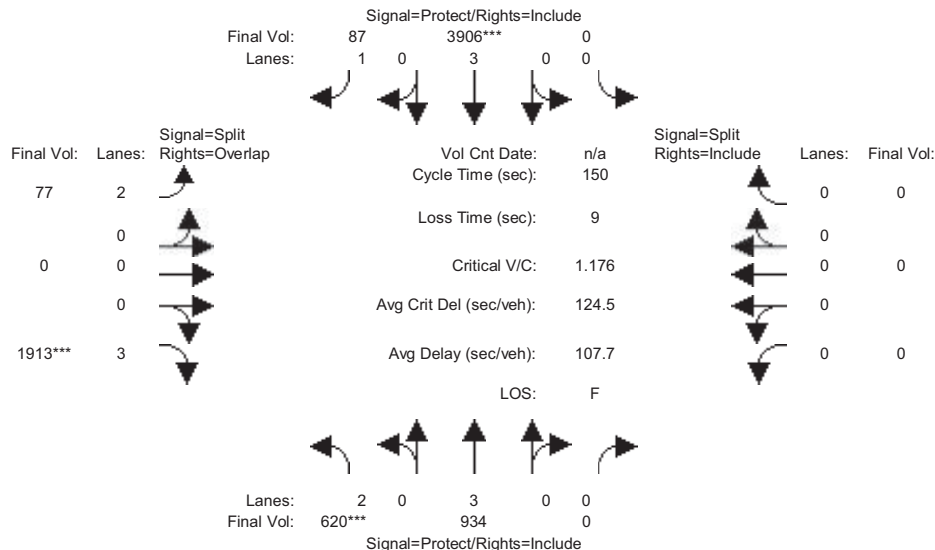
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.00	0.00	0.68	0.05	0.02	0.00	0.42	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	25.1	112	0.0	0.0	87.4	87.4	28.6	0.0	53.6	0.0	0.0	0.0
Volume/Cap:	1.17	0.22	0.00	0.00	1.17	0.09	0.13	0.00	1.17	0.00	0.00	0.00
Delay/Veh:	156.8	5.6	0.0	0.0	110	13.8	50.5	0.0	130.5	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:	156.8	5.6	0.0	0.0	110	13.8	50.5	0.0	130.5	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	B	D	A	F	A	A	A
HCM2kAvgQ:	26	4	0	0	78	2	2	0	48	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0
Added Vol:	5	12	0	0	31	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	934	0	0	3906	87	77	0	1913	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:	620	934	0	0	3906	87	77	0	1913	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	934	0	0	3906	87	77	0	1913	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:	620	934	0	0	3906	87	77	0	1913	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

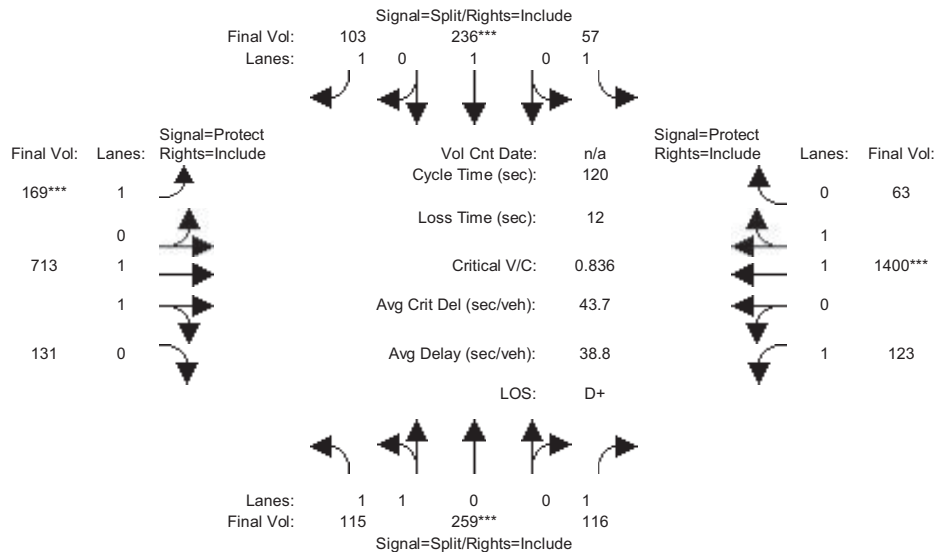
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.00	0.00	0.69	0.05	0.02	0.00	0.42	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	25.1	112	0.0	0.0	87.4	87.4	28.5	0.0	53.6	0.0	0.0	0.0
Volume/Cap:	1.18	0.22	0.00	0.00	1.18	0.09	0.13	0.00	1.18	0.00	0.00	0.00
Delay/Veh:	160.2	5.6	0.0	0.0	114	13.8	50.5	0.0	134.3	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:	160.2	5.6	0.0	0.0	114	13.8	50.5	0.0	134.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	B	D	A	F	A	A	A
HCM2kAvgQ:	27	4	0	0	79	2	2	0	49	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	259	116	57	236	103	169	713	131	123	1400	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	259	116	57	236	103	169	713	131	123	1400	63
User Adj:	1.00	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:	115	259	116	57	236	103	169	713	131	123	1400	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	259	116	57	236	103	169	713	131	123	1400	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3125	574	1750	3541	159

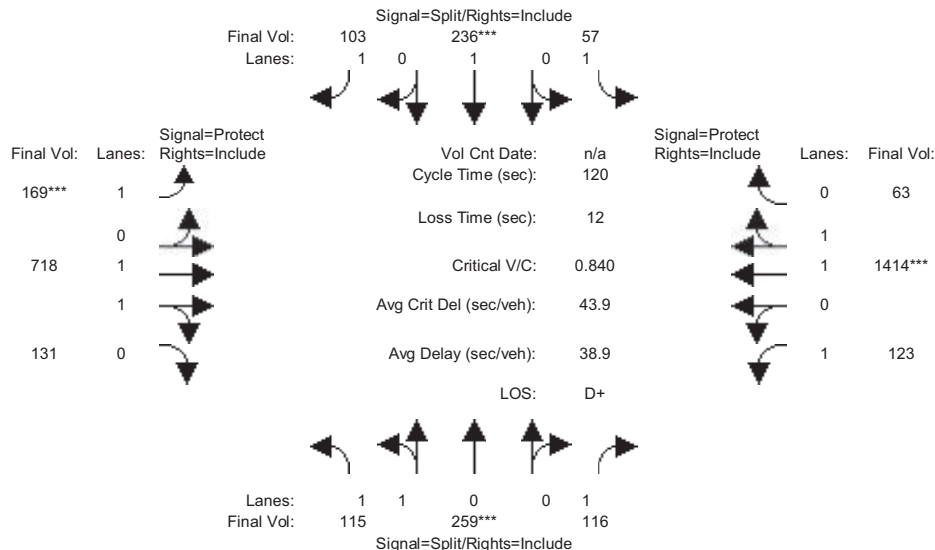
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.07	0.03	0.12	0.06	0.10	0.23	0.23	0.07	0.40	0.40
Crit Moves:	****			****			****			****		
Green Time:	19.6	19.6	19.6	17.8	17.8	17.8	13.9	54.0	54.0	16.6	56.7	56.7
Volume/Cap:	0.40	0.84	0.41	0.22	0.84	0.40	0.84	0.51	0.51	0.51	0.84	0.84
Delay/Veh:	45.3	61.6	46.0	45.4	68.7	47.2	77.0	23.8	23.8	49.6	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	61.6	46.0	45.4	68.7	47.2	77.0	23.8	23.8	49.6	31.3	31.3
LOS by Move:	D	E	D	D	E	D	E-	C	C	D	C	C
HCM2kAvgQ:	4	12	4	2	11	4	7	11	11	4	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	259	116	57	236	103	169	713	131	123	1400	63
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	259	116	57	236	103	169	718	131	123	1414	63
User Adj:	1.00	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:	115	259	116	57	236	103	169	718	131	123	1414	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	116	57	236	103	169	718	131	123	1414	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	259	116	57	236	103	169	718	131	123	1414	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3129	571	1750	3542	158

Capacity Analysis Module:

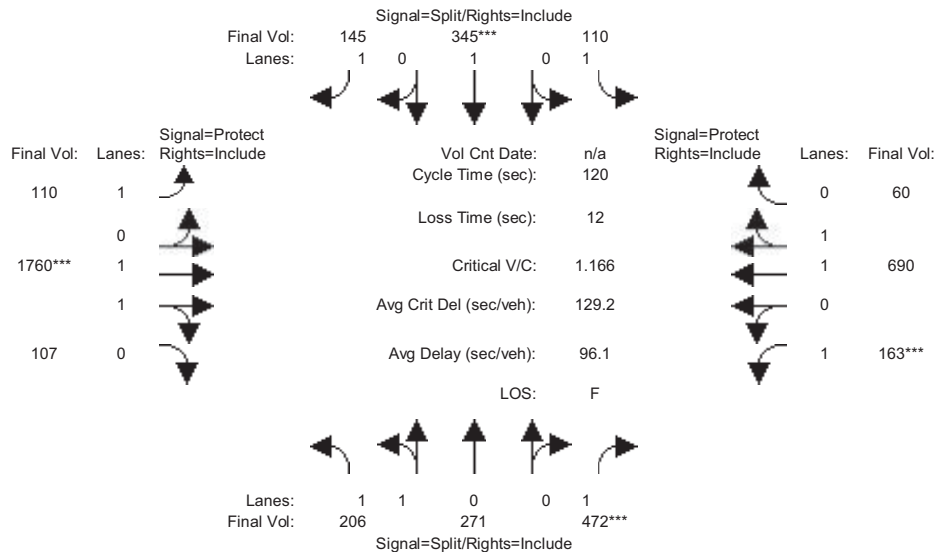
Vol/Sat:	0.07	0.14	0.07	0.03	0.12	0.06	0.10	0.23	0.23	0.07	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.5	19.5	19.5	17.7	17.7	17.7	13.8	54.2	54.2	16.6	57.0	57.0
Volume/Cap:	0.41	0.84	0.41	0.22	0.84	0.40	0.84	0.51	0.51	0.51	0.84	0.84
Delay/Veh:	45.4	62.1	46.1	45.5	69.5	47.3	77.8	23.7	23.7	49.7	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	62.1	46.1	45.5	69.5	47.3	77.8	23.7	23.7	49.7	31.3	31.3
LOS by Move:	D	E	D	D	E	D	E	C	C	D	C	C
HCM2kAvgQ:	4	12	4	2	11	4	7	11	11	4	26	26

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	271	472	110	345	145	110	1760	107	163	690	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	271	472	110	345	145	110	1760	107	163	690	60
User Adj:	1.00	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:	206	271	472	110	345	145	110	1760	107	163	690	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	271	472	110	345	145	110	1760	107	163	690	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3488	212	1750	3404	296

Capacity Analysis Module:

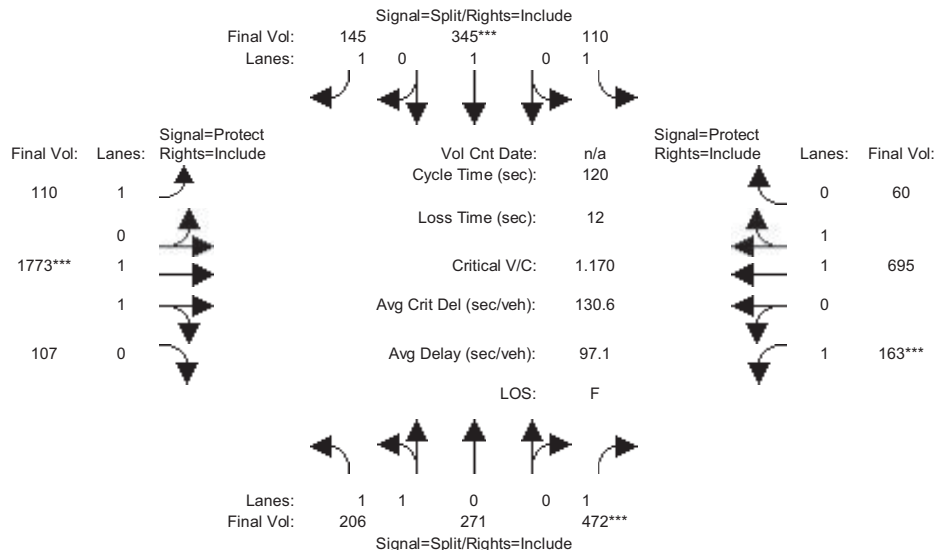
Vol/Sat:	0.12	0.14	0.27	0.06	0.18	0.08	0.06	0.50	0.50	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	27.8	27.8	27.8	18.7	18.7	18.7	14.6	52.0	52.0	9.6	47.0	47.0
Volume/Cap:	0.51	0.62	1.17	0.40	1.17	0.53	0.52	1.17	1.17	1.17	0.52	0.52
Delay/Veh:	40.6	42.8	144.4	46.6	156	48.6	51.7	116	115.8	182.7	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:	40.6	42.8	144.4	46.6	156	48.6	51.7	116	115.8	182.7	28.2	28.2
LOS by Move:	D	D	F	D	F	D	D	F	F	F	C	C
HCM2kAvgQ:	7	10	31	4	22	6	4	53	53	10	11	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #54: Bay Rd / University Avenue

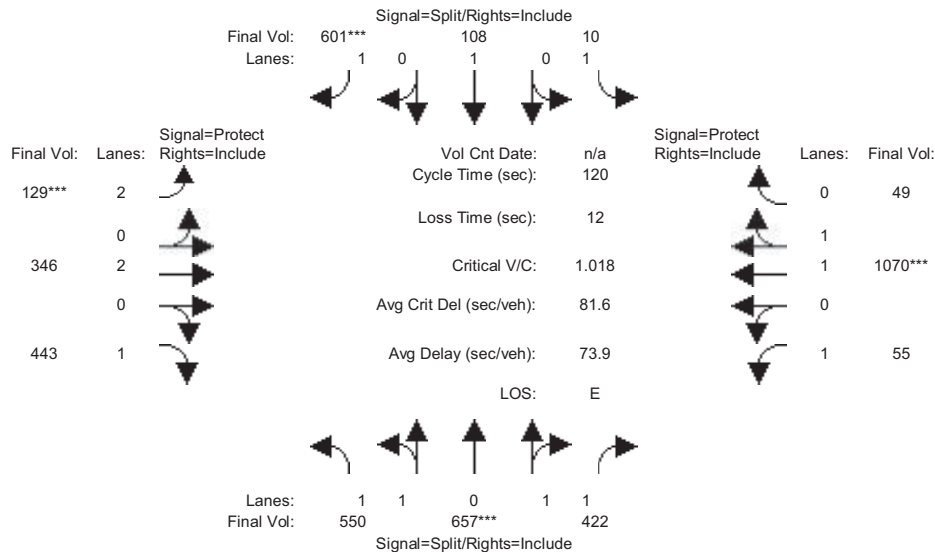


Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	271	472	110	345	145	110	1760	107	163	690	60
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	271	472	110	345	145	110	1773	107	163	695	60
User Adj:	1.00	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:	206	271	472	110	345	145	110	1773	107	163	695	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	271	472	110	345	145	110	1773	107	163	695	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	271	472	110	345	145	110	1773	107	163	695	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3489	211	1750	3406	294
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.27	0.06	0.18	0.08	0.06	0.51	0.51	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	27.7	27.7	27.7	18.6	18.6	18.6	14.5	52.1	52.1	9.6	47.2	47.2
Volume/Cap:	0.51	0.62	1.17	0.40	1.17	0.53	0.52	1.17	1.17	1.17	0.52	0.52
Delay/Veh:	40.7	43.0	146.0	46.7	157	48.7	51.7	117	117.3	184.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	43.0	146.0	46.7	157	48.7	51.7	117	117.3	184.2	28.1	28.1
LOS by Move:	D	D	F	D	F	D	D	F	F	F	C	C
HCM2kAvgQ:	8	10	31	4	22	6	4	53	53	10	11	11
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	657	422	10	108	601	129	346	443	55	1070	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	657	422	10	108	601	129	346	443	55	1070	49
User Adj:	1.00	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:	550	657	422	10	108	601	129	346	443	55	1070	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	657	422	10	108	601	129	346	443	55	1070	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2397	2863	1839	1750	1900	1750	3150	3800	1750	1750	3538	162

Capacity Analysis Module:

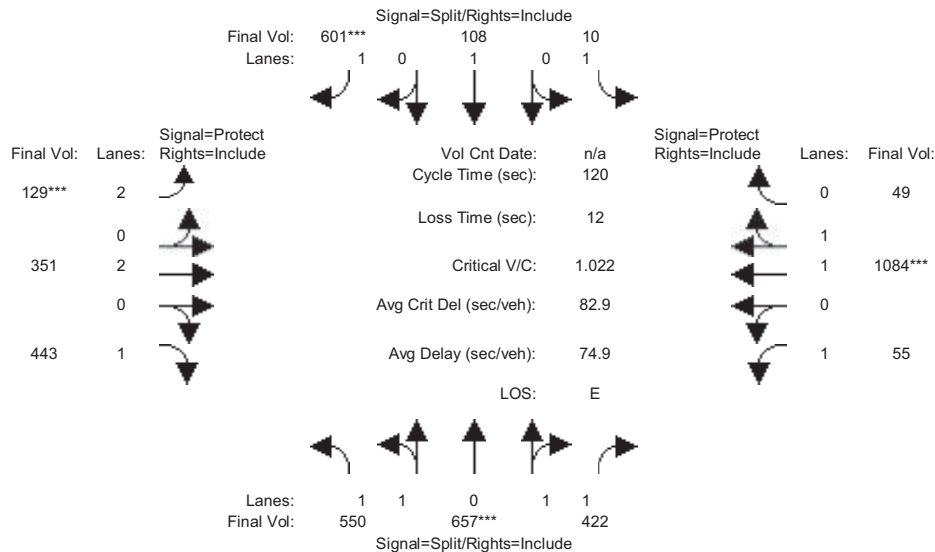
Vol/Sat:	0.23	0.23	0.23	0.01	0.06	0.34	0.04	0.09	0.25	0.03	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.5	26.5	26.5	39.6	39.6	39.6	7.0	34.1	34.1	7.8	34.9	34.9
Volume/Cap:	1.04	1.04	1.04	0.02	0.17	1.04	0.70	0.32	0.89	0.48	1.04	1.04
Delay/Veh:	80.6	80.6	80.6	27.1	28.7	88.4	67.0	34.0	59.3	57.3	80.9	80.9
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:	80.6	80.6	80.6	27.1	28.7	88.4	67.0	34.0	59.3	57.3	80.9	80.9
LOS by Move:	F	F	F	C	C	F	E	C-	E+	E+	F	F
HCM2kAvgQ:	23	23	23	0	3	32	4	5	20	2	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	657	422	10	108	601	129	346	443	55	1070	49
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	657	422	10	108	601	129	351	443	55	1084	49
User Adj:	1.00	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:	550	657	422	10	108	601	129	351	443	55	1084	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	657	422	10	108	601	129	351	443	55	1084	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	657	422	10	108	601	129	351	443	55	1084	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2397	2863	1839	1750	1900	1750	3150	3800	1750	1750	3540	160

Capacity Analysis Module:

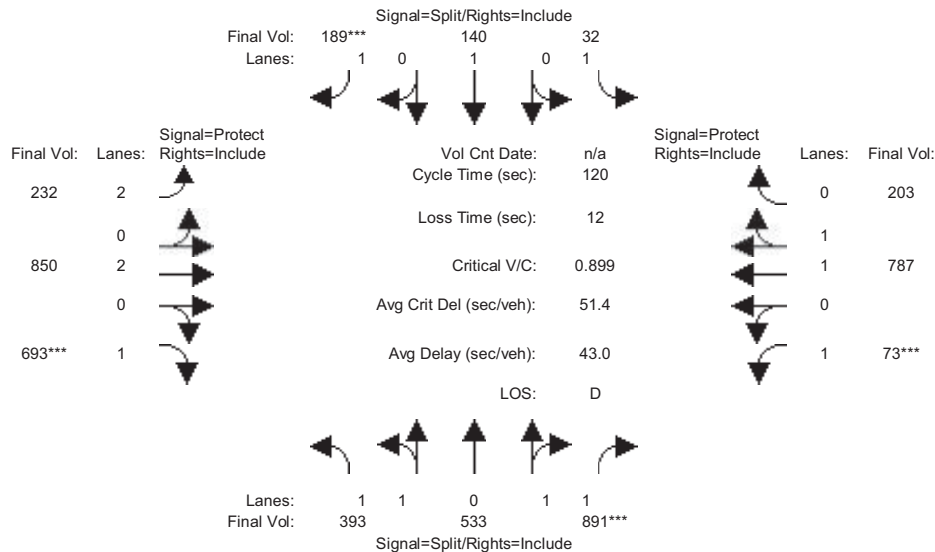
Vol/Sat:	0.23	0.23	0.23	0.01	0.06	0.34	0.04	0.09	0.25	0.03	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	26.4	26.4	39.5	39.5	39.5	7.0	34.3	34.3	7.9	35.2	35.2
Volume/Cap:	1.04	1.04	1.04	0.02	0.17	1.04	0.70	0.32	0.89	0.48	1.04	1.04
Delay/Veh:	82.2	82.2	82.2	27.2	28.8	89.9	67.0	33.9	58.2	57.2	82.1	82.1
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:	82.2	82.2	82.2	27.2	28.8	89.9	67.0	33.9	58.2	57.2	82.1	82.1
LOS by Move:	F	F	F	C	C	F	E	C-	E+	E+	F	F
HCM2kAvgQ:	23	23	23	0	3	33	4	5	20	2	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2025	3385	1750	1900	1750	3150	3800	1750	1750	2941	759

Capacity Analysis Module:

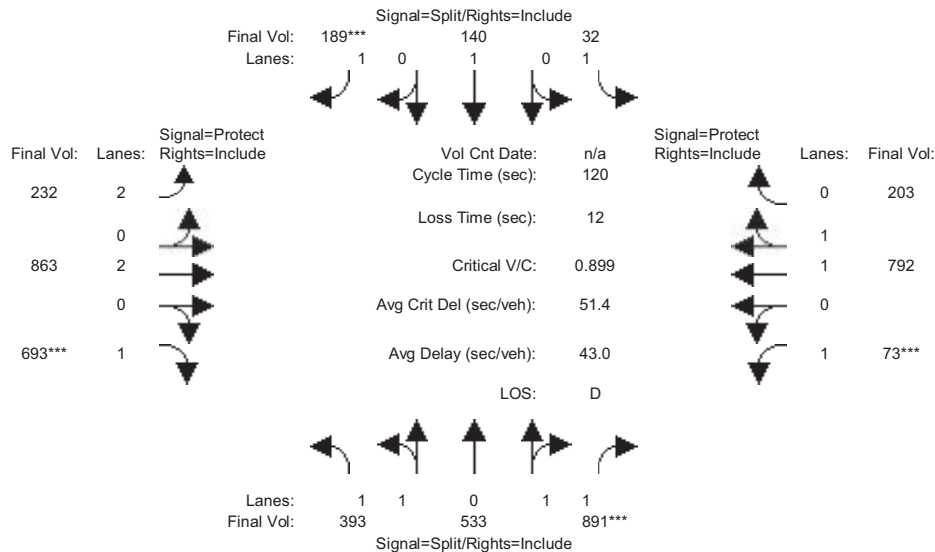
Vol/Sat:	0.22	0.26	0.26	0.02	0.07	0.11	0.07	0.22	0.40	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.7	34.7	34.7	14.2	14.2	14.2	12.8	52.1	52.1	7.0	46.4	46.4
Volume/Cap:	0.78	0.91	0.91	0.15	0.62	0.91	0.69	0.51	0.91	0.72	0.69	0.69
Delay/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	57.8	25.0	46.9	76.8	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	57.8	25.0	46.9	76.8	32.3	32.3
LOS by Move:	D	D	D	D	E+	F	E+	C	D	E-	C-	C-
HCM2kAvgQ:	16	22	22	1	6	11	6	11	30	3	15	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	533	891	32	140	189	232	863	693	73	792	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:	393	533	891	32	140	189	232	863	693	73	792	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	533	891	32	140	189	232	863	693	73	792	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
Final Volume:	393	533	891	32	140	189	232	863	693	73	792	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2025	3385	1750	1900	1750	3150	3800	1750	1750	2945	755

Capacity Analysis Module:

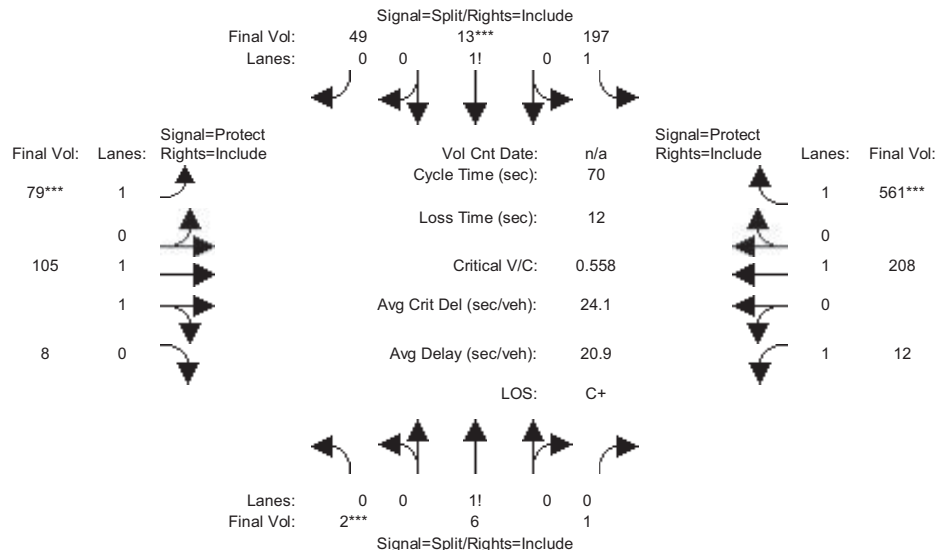
Vol/Sat:	0.22	0.26	0.26	0.02	0.07	0.11	0.07	0.23	0.40	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.7	34.7	34.7	14.2	14.2	14.2	12.7	52.1	52.1	7.0	46.4	46.4
Volume/Cap:	0.78	0.91	0.91	0.15	0.62	0.91	0.70	0.52	0.91	0.72	0.70	0.70
Delay/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	58.0	25.1	46.9	76.8	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	58.0	25.1	46.9	76.8	32.4	32.4
LOS by Move:	D	D	D	D	E+	F	E+	C	D	E-	C-	C-
HCM2kAvgQ:	16	22	22	1	6	11	6	12	30	3	16	16

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	6	1	197	13	49	79	105	8	12	208	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	197	13	49	79	105	8	12	208	561
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	197	13	49	79	105	8	12	208	561
User Adj:	1.00	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	6	1	197	13	49	79	105	8	12	208	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	1	197	13	49	79	105	8	12	208	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	6	1	197	13	49	79	105	8	12	208	561

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.22	0.67	0.11	1.61	0.08	0.31	1.00	1.85	0.15	1.00	1.00	1.00
Final Sat.:	389	1167	194	2824	142	534	1750	3438	262	1750	1900	1750

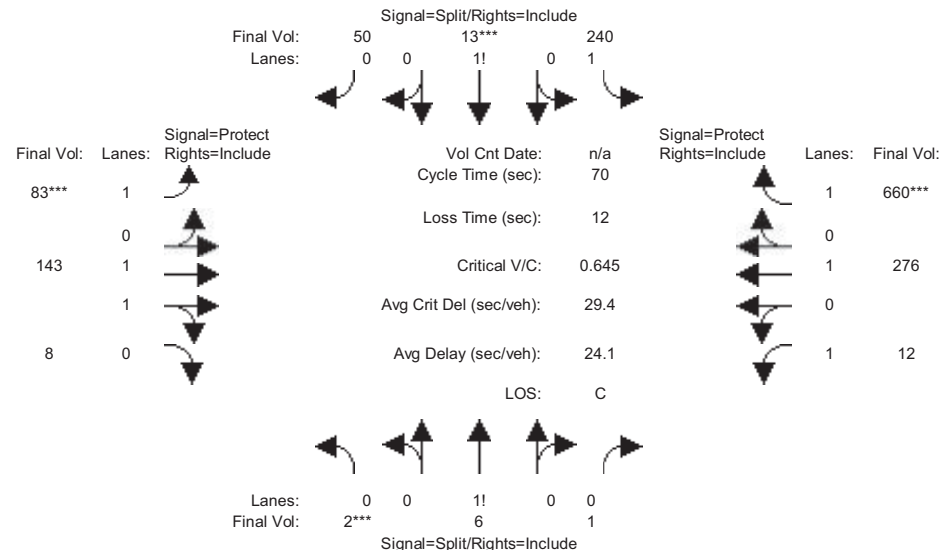
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.09	0.09	0.05	0.03	0.03	0.01	0.11	0.32
Crit Moves:	***			****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.04	0.04	0.04	0.49	0.64	0.64	0.45	0.10	0.10	0.03	0.25	0.72
Delay/Veh:	25.9	25.9	25.9	28.4	31.8	31.8	31.5	16.8	16.8	21.3	12.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	28.4	31.8	31.8	31.5	16.8	16.8	21.3	12.4	19.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C+	B	B-
HCM2kAvgQ:	0	0	0	3	5	5	2	1	1	0	3	11

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	6	1	197	13	49	79	105	8	12	208	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	197	13	49	79	105	8	12	208	561
Added Vol:	0	0	0	43	0	1	4	38	0	0	68	99
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	240	13	50	83	143	8	12	276	660
User Adj:	1.00	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	6	1	240	13	50	83	143	8	12	276	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	1	240	13	50	83	143	8	12	276	660
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	6	1	240	13	50	83	143	8	12	276	660

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.22	0.67	0.11	1.66	0.07	0.27	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	389	1167	194	2898	124	478	1750	3504	196	1750	1900	1750

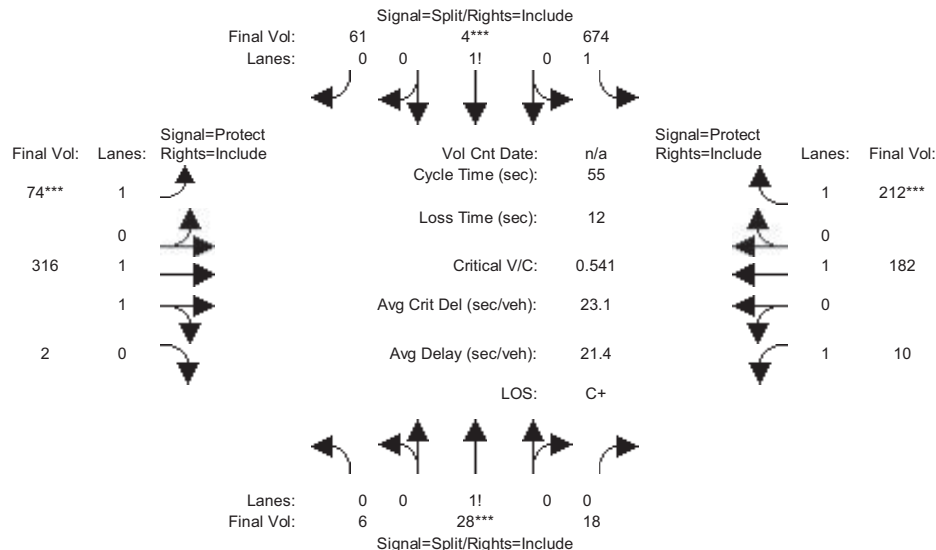
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.10	0.10	0.05	0.04	0.04	0.01	0.15	0.38
Crit Moves:	***			***			***					***
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.04	0.04	0.04	0.58	0.73	0.73	0.47	0.13	0.13	0.03	0.33	0.85
Delay/Veh:	25.9	25.9	25.9	29.7	35.3	35.3	31.8	17.0	17.0	21.3	12.9	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	29.7	35.3	35.3	31.8	17.0	17.0	21.3	12.9	26.4
LOS by Move:	C	C	C	C	D+	D+	C	B	B	C+	B	C
HCM2kAvgQ:	0	0	0	4	6	6	3	1	1	0	4	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	28	18	674	4	61	74	316	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	674	4	61	74	316	2	10	182	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	674	4	61	74	316	2	10	182	212
User Adj:	1.00	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:	6	28	18	674	4	61	74	316	2	10	182	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	674	4	61	74	316	2	10	182	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	28	18	674	4	61	74	316	2	10	182	212

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.84	0.01	0.15	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3217	17	266	1750	3677	23	1750	1900	1750

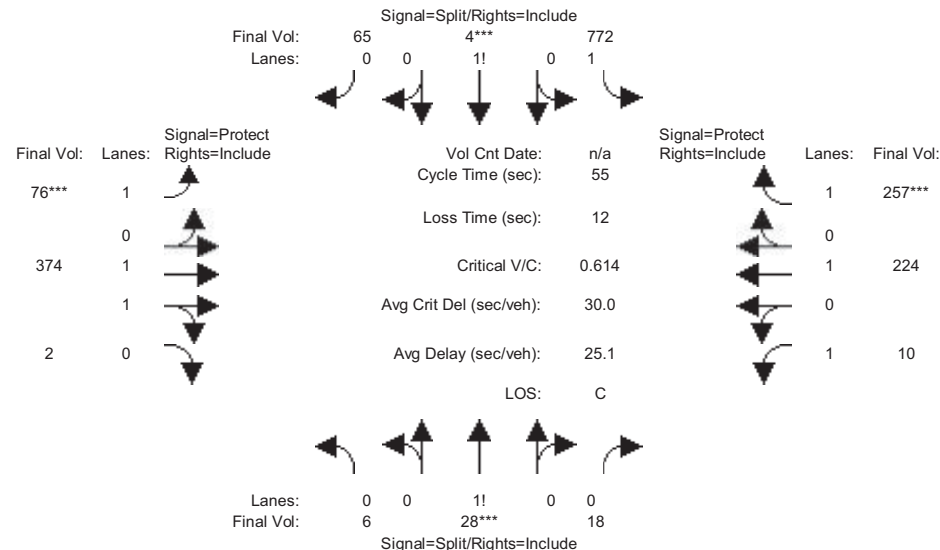
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.21	0.23	0.23	0.04	0.09	0.09	0.01	0.10	0.12
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.72	0.79	0.79	0.33	0.47	0.47	0.04	0.53	0.67
Delay/Veh:	19.2	19.2	19.2	20.0	22.5	22.5	22.8	20.7	20.7	21.1	21.9	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.2	20.0	22.5	22.5	22.8	20.7	20.7	21.1	21.9	26.2
LOS by Move:	B-	B-	B-	C+	C+	C+	C+	C+	C+	C+	C+	C
HCM2kAvgQ:	1	1	1	8	9	9	2	3	3	0	3	4

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road			Quarry Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	28	18	674	4	61	74	316	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	674	4	61	74	316	2	10	182	212
Added Vol:	0	0	0	98	0	4	2	58	0	0	42	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	772	4	65	76	374	2	10	224	257
User Adj:	1.00	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:	6	28	18	772	4	65	76	374	2	10	224	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	772	4	65	76	374	2	10	224	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	28	18	772	4	65	76	374	2	10	224	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.85	0.01	0.14	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3235	15	250	1750	3680	20	1750	1900	1750

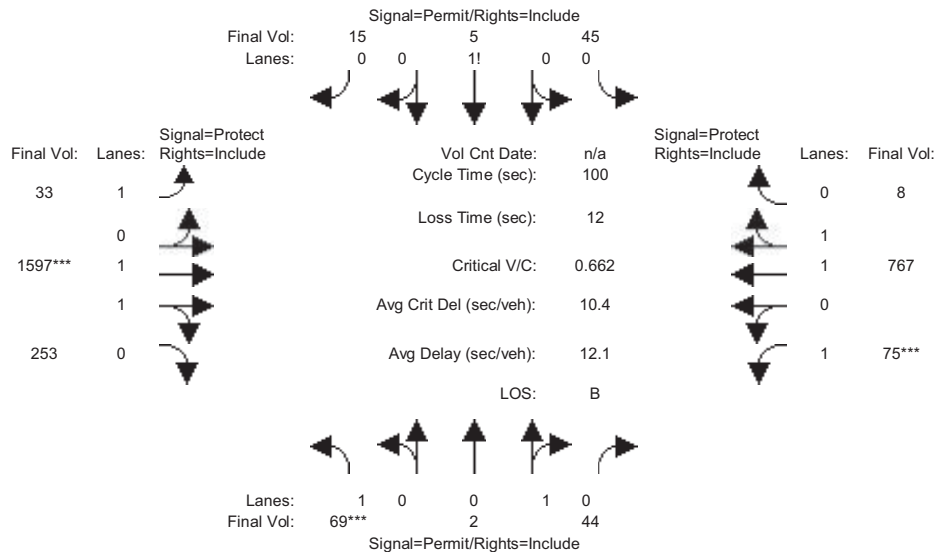
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.24	0.26	0.26	0.04	0.10	0.10	0.01	0.12	0.15
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.82	0.89	0.89	0.34	0.56	0.56	0.04	0.65	0.81
Delay/Veh:	19.2	19.2	19.2	23.5	29.6	29.6	22.8	21.6	21.6	21.1	25.1	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:	19.2	19.2	19.2	23.5	29.6	29.6	22.8	21.6	21.6	21.1	25.1	35.7
LOS by Move:	B-	B-	B-	C	C	C	C+	C+	C+	C+	C	D+
HCM2kAvgQ:	1	1	1	10	12	12	2	4	4	0	4	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	69	2	44	45	5	15	33	1597	253	75	767	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:	69	2	44	45	5	15	33	1597	253	75	767	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	2	44	45	5	15	33	1597	253	75	767	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:	69	2	44	45	5	15	33	1597	253	75	767	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2	44	45	5	15	33	1597	253	75	767	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2	44	45	5	15	33	1597	253	75	767	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.69	0.08	0.23	1.00	1.72	0.28	1.00	1.98	0.02
Final Sat.:	1750	78	1722	1212	135	404	1750	3194	506	1750	3662	38

Capacity Analysis Module:

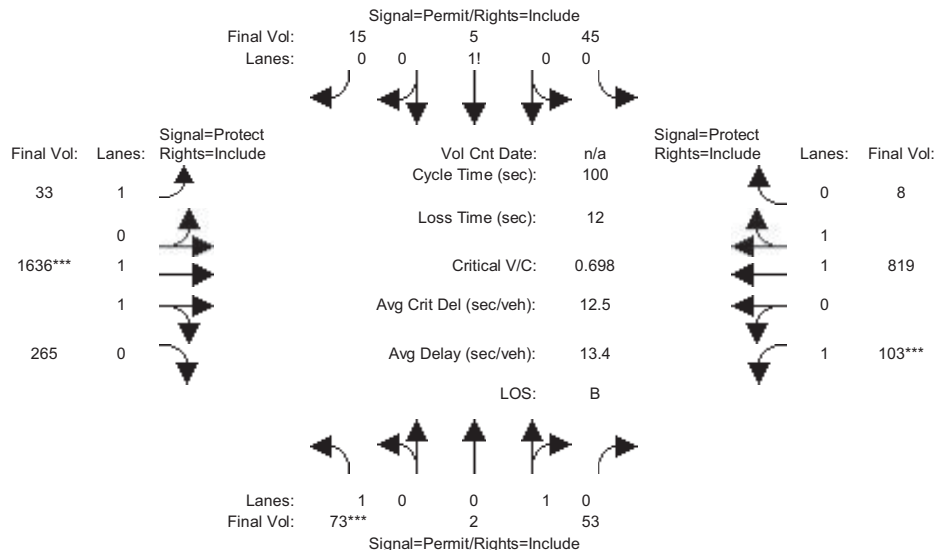
Vol/Sat:	0.04	0.03	0.03	0.04	0.04	0.04	0.02	0.50	0.50	0.04	0.21	0.21
Crit Moves:	***						***			***		
Green Time:	6.0	6.0	6.0	6.0	6.0	6.0	20.6	75.6	75.6	6.5	61.5	61.5
Volume/Cap:	0.66	0.43	0.43	0.62	0.62	0.62	0.09	0.66	0.66	0.66	0.34	0.34
Delay/Veh:	60.8	48.1	48.1	57.1	57.1	57.1	32.3	6.6	6.6	59.3	9.5	9.5
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:	60.8	48.1	48.1	57.1	57.1	57.1	32.3	6.6	6.6	59.3	9.5	9.5
LOS by Move:	E	D	D	E+	E+	E+	C-	A	A	E+	A	A
HCM2kAvgQ:	2	1	1	3	3	3	1	14	14	3	6	6

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	69	2	44	45	5	15	33	1597	253	75	767	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:	69	2	44	45	5	15	33	1597	253	75	767	8
Added Vol:	4	0	9	0	0	0	0	39	12	28	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2	53	45	5	15	33	1636	265	103	819	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:	73	2	53	45	5	15	33	1636	265	103	819	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2	53	45	5	15	33	1636	265	103	819	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	2	53	45	5	15	33	1636	265	103	819	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.69	0.08	0.23	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	1750	65	1735	1212	135	404	1750	3184	516	1750	3664	36

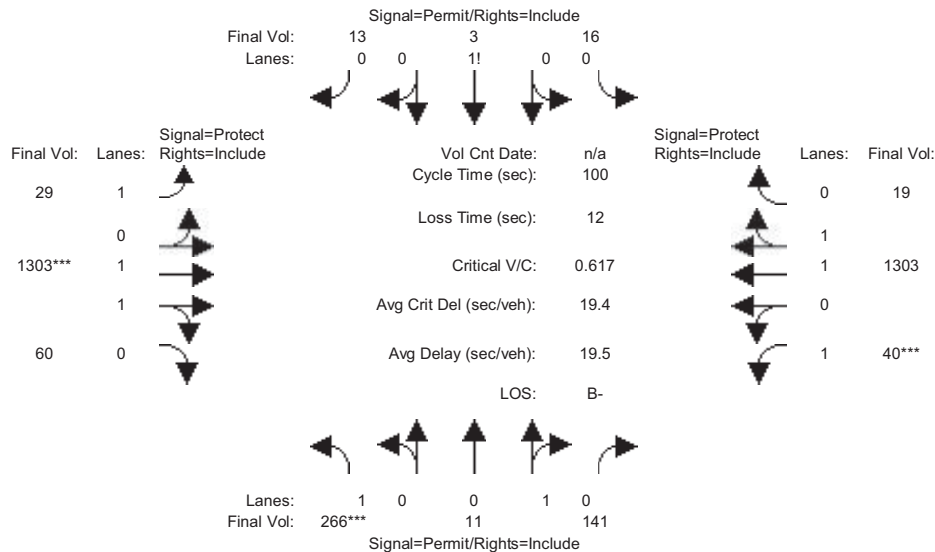
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.04	0.04	0.04	0.02	0.51	0.51	0.06	0.22	0.22
Crit Moves:	***							***		***		
Green Time:	6.0	6.0	6.0	6.0	6.0	6.0	19.6	73.6	73.6	8.4	62.5	62.5
Volume/Cap:	0.70	0.51	0.51	0.62	0.62	0.62	0.10	0.70	0.70	0.70	0.36	0.36
Delay/Veh:	64.9	49.7	49.7	56.9	56.9	56.9	33.1	8.0	8.0	58.3	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	49.7	49.7	56.9	56.9	56.9	33.1	8.0	8.0	58.3	9.2	9.2
LOS by Move:	E	D	D	E+	E+	E+	C-	A	A	E+	A	A
HCM2kAvgQ:	3	2	2	3	3	3	1	16	16	4	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	266	11	141	16	3	13	29	1303	60	40	1303	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	11	141	16	3	13	29	1303	60	40	1303	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	11	141	16	3	13	29	1303	60	40	1303	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	11	141	16	3	13	29	1303	60	40	1303	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	11	141	16	3	13	29	1303	60	40	1303	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	11	141	16	3	13	29	1303	60	40	1303	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.07	0.93	0.50	0.09	0.41	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	1750	130	1670	875	164	711	1750	3537	163	1750	3647	53

Capacity Analysis Module:

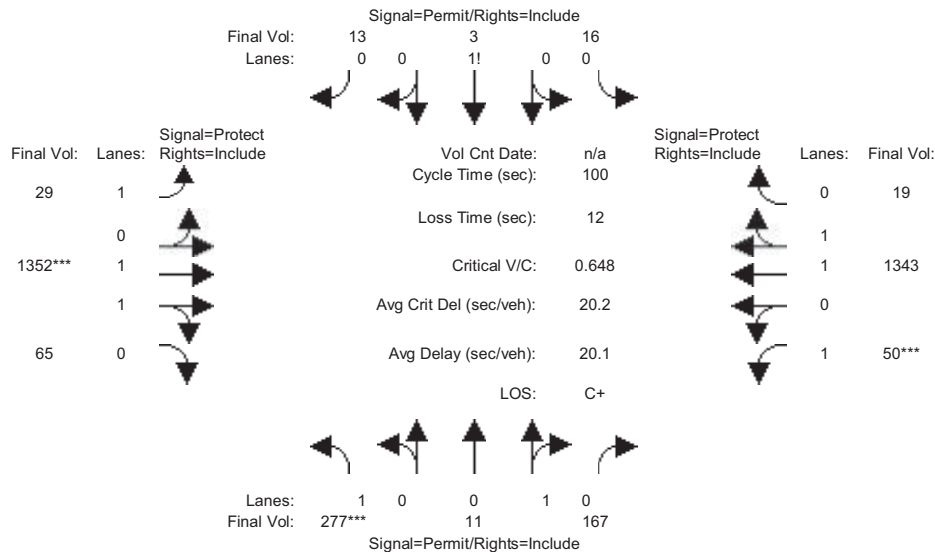
Vol/Sat:	0.15	0.08	0.08	0.02	0.02	0.02	0.02	0.37	0.37	0.02	0.36	0.36
Crit Moves:	***						***			***		
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	10.5	57.3	57.3	7.0	53.8	53.8
Volume/Cap:	0.64	0.36	0.36	0.08	0.08	0.08	0.16	0.64	0.64	0.33	0.66	0.66
Delay/Veh:	37.8	32.3	32.3	29.8	29.8	29.8	41.1	15.1	15.1	45.8	17.5	17.5
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:	37.8	32.3	32.3	29.8	29.8	29.8	41.1	15.1	15.1	45.8	17.5	17.5
LOS by Move:	D+	C-	C-	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	4	4	1	1	1	1	14	14	1	15	15

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	266	11	141	16	3	13	29	1303	60	40	1303	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	11	141	16	3	13	29	1303	60	40	1303	19
Added Vol:	11	0	26	0	0	0	0	49	5	10	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	11	167	16	3	13	29	1352	65	50	1343	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	11	167	16	3	13	29	1352	65	50	1343	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	11	167	16	3	13	29	1352	65	50	1343	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	11	167	16	3	13	29	1352	65	50	1343	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.06	0.94	0.50	0.09	0.41	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	1750	111	1689	875	164	711	1750	3530	170	1750	3648	52

Capacity Analysis Module:

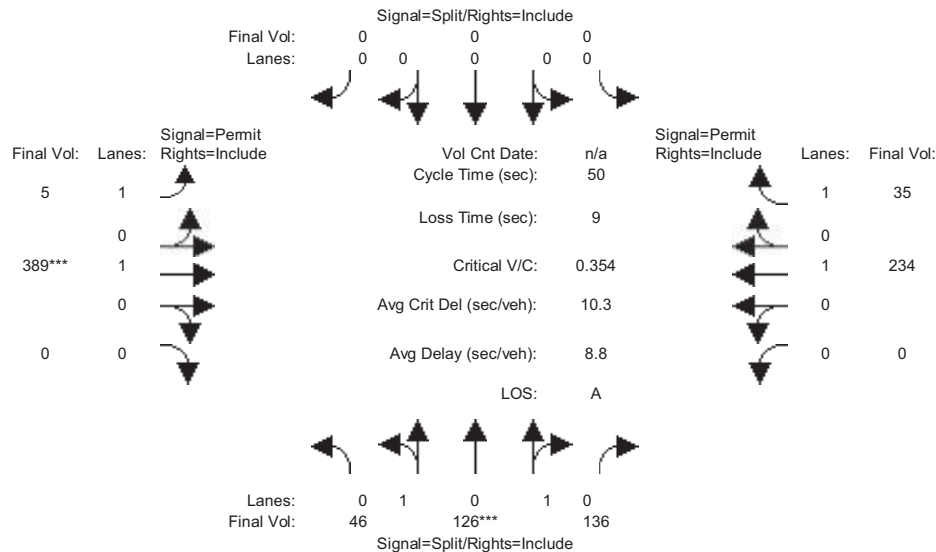
Vol/Sat:	0.16	0.10	0.10	0.02	0.02	0.02	0.02	0.38	0.38	0.03	0.37	0.37
Crit Moves:	***							***		***		
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	10.3	57.3	57.3	7.0	54.0	54.0
Volume/Cap:	0.67	0.42	0.42	0.08	0.08	0.08	0.16	0.67	0.67	0.41	0.68	0.68
Delay/Veh:	38.8	33.0	33.0	29.7	29.7	29.7	41.4	15.6	15.6	46.7	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	33.0	33.0	29.7	29.7	29.7	41.4	15.6	15.6	46.7	17.7	17.7
LOS by Move:	D+	C-	C-	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	5	5	1	1	1	1	15	15	2	16	16

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	46	126	136	0	0	0	5	389	0	0	234	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	126	136	0	0	0	5	389	0	0	234	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	126	136	0	0	0	5	389	0	0	234	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	126	136	0	0	0	5	389	0	0	234	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	126	136	0	0	0	5	389	0	0	234	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	126	136	0	0	0	5	389	0	0	234	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.30	0.82	0.88	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	538	1473	1590	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

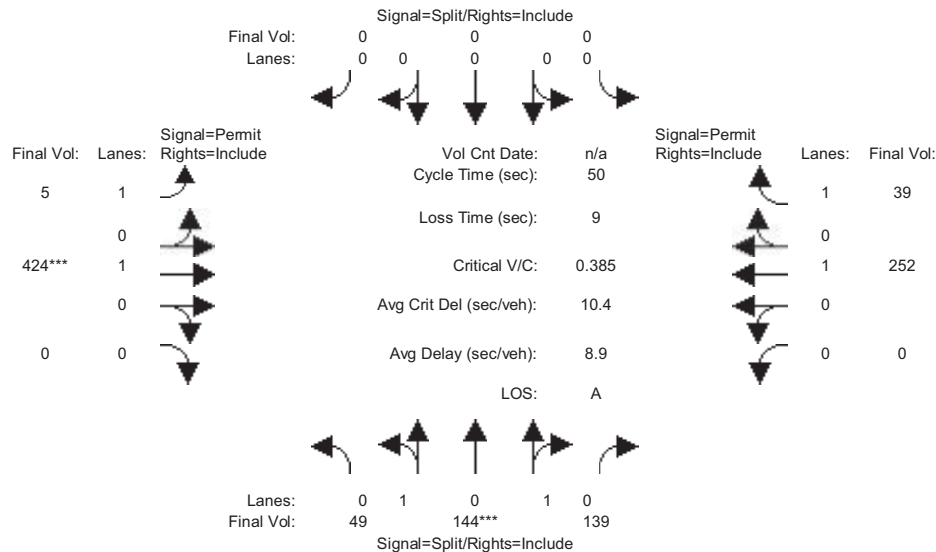
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.12	0.02
Crit Moves:	****						****					
Green Time:	12.1	12.1	12.1	0.0	0.0	0.0	28.9	28.9	0.0	0.0	28.9	28.9
Volume/Cap:	0.35	0.35	0.35	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.21	0.03
Delay/Veh:	16.0	16.0	16.0	0.0	0.0	0.0	4.5	5.8	0.0	0.0	5.2	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	16.0	16.0	0.0	0.0	0.0	4.5	5.8	0.0	0.0	5.2	4.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	0	3	0	0	2	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	46	126	136	0	0	0	5	389	0	0	234	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	126	136	0	0	0	5	389	0	0	234	35
Added Vol:	3	18	3	0	0	0	0	35	0	0	18	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	144	139	0	0	0	5	424	0	0	252	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	144	139	0	0	0	5	424	0	0	252	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	144	139	0	0	0	5	424	0	0	252	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	144	139	0	0	0	5	424	0	0	252	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.87	0.84	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	531	1561	1507	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

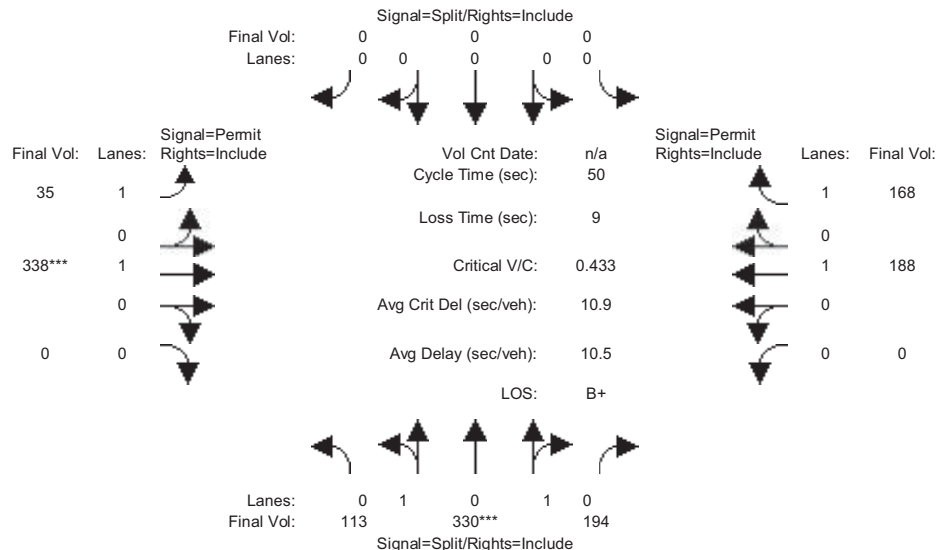
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.02
Crit Moves:	****						****					
Green Time:	12.0	12.0	12.0	0.0	0.0	0.0	29.0	29.0	0.0	0.0	29.0	29.0
Volume/Cap:	0.38	0.38	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.23	0.04
Delay/Veh:	16.2	16.2	16.2	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.2	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.2	4.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	3	0	0	2	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	330	194	0	0	0	35	338	0	0	188	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	330	194	0	0	0	35	338	0	0	188	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	330	194	0	0	0	35	338	0	0	188	168
User Adj:	1.00	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:	113	330	194	0	0	0	35	338	0	0	188	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	330	194	0	0	0	35	338	0	0	188	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	330	194	0	0	0	35	338	0	0	188	168

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.35	1.04	0.61	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	639	1865	1096	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

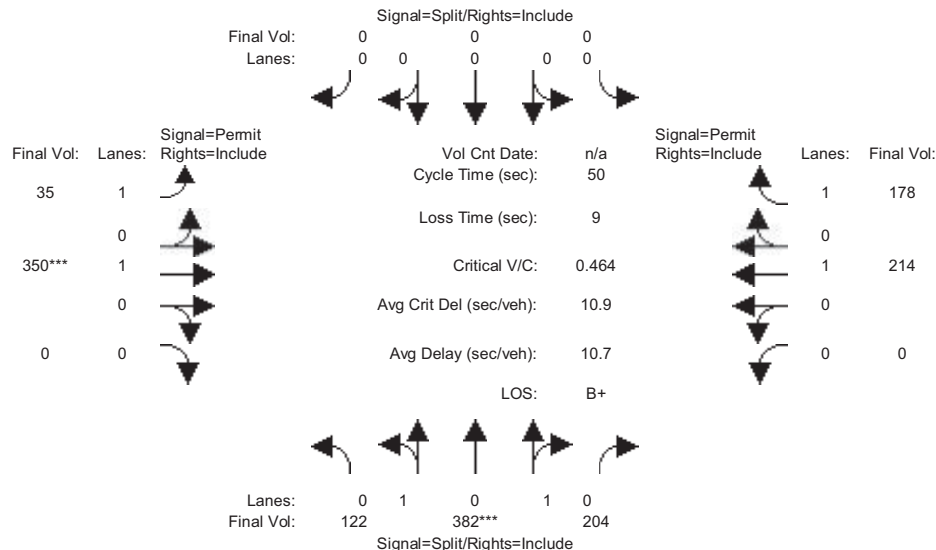
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.10	0.10
Crit Moves:	****						****					
Green Time:	20.4	20.4	20.4	0.0	0.0	0.0	20.6	20.6	0.0	0.0	20.6	20.6
Volume/Cap:	0.43	0.43	0.43	0.00	0.00	0.00	0.05	0.43	0.00	0.00	0.24	0.23
Delay/Veh:	10.8	10.8	10.8	0.0	0.0	0.0	8.9	10.9	0.0	0.0	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	0.0	0.0	0.0	8.9	10.9	0.0	0.0	9.8	9.8
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	0	4	0	0	2	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #58: Pasteur Dr NB / Welch Rd



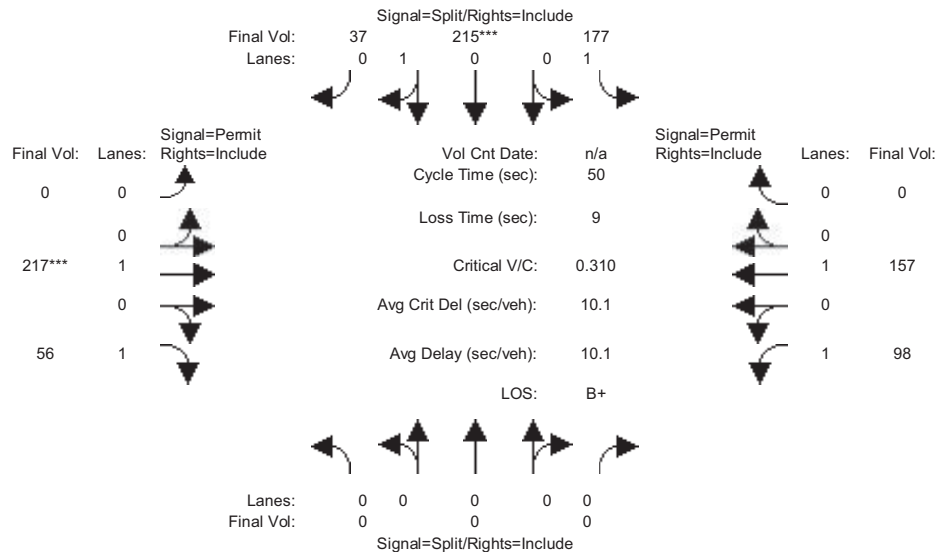
Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	330	194	0	0	0	35	338	0	0	188	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	330	194	0	0	0	35	338	0	0	188	168
Added Vol:	9	52	10	0	0	0	0	12	0	0	26	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	382	204	0	0	0	35	350	0	0	214	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	382	204	0	0	0	35	350	0	0	214	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	382	204	0	0	0	35	350	0	0	214	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	382	204	0	0	0	35	350	0	0	214	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	1.08	0.58	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	620	1942	1037	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.11	0.10
Crit Moves:	*****											
Green Time:	21.2	21.2	21.2	0.0	0.0	0.0	19.8	19.8	0.0	0.0	19.8	19.8
Volume/Cap:	0.46	0.46	0.46	0.00	0.00	0.00	0.05	0.46	0.00	0.00	0.28	0.26
Delay/Veh:	10.6	10.6	10.6	0.0	0.0	0.0	9.3	11.6	0.0	0.0	10.5	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	0.0	0.0	0.0	9.3	11.6	0.0	0.0	10.5	10.3
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	B+	B+
HCM2kAvgQ:	5	5	5	0	0	0	0	4	0	0	2	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB			Welch Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:						
Base Vol:	0	0	0	177	215	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	177	215	37
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	177	215	37
User Adj:	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
PHF Volume:	0	0	0	177	215	37
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	215	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	177	215	37

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.85	0.15
Final Sat.:	0	0	0	1750	1536	264

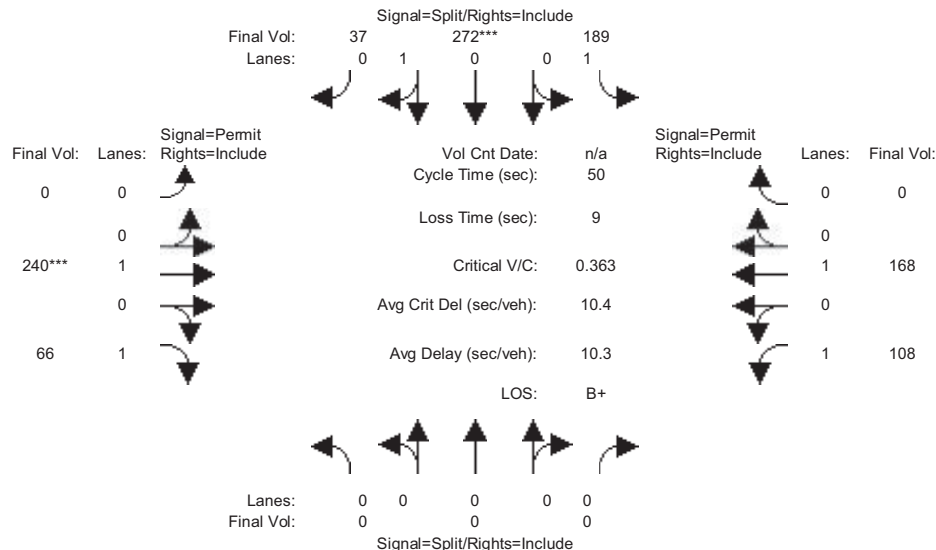
Capacity Analysis Module:						
Vol/Sat:	0.00	0.00	0.00	0.10	0.14	0.14
Crit Moves:				****	****	****
Green Time:	0.0	0.0	0.0	22.6	22.6	22.6
Volume/Cap:	0.00	0.00	0.00	0.22	0.31	0.31
Delay/Veh:	0.0	0.0	0.0	8.5	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.5	9.0	9.0
LOS by Move:	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	3	3

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #59: Pasteur Dr SB / Welch Rd



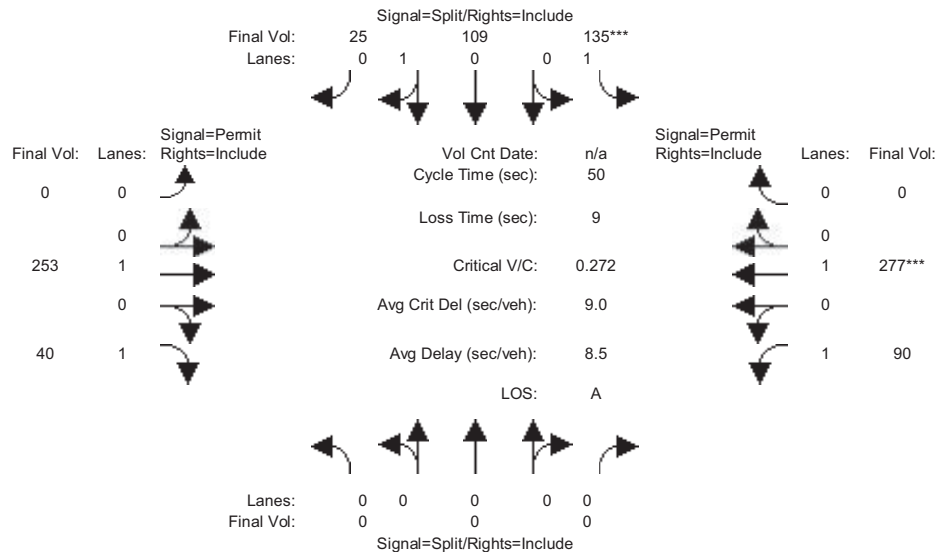
Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	177	215	37	0	217	56	98	157	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	177	215	37	0	217	56	98	157	0
Added Vol:	0	0	0	12	57	0	0	23	10	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	189	272	37	0	240	66	108	168	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	272	37	0	240	66	108	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	272	37	0	240	66	108	168	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	272	37	0	240	66	108	168	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.88	0.12	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1584	216	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.17	0.17	0.00	0.13	0.04	0.06	0.09	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	23.6	23.6	23.6	0.0	17.4	17.4	17.4	17.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.36	0.36	0.00	0.36	0.11	0.18	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	8.7	8.7	0.0	12.5	11.1	11.5	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	8.7	8.7	0.0	12.5	11.1	11.5	11.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B+	B+	B+	A
HCM2kAvgQ:	0	0	0	2	3	3	0	3	1	1	2	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #59: Pasteur Dr SB / Welch Rd

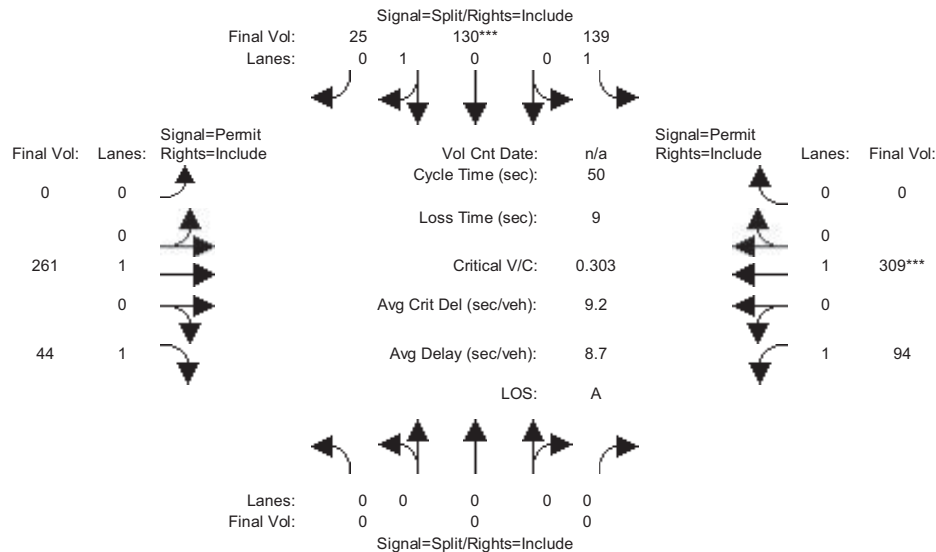


Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.81	0.19	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1464	336	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.07	0.07	0.00	0.13	0.02	0.05	0.15	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	26.8	26.8	26.8	26.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.26	0.26	0.00	0.25	0.04	0.10	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.1	14.1	0.0	6.3	5.5	5.7	6.4	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	14.2	14.1	14.1	0.0	6.3	5.5	5.7	6.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	2	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB			Welch Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:						
Base Vol:	0	0	0	135	109	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	109	25
Added Vol:	0	0	0	4	21	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	139	130	25
User Adj:	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
PHF Volume:	0	0	0	139	130	25
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	130	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	139	130	25

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16
Final Sat.:	0	0	0	1750	1510	290

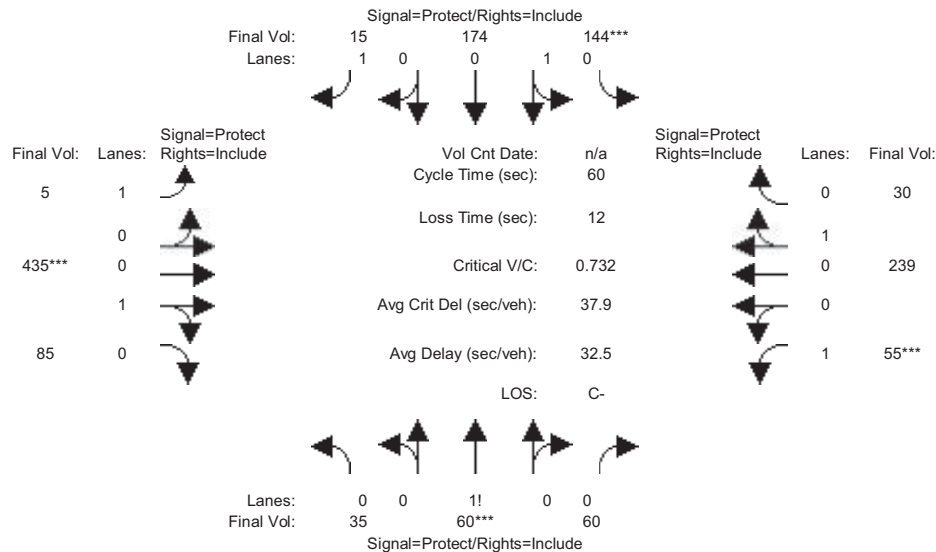
Capacity Analysis Module:						
Vol/Sat:	0.00	0.00	0.00	0.08	0.09	0.09
Crit Moves:				****		
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2
Volume/Cap:	0.00	0.00	0.00	0.28	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	14.2	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.4	14.4
LOS by Move:	A	A	A	B	B	B
HCM2kAvgQ:	0	0	0	2	2	2

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM (NO BUILD)

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	60	60	144	174	15	5	435	85	55	239	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	60	60	144	174	15	5	435	85	55	239	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	60	60	144	174	15	5	435	85	55	239	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	60	60	144	174	15	5	435	85	55	239	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	60	60	144	174	15	5	435	85	55	239	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	60	60	144	174	15	5	435	85	55	239	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.22	0.39	0.39	0.45	0.55	1.00	1.00	0.84	0.16	1.00	0.89	0.11
Final Sat.:	395	677	677	815	985	1750	1750	1506	294	1750	1599	201

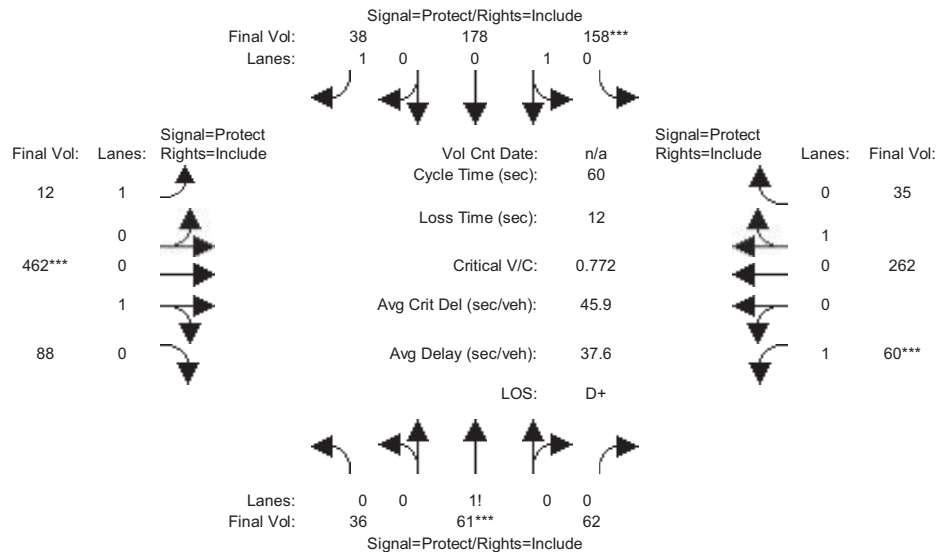
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.01	0.00	0.29	0.29	0.03	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.7	10.0	10.0	11.8	13.1	13.1	10.8	19.2	19.2	7.0	15.4	15.4
Volume/Cap:	0.61	0.53	0.53	0.90	0.81	0.04	0.02	0.90	0.90	0.27	0.58	0.58
Delay/Veh:	28.6	24.7	24.7	48.6	34.1	18.5	20.2	36.7	36.7	24.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	24.7	24.7	48.6	34.1	18.5	20.2	36.7	36.7	24.9	21.3	21.3
LOS by Move:	C	C	C	D	C-	B-	C+	D+	D+	C	C+	C+
HCM2kAvgQ:	4	4	4	7	6	0	0	14	14	1	5	5

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	60	60	144	174	15	5	435	85	55	239	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	60	60	144	174	15	5	435	85	55	239	30
Added Vol:	1	1	2	14	4	23	7	27	3	5	23	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	61	62	158	178	38	12	462	88	60	262	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	61	62	158	178	38	12	462	88	60	262	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	61	62	158	178	38	12	462	88	60	262	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	61	62	158	178	38	12	462	88	60	262	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.23	0.38	0.39	0.47	0.53	1.00	1.00	0.84	0.16	1.00	0.88	0.12
Final Sat.:	396	671	682	846	954	1750	1750	1512	288	1750	1588	212

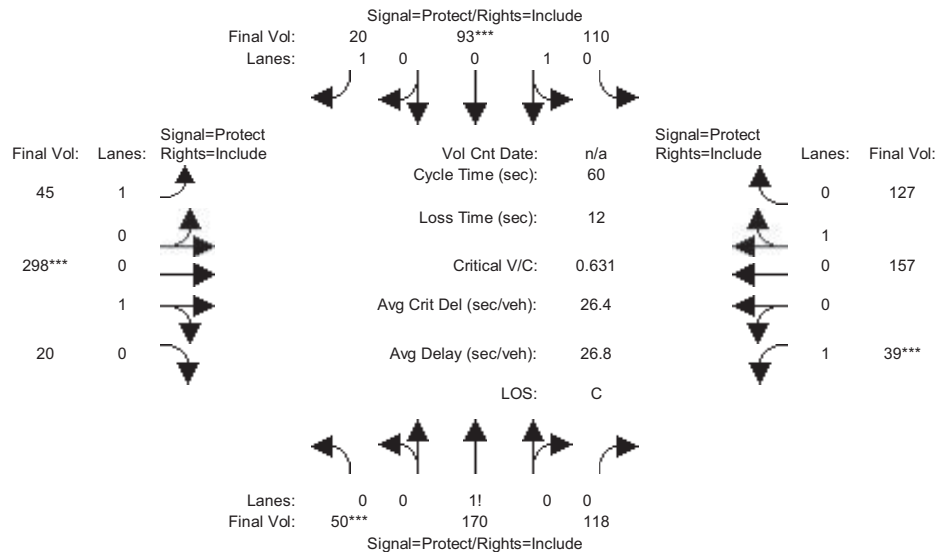
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.19	0.02	0.01	0.31	0.31	0.03	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.4	10.0	10.0	11.8	13.4	13.4	10.8	19.2	19.2	7.0	15.4	15.4
Volume/Cap:	0.65	0.55	0.55	0.95	0.84	0.10	0.04	0.95	0.95	0.29	0.64	0.64
Delay/Veh:	30.6	25.1	25.1	59.4	36.5	18.6	20.4	46.0	46.0	25.0	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	25.1	25.1	59.4	36.5	18.6	20.4	46.0	46.0	25.0	22.9	22.9
LOS by Move:	C	C	C	E+	D+	B-	C+	D	D	C	C+	C+
HCM2kAvgQ:	4	4	4	8	7	1	0	16	16	1	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	50	170	118	110	93	20	45	298	20	39	157	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	118	110	93	20	45	298	20	39	157	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	170	118	110	93	20	45	298	20	39	157	127
User Adj:	1.00	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:	50	170	118	110	93	20	45	298	20	39	157	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	170	118	110	93	20	45	298	20	39	157	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	170	118	110	93	20	45	298	20	39	157	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.50	0.35	0.54	0.46	1.00	1.00	0.94	0.06	1.00	0.55	0.45
Final Sat.:	259	880	611	975	825	1750	1750	1687	113	1750	995	805

Capacity Analysis Module:

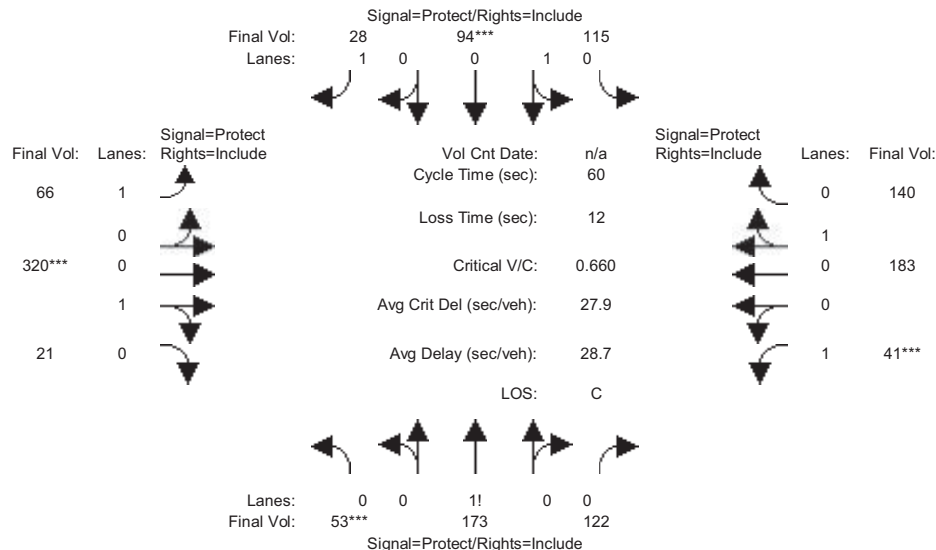
Vol/Sat:	0.19	0.19	0.19	0.11	0.11	0.01	0.03	0.18	0.18	0.02	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	16.2	16.3	16.3	9.9	10.0	10.0	9.0	14.8	14.8	7.0	12.8	12.8
Volume/Cap:	0.72	0.71	0.71	0.69	0.68	0.07	0.17	0.72	0.72	0.19	0.74	0.74
Delay/Veh:	25.0	24.6	24.6	30.2	29.5	21.2	22.6	26.2	26.2	24.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	24.6	24.6	30.2	29.5	21.2	22.6	26.2	26.2	24.4	29.4	29.4
LOS by Move:	C	C	C	C	C	C+	C+	C	C	C	C	C
HCM2kAvgQ:	8	8	8	4	4	0	1	7	7	1	7	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	50	170	118	110	93	20	45	298	20	39	157	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	118	110	93	20	45	298	20	39	157	127
Added Vol:	3	3	4	5	1	8	21	22	1	2	26	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	173	122	115	94	28	66	320	21	41	183	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	173	122	115	94	28	66	320	21	41	183	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	173	122	115	94	28	66	320	21	41	183	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	173	122	115	94	28	66	320	21	41	183	140

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.50	0.35	0.55	0.45	1.00	1.00	0.94	0.06	1.00	0.57	0.43
Final Sat.:	267	870	614	990	810	1750	1750	1689	111	1750	1020	780

Capacity Analysis Module:

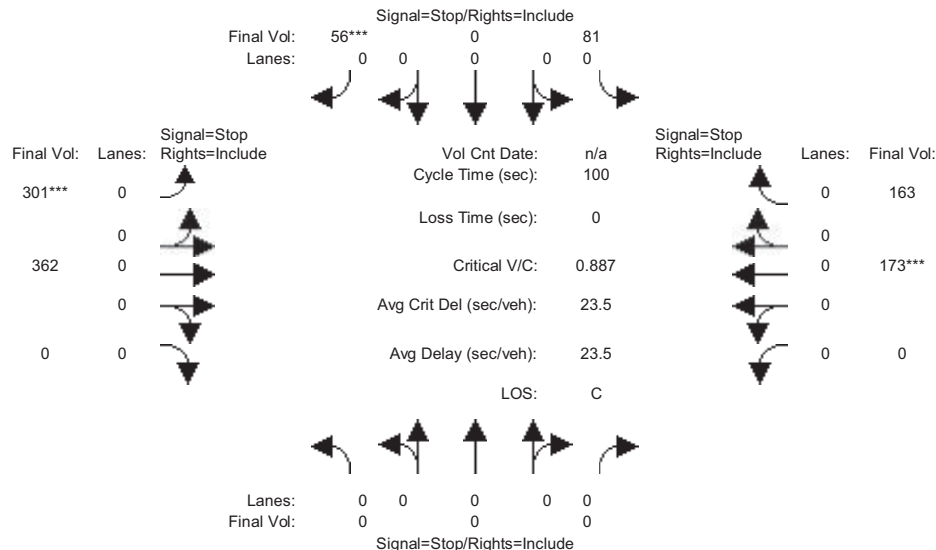
Vol/Sat:	0.20	0.20	0.20	0.12	0.12	0.02	0.04	0.19	0.19	0.02	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	15.9	16.3	16.3	9.6	10.0	10.0	8.7	15.1	15.1	7.0	13.4	13.4
Volume/Cap:	0.75	0.73	0.73	0.73	0.70	0.10	0.26	0.75	0.75	0.20	0.80	0.80
Delay/Veh:	27.0	25.6	25.6	33.0	30.6	21.3	23.3	27.6	27.6	24.5	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	25.6	25.6	33.0	30.6	21.3	23.3	27.6	27.6	24.5	33.2	33.2
LOS by Move:	C	C	C	C-	C	C+	C	C	C	C	C-	C-
HCM2kAvgQ:	8	8	8	4	4	0	1	8	8	1	9	9

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Saturation Flow Module:

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	81	0	56	301	362	0	0	173	163
Growth Adj:	1.00	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	81	0	56	301	362	0	0	173	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	56	301	362	0	0	173	163
User Adj:	1.00	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	81	0	56	301	362	0	0	173	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	56	301	362	0	0	173	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	81	0	56	301	362	0	0	173	163

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	342	0	237	339	408	0	0	376	354

Capacity Analysis Module:

	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	xxxx	xxxx	xxxx	0.24	xxxx	0.24	0.89	0.89	xxxx	xxxx	0.46	0.46
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.2	32.2	0.0	0.0	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.2	32.2	0.0	0.0	11.6	11.6
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.6			32.2			11.6		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.6			32.2			11.6		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	5.1	5.1	5.1	0.8	0.8	0.8

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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				Stop Sign				Stop Sign								
Lanes:	0	0	0	0	0	0	0	1	!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	81		0		56	301	362		0		0	173		163		
Major Street Volume:					999																
Minor Approach Volume:					137																
Minor Approach Volume Threshold:					220																

SIGNAL WARRANT DISCLAIMER

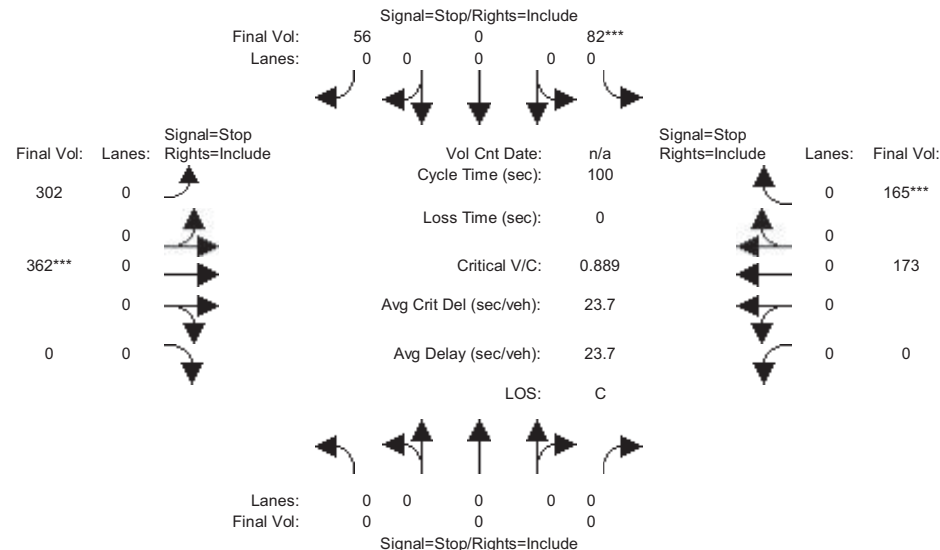
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC

Intersection #61: Bowdoin St / Stanford Ave



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	81	0	56	301	362	0	0	173	163
Growth Adj:	1.00	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	81	0	56	301	362	0	0	173	163
Added Vol:	0	0	0	1	0	0	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	56	302	362	0	0	173	165
User Adj:	1.00	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	82	0	56	302	362	0	0	173	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	56	302	362	0	0	173	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	82	0	56	302	362	0	0	173	165
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	343	0	234	340	407	0	0	373	356
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.24	xxxx	0.24	0.89	0.89	xxxx	xxxx	0.46	0.46
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.6	32.6	0.0	0.0	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.6	32.6	0.0	0.0	11.6	11.6
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx											
Delay Adj:	xxxxxx											
ApprAdjDel:	xxxxxx											
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	5.1	5.1	5.1	0.8	0.8	0.8

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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					Stop Sign					Stop Sign				
Lanes:	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	82		0		56	302		362		0	0		173		165
Major Street Volume:	1002																			
Minor Approach Volume:	138																			
Minor Approach Volume Threshold:	219																			

SIGNAL WARRANT DISCLAIMER

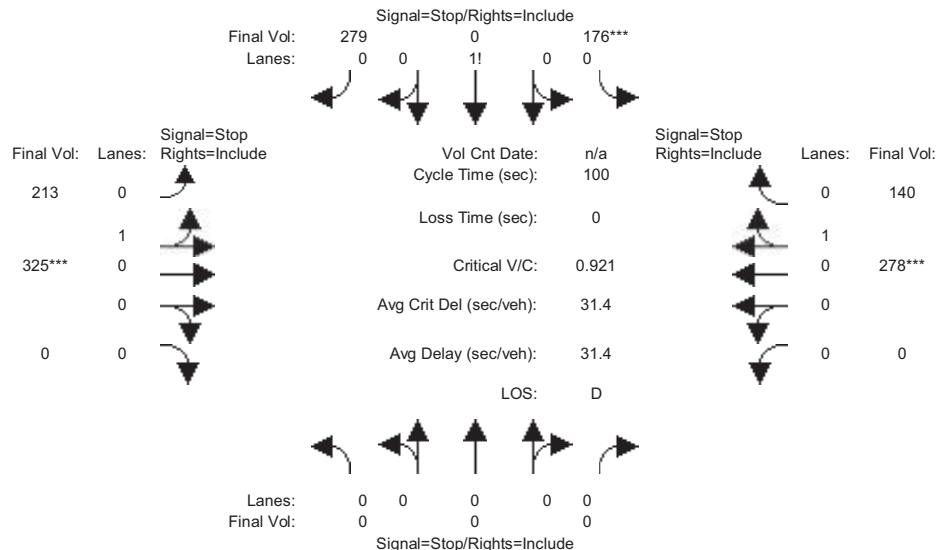
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #61: Bowdoin St / Stanford Ave



Street Name:				Bowdoin Street				Stanford Avenue							
Approach:	North Bound				South Bound			East Bound			West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Min. Green:	0		0		0	0		0		0	0		0		0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0		0		0	176		0		279	213		325		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	176		0		279	213		325		0
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	176		0		279	213		325		0
User Adj:	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
PHF Volume:	0		0		0	176		0		279	213		325		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	176		0		279	213		325		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	176		0		279	213		325		0
----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	0.39		0.00		0.61	0.40		0.60		0.00
Final Sat.:	0		0		0	224		0		354	231		353		0
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.79		xxxx		0.79	0.92		0.92		xxxx
Crit Moves:						****					****				****
Delay/Veh:	0.0		0.0		0.0	25.9		0.0		25.9	43.4		43.4		0.0
Delay Adj:	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	25.9		0.0		25.9	43.4		43.4		0.0
LOS by Move:	*		*		*	D		*		D	E		E		*
ApproachDel:	xxxxxx							25.9					43.4		22.1
Delay Adj:	xxxxxx							1.00					1.00		1.00
ApprAdjDel:	xxxxxx							25.9					43.4		22.1
LOS by Appr:			*					D					E		C
AllWayAvgQ:	0.0		0.0		0.0	2.7		2.7		2.7	5.6		5.6		5.6
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      176    0    279      213  325    0      0  278  140
-----|-----|-----|-----|-----|
Major Street Volume:                956
Minor Approach Volume:                455
Minor Approach Volume Threshold: 231
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

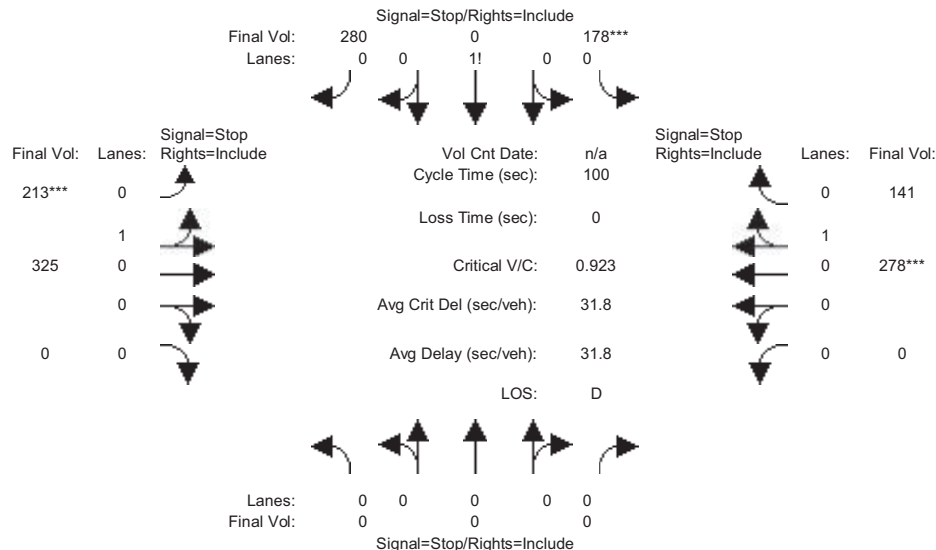
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC

Intersection #61: Bowdoin St / Stanford Ave



Street Name:				Bowdoin Street				Stanford Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Min. Green:	0		0		0	0		0		0	0		0		0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0		0		0	176		0		279	213		325		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	176		0		279	213		325		0
Added Vol:	0		0		0	2		0		1	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	178		0		280	213		325		0
User Adj:	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
PHF Volume:	0		0		0	178		0		280	213		325		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	178		0		280	213		325		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	178		0		280	213		325		0
----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	0.39		0.00		0.61	0.40		0.60		0.00
Final Sat.:	0		0		0	225		0		353	231		352		0
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.79		xxxx		0.79	0.92		0.92		xxxx
Crit Moves:						****					****				****
Delay/Veh:	0.0		0.0		0.0	26.4		0.0		26.4	43.9		43.9		0.0
Delay Adj:	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	26.4		0.0		26.4	43.9		43.9		0.0
LOS by Move:	*		*		*	D		*		D	E		E		*
ApproachDel:	xxxxxx							26.4					43.9		
Delay Adj:	xxxxxx							1.00					1.00		
ApprAdjDel:	xxxxxx							26.4					43.9		
LOS by Appr:			*					D					E		C
AllWayAvgQ:	0.0		0.0		0.0	2.8		2.8		2.8	5.6		5.6		5.6
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      178    0    280      213  325    0      0  278  141
-----|-----|-----|-----|-----|
Major Street Volume:                957
Minor Approach Volume:                458
Minor Approach Volume Threshold: 231
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

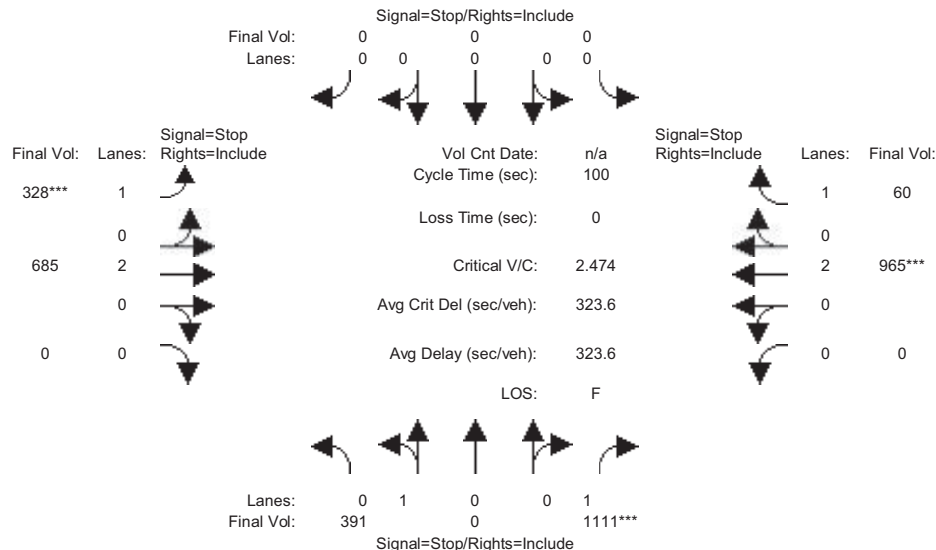
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol:	391 0 1111	0 0 0	328 685 0	0 0 965 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	391 0 1111	0 0 0	328 685 0	0 0 965 60
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	391 0 1111	0 0 0	328 685 0	0 0 965 60
User Adj:	1.00 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:	391 0 1111	0 0 0	328 685 0	0 0 965 60
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	391 0 1111	0 0 0	328 685 0	0 0 965 60
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	391 0 1111	0 0 0	328 685 0	0 0 965 60

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	0.00 0.00 0.00	1.00 2.00 0.00	0.00 2.00 1.00
Final Sat.:	392 0 449	0 0 0	347 728 0	0 618 316

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	1.00 xxxx 2.47	xxxx xxxx xxxx	0.95 0.94 xxxx	xxxx 1.56 0.19
Crit Moves:	xxxx	xxxx	xxxx	xxxx
Delay/Veh:	75.6 0.0 686.3	0.0 0.0 0.0	68.7 65.3 0.0	0.0 296 16.1
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	75.6 0.0 686.3	0.0 0.0 0.0	68.7 65.3 0.0	0.0 296 16.1
LOS by Move:	F * F	* *	F F *	* F C
ApproachDel:	527.3	xxxxxx	66.4	279.4
Delay Adj:	1.00	xxxxxx	1.00	1.00
ApprAdjDel:	527.3	xxxxxx	66.4	279.4
LOS by Appr:	F	*	F	F
AllWayAvgQ:	6.9 6.9 84.3	0.0 0.0 0.0	5.3 5.3 0.0	0.0 24.2 0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    391    0  1111      0    0    0      328  685    0      0  965    60
-----|-----|-----|-----|-----|
Major Street Volume:                2038
Minor Approach Volume:                1502
Minor Approach Volume Threshold: 68 [less than minimum of 150]
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

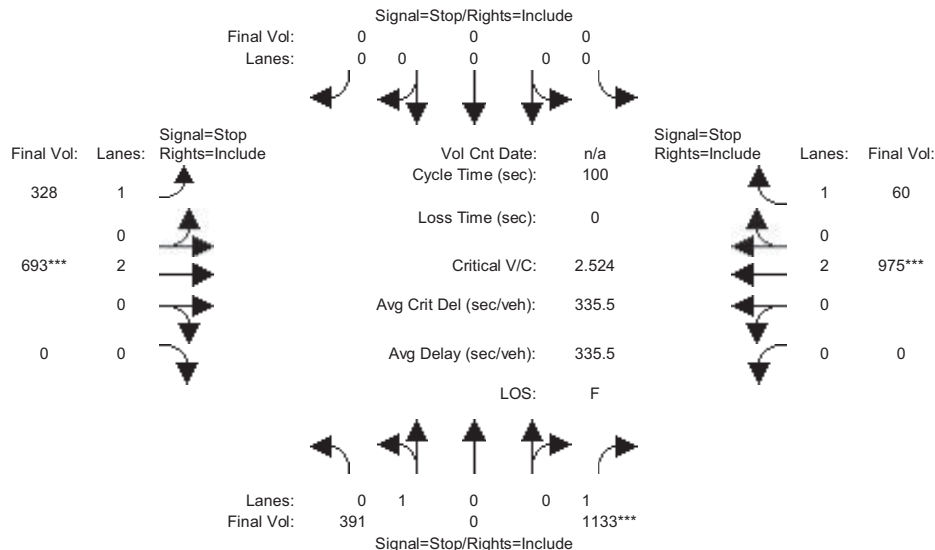
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2025AM+SUMC

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol:	391 0 1111	0 0 0	328 685 0	0 965 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	391 0 1111	0 0 0	328 685 0	0 965 60
Added Vol:	0 0 22	0 0 0	0 8 0	0 10 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	391 0 1133	0 0 0	328 693 0	0 975 60
User Adj:	1.00 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:	391 0 1133	0 0 0	328 693 0	0 975 60
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	391 0 1133	0 0 0	328 693 0	0 975 60
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	391 0 1133	0 0 0	328 693 0	0 975 60

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	0.00 0.00 0.00	1.00 2.00 0.00	0.00 2.00 1.00
Final Sat.:	392 0 449	0 0 0	346 728 0	0 615 316

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	1.00 xxxx 2.52	xxxx xxxx xxxx	0.95 0.95 xxxx	xxxx 1.58 0.19
Crit Moves:	75.7 0.0 708.5	0.0 0.0 0.0	68.7 67.8 0.0	0.0 306 16.2
Delay/Veh:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	75.7 0.0 708.5	0.0 0.0 0.0	68.7 67.8 0.0	0.0 306 16.2
LOS by Move:	F * F	* * *	F F *	* F C
ApproachDel:	546.1	xxxxxx	68.1	289.3
Delay Adj:	1.00	xxxxxx	1.00	1.00
ApprAdjDel:	546.1	xxxxxx	68.1	289.3
LOS by Appr:	F	*	F	F
AllWayAvgQ:	6.9 6.9 87.0	0.0 0.0 0.0	5.4 5.6 0.0	0.0 24.9 0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    391    0  1133      0    0    0      328  693    0      0  975    60
-----|-----|-----|-----|-----|
Major Street Volume:                2056
Minor Approach Volume:                1524
Minor Approach Volume Threshold: 64 [less than minimum of 150]
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

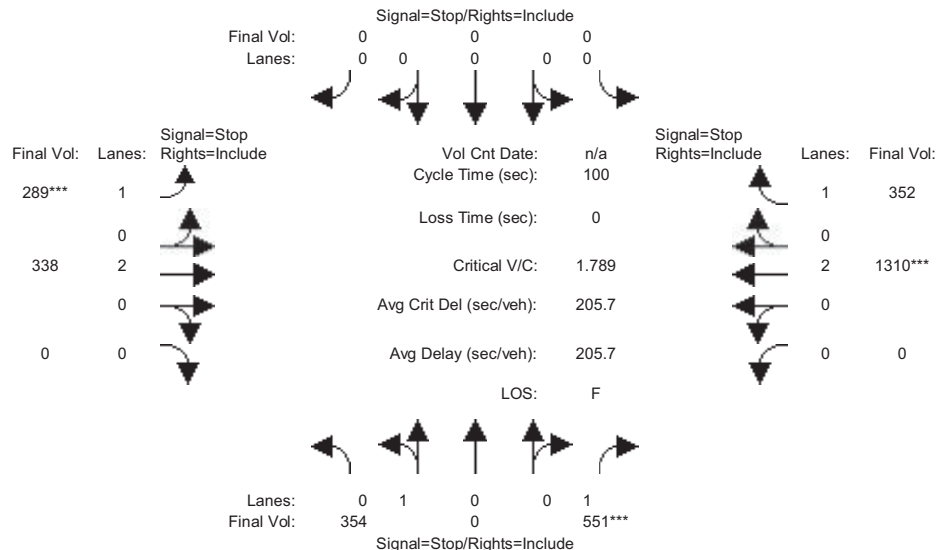
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol:	354 0 551	0 0 0	289 338 0	0 1310 352
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	354 0 551	0 0 0	289 338 0	0 1310 352
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	354 0 551	0 0 0	289 338 0	0 1310 352
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	354 0 551	0 0 0	289 338 0	0 1310 352
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	354 0 551	0 0 0	289 338 0	0 1310 352
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	354 0 551	0 0 0	289 338 0	0 1310 352

Saturation Flow Module:

Adjustment	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	0.00 0.00 0.00	1.00 2.00 0.00	0.00 2.00 1.00
Final Sat.:	393 0 451	0 0 0	298 611 0	0 732 391

Capacity Analysis Module:

Vol/Sat	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.90 xxxx 1.22	xxxx xxxx xxxx	0.97 0.55 xxxx	xxxx 1.79 0.90
Crit Moves:	xxxx	xxxx	xxxx	xxxx
Delay/Veh:	54.3 0.0 143.3	0.0 0.0 0.0	80.3 27.1 0.0	0.0 388 52.7
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	54.3 0.0 143.3	0.0 0.0 0.0	80.3 27.1 0.0	0.0 388 52.7
LOS by Move:	F * F	* *	F D *	* F F
ApproachDel:	108.5	xxxxxx	51.7	316.7
Delay Adj:	1.00	xxxxxx	1.00	1.00
ApprAdjDel:	108.5	xxxxxx	51.7	316.7
LOS by Appr:	F	*	F	F
AllWayAvgQ:	4.6 4.6 16.6	0.0 0.0 0.0	5.4 1.1 0.0	0.0 38.2 4.4

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    354      0      551      0      0      0      289  338      0      0 1310  352
-----|-----|-----|-----|-----|
Major Street Volume:                2289
Minor Approach Volume:                905
Minor Approach Volume Threshold: 18 [less than minimum of 150]
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

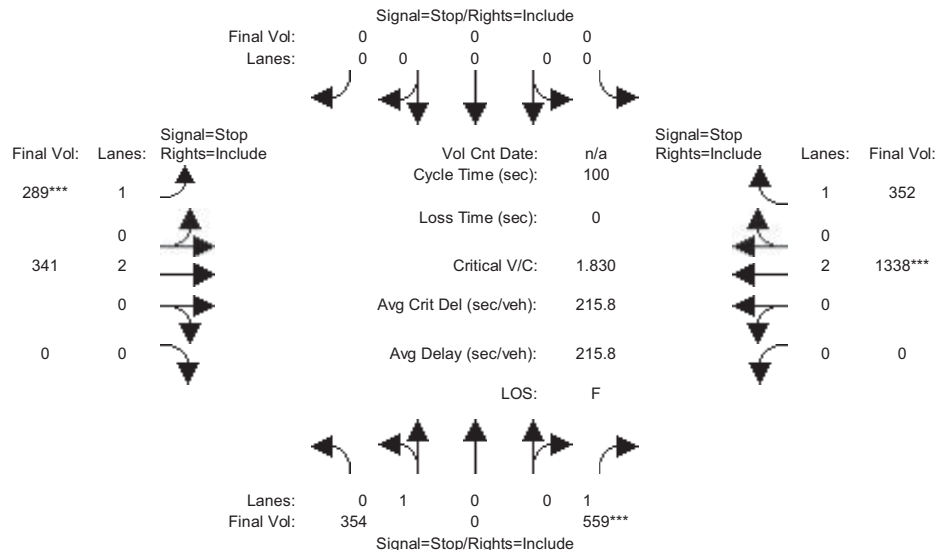
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	354 0 551	0 0 0	289 338 0	0 1310 352
Growth Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse	354 0 551	0 0 0	289 338 0	0 1310 352
Added Vol	0 0 8	0 0 0	0 3 0	0 28 0
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	354 0 559	0 0 0	289 341 0	0 1338 352
User Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume	354 0 559	0 0 0	289 341 0	0 1338 352
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	354 0 559	0 0 0	289 341 0	0 1338 352
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume	354 0 559	0 0 0	289 341 0	0 1338 352

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	0.00 0.00 0.00	1.00 2.00 0.00	0.00 2.00 1.00
Final Sat.	393 0 451	0 0 0	298 611 0	0 731 391

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.90 xxxx 1.24	xxxx xxxx xxxx	0.97 0.56 xxxx	xxxx 1.83 0.90
Crit Moves	xxxx	xxxx	xxxx	xxxx
Delay/Veh	54.4 0.0 150.2	0.0 0.0 0.0	80.4 27.4 0.0	0.0 406 53.1
Delay Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh	54.4 0.0 150.2	0.0 0.0 0.0	80.4 27.4 0.0	0.0 406 53.1
LOS by Move	F * F	* *	F D *	* F F
ApproachDel	113.1	xxxxxx	51.7	332.4
Delay Adj	1.00	xxxxxx	1.00	1.00
ApprAdjDel	113.1	xxxxxx	51.7	332.4
LOS by Appr	F	*	F	F
AllWayAvgQ	4.6 4.6 17.5	0.0 0.0 0.0	5.4 1.1 0.0	0.0 39.9 4.5

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    354      0      559      0      0      0      289  341      0      0 1338  352
-----|-----|-----|-----|-----|
Major Street Volume:                2320
Minor Approach Volume:                913
Minor Approach Volume Threshold: 12 [less than minimum of 150]
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

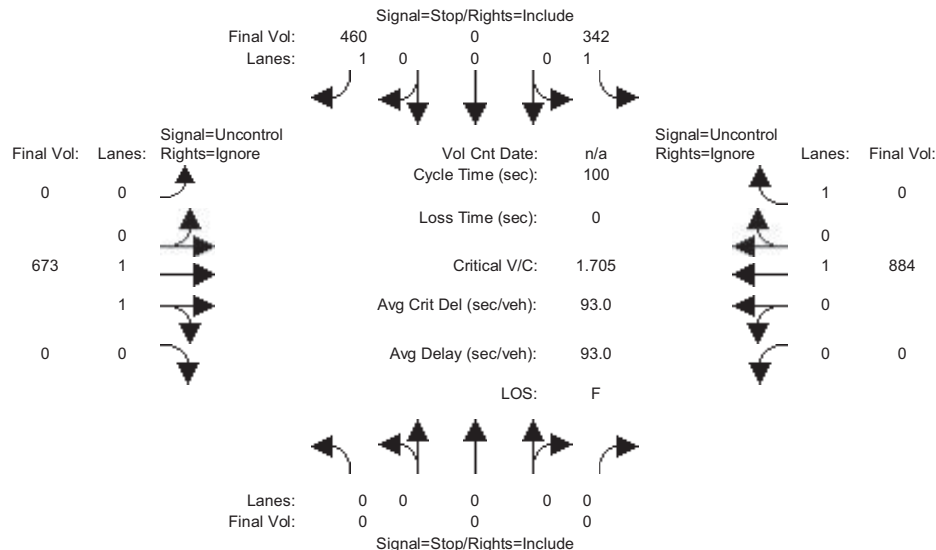
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	342	0	460	0	673	167	0	884	430
Growth Adj:	1.00	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	342	0	460	0	673	167	0	884	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	460	0	673	167	0	884	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	342	0	460	0	673	0	0	884	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	342	0	460	0	673	0	0	884	0

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1221	xxxx	884	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	201	xxxx	347	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	201	xxxx	347	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.70	xxxx	1.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	23.2	xxxx	21.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	378.7	xxxx	195.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			273.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 673 167      0 884 430
ApproachDel:    xxxxxx          273.7          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=802]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2956]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 673 167      0 884 430
-----|-----|-----|-----|-----|

```

Major Street Volume: 2154

Minor Approach Volume: 802

Minor Approach Volume Threshold: 44 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

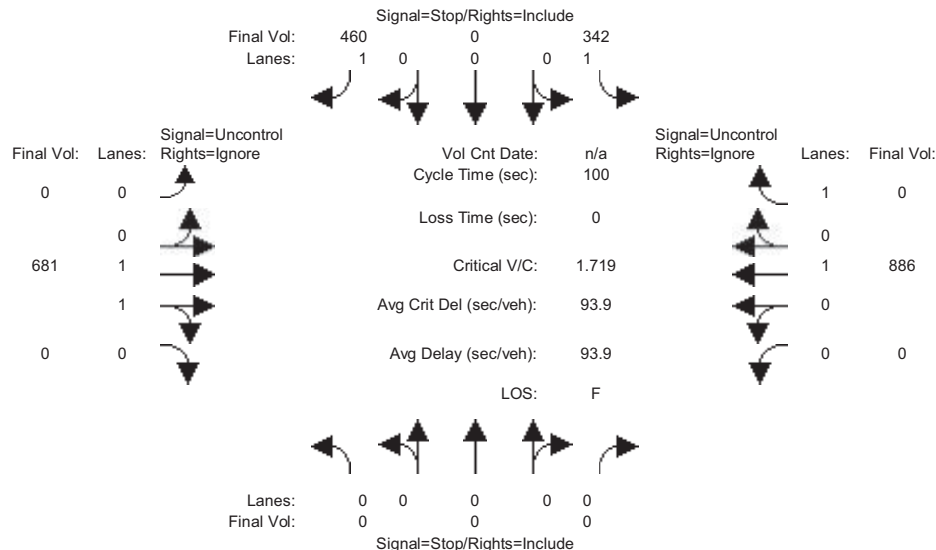
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	342	0	460	0	673	167	0	884	430
Growth Adj:	1.00	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	342	0	460	0	673	167	0	884	430
Added Vol:	0	0	0	0	0	0	0	8	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	460	0	681	167	0	886	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	342	0	460	0	681	0	0	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	342	0	460	0	681	0	0	886	0

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1227	xxxx	886	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	199	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	199	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.72	xxxx	1.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	23.4	xxxx	22.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	385.2	xxxx	197.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			277.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #63 I-280 SB Off-Ramp / Alpine Rd

 Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 681 167      0 886 437
ApproachDel:    xxxxxx          277.3          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=802]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2973]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 681 167      0 886 437
-----|-----|-----|-----|-----|

```

Major Street Volume: 2171

Minor Approach Volume: 802

Minor Approach Volume Threshold: 41 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

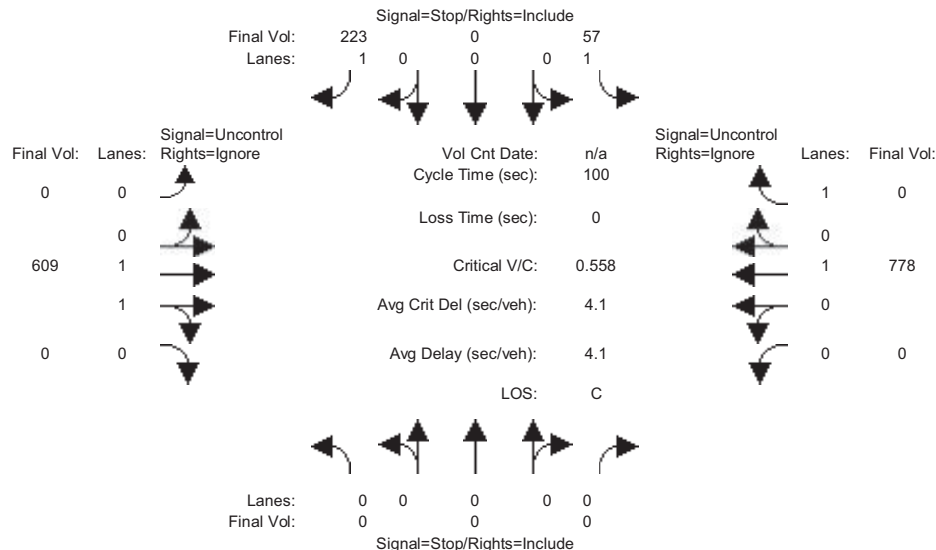
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	57	0	223	0	609	219	0	778	879
Growth Adj:	1.00	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	57	0	223	0	609	219	0	778	879
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	223	0	609	219	0	778	879
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	57	0	223	0	609	0	0	778	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	57	0	223	0	609	0	0	778	0

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1083	xxxx	778	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	243	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	243	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	0.56	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	3.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	24.3	xxxx	24.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 1 1 0	0 0 1 0 1
Initial Vol:	0 0 0 0	57 0 223	0 609 219	0 778 879
ApproachDel:	xxxxxx	24.7	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=280]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2765]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 1 1 0	0 0 1 0 1
Initial Vol:	0 0 0 0	57 0 223	0 609 219	0 778 879

Major Street Volume: 2485

Minor Approach Volume: 280

Minor Approach Volume Threshold: -17 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

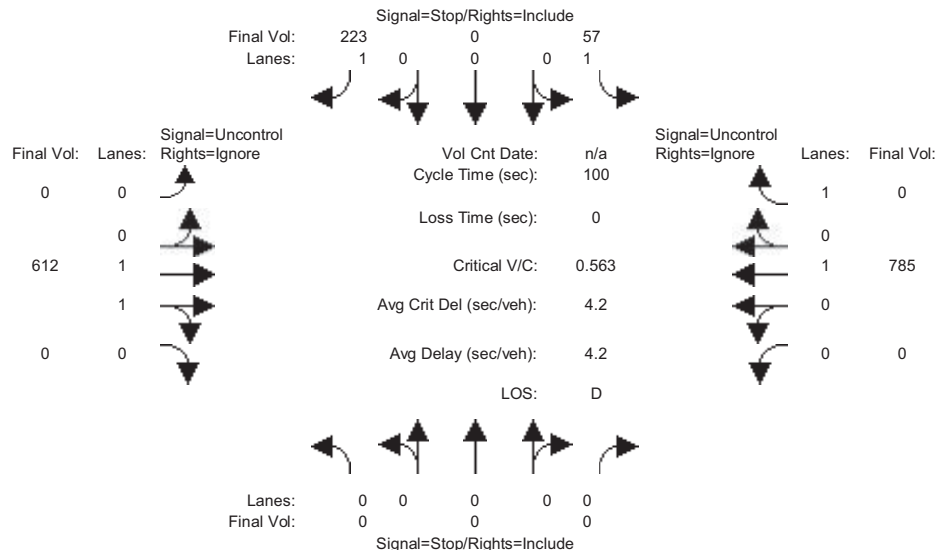
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	57	0	223	0	609	219	0	778	879
Growth Adj:	1.00	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	57	0	223	0	609	219	0	778	879
Added Vol:	0	0	0	0	0	0	0	3	0	0	7	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	223	0	612	219	0	785	900
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	57	0	223	0	612	0	0	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	57	0	223	0	612	0	0	785	0

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1091	xxxx	785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	240	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	240	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.56	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	3.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	24.6	xxxx	25.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	D	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			25.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      57 0 223      0 612 219      0 785 900
ApproachDel:    xxxxxx          25.1          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=280]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2796]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      57 0 223      0 612 219      0 785 900
-----|-----|-----|-----|-----|

```

Major Street Volume: 2516

Minor Approach Volume: 280

Minor Approach Volume Threshold: -23 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

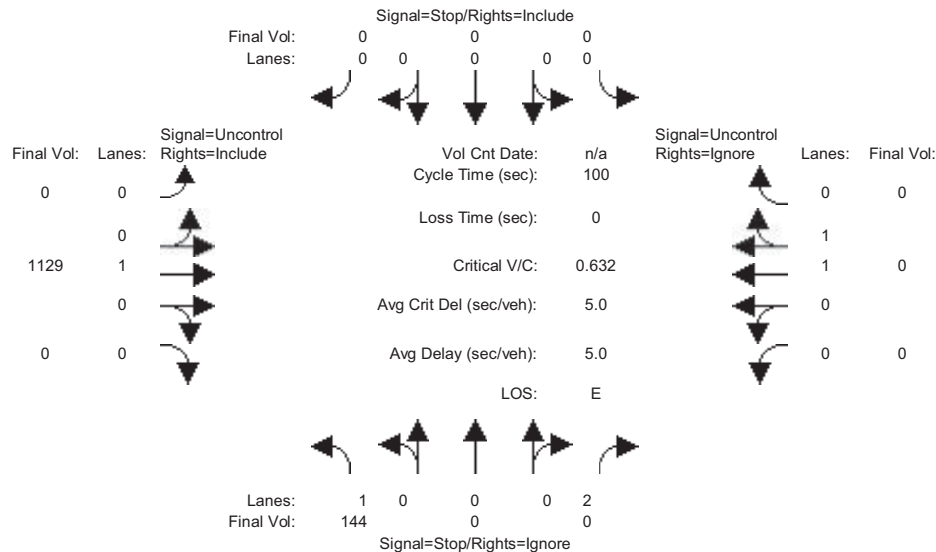
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	0	2072	0	0	0	0	1129	0	0	633	796
Growth Adj:	1.00	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	0	2072	0	0	0	0	1129	0	0	633	796
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	2072	0	0	0	0	1129	0	0	633	796
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	144	0	0	0	0	0	0	1129	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	0	0	0	0	0	0	1129	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1129	xxxx	1129	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	228	xxxx	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	228	xxxx	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.63	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	44.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	44.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2072	0 0 0 0	0 1129 0	0 633 796
ApproachDel:	44.6	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=27.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2216]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4774]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2072	0 0 0 0	0 1129 0	0 633 796

Major Street Volume: 2558

Minor Approach Volume: 2216

Minor Approach Volume Threshold: -30 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

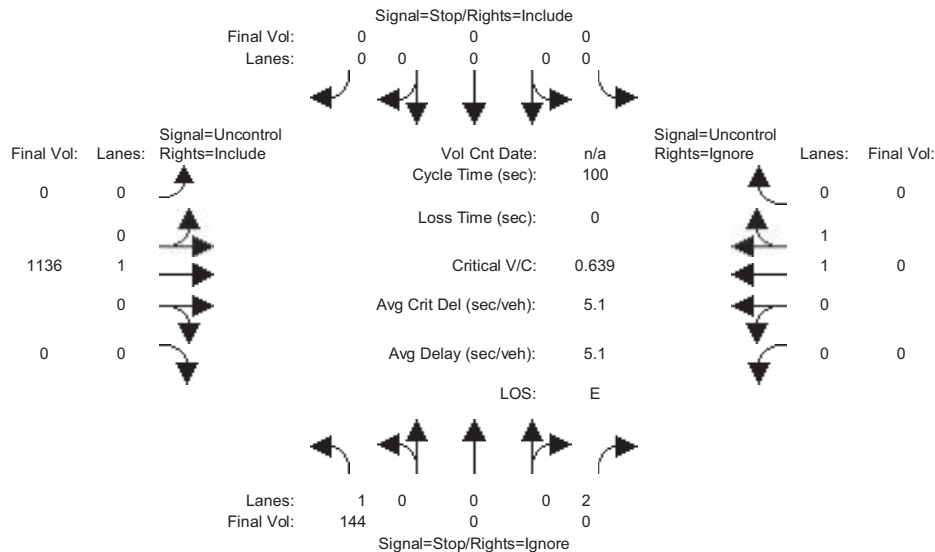
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	0	2072	0	0	0	0	1129	0	0	633	796
Growth Adj:	1.00	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	0	2072	0	0	0	0	1129	0	0	633	796
Added Vol:	0	0	21	0	0	0	0	7	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	2093	0	0	0	0	1136	0	0	642	796
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	144	0	0	0	0	0	0	1136	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	0	0	0	0	0	0	1136	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1136	xxxx	1136	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	225	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	225	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.64	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	45.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	45.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2093	0 0 0 0	0 1136 0	0 642 796
ApproachDel:	45.5	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=28.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2237]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4811]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2093	0 0 0 0	0 1136 0	0 642 796

Major Street Volume: 2574

Minor Approach Volume: 2237

Minor Approach Volume Threshold: -32 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

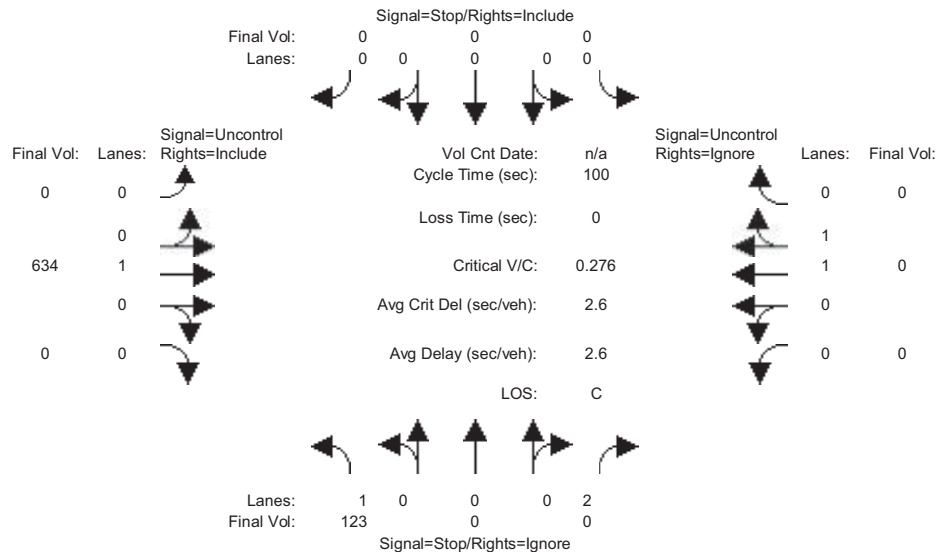
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	123	0	671	0	0	0	0	634	0	0	1765	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	671	0	0	0	0	634	0	0	1765	1320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	671	0	0	0	0	634	0	0	1765	1320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	0	0	0	0	0	634	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	0	0	0	0	0	634	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	634	xxxx	634	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	446	xxxx	483	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	446	xxxx	483	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 671	0 0 0 0	0 634 0	0 1765 1320
ApproachDel:	16.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=794]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4513]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 671	0 0 0 0	0 634 0	0 1765 1320

Major Street Volume: 3719

Minor Approach Volume: 794

Minor Approach Volume Threshold: -191 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

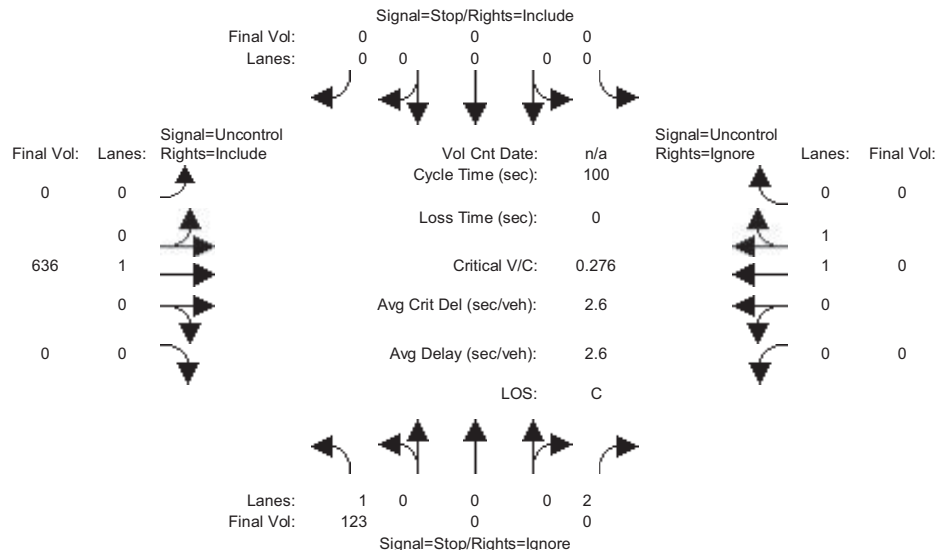
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	123	0	671	0	0	0	0	634	0	0	1765	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	671	0	0	0	0	634	0	0	1765	1320
Added Vol:	0	0	7	0	0	0	0	2	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	678	0	0	0	0	636	0	0	1790	1320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	0	0	0	0	0	636	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	0	0	0	0	0	636	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	636	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 678	0 0 0 0	0 636 0	0 1790 1320
ApproachDel:	16.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=801]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4547]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 678	0 0 0 0	0 636 0	0 1790 1320

Major Street Volume: 3746

Minor Approach Volume: 801

Minor Approach Volume Threshold: -194 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

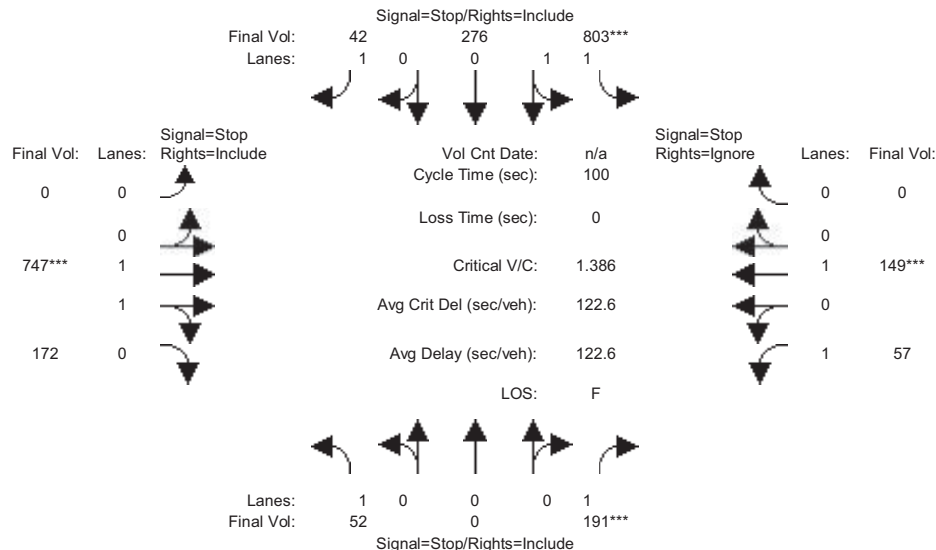
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	52 0 191	803 276 42	0 747 172	57 149 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 0 191	803 276 42	0 747 172	57 149 0
Added Vol	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	52 0 191	803 276 42	0 747 172	57 149 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 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	52 0 191	803 276 42	0 747 172	57 149 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	52 0 191	803 276 42	0 747 172	57 149 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	52 0 191	803 276 42	0 747 172	57 149 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.49 0.51 1.00	0.00 1.63 0.37	1.00 1.00 0.00
Final Sat	364 0 415	579 203 436	0 732 172	362 382 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.14 xxxx	0.46 1.39 1.36 0.10	xxxx 1.02 1.00	0.16 0.39 xxxx
Crit Moves	xxxx	xxxx	xxxx	xxxx
Delay/Veh	14.2 0.0	18.4 214.2 203 11.7	0.0 76.1 69.8	14.4 17.9 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
AdjDel/Veh	14.2 0.0	18.4 214.2 203 11.7	0.0 76.1 69.8	14.4 17.9 0.0
LOS by Move	B *	C F F B	* F F	B C *
ApproachDel	17.5	203.8	75.0	16.9
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	17.5	203.8	75.0	16.9
LOS by Appr	C	F	F	C
AllWayAvgQ	0.2 0.0	0.8 21.1 21.1 0.1	0.0 8.6 7.6	0.2 0.6 0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:          1  0  0  0  1      1  1  0  0  1      0  0  1  1  0      1  0  1  0  0
Initial Vol:    52    0    191      803  276    42      0  747  172      57  149    0
-----|-----|-----|-----|-----|
Major Street Volume:                1364
Minor Approach Volume:                919
Minor Approach Volume Threshold: 241
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

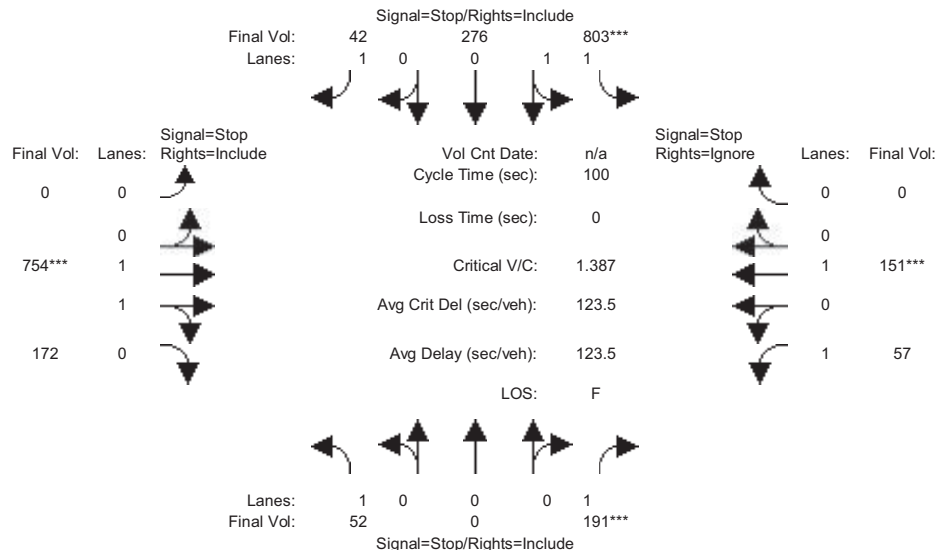
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	52 0 191	803 276 42	0 747 172	57 149 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 0 191	803 276 42	0 747 172	57 149 0
Added Vol	0 0 0	0 0 0	0 7 0	0 2 7
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	52 0 191	803 276 42	0 754 172	57 151 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 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	52 0 191	803 276 42	0 754 172	57 151 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	52 0 191	803 276 42	0 754 172	57 151 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	52 0 191	803 276 42	0 754 172	57 151 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.49 0.51 1.00	0.00 1.63 0.37	1.00 1.00 0.00
Final Sat	363 0 415	579 203 436	0 733 171	362 382 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.14 xxxx	0.46 1.39 1.36 0.10	xxxx 1.03 1.01 0.16 0.40 xxxx	
Crit Moves		****	****	****
Delay/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.5 72.1 14.4 18.0 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	
AdjDel/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.5 72.1 14.4 18.0 0.0	
LOS by Move	B *	C F F B	* F F B C *	
ApproachDel	17.5	204.4	77.3	17.0
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	17.5	204.4	77.3	17.0
LOS by Appr	C	F	F	C
AllWayAvgQ	0.2 0.0	0.8 21.1 21.1 0.1	0.0 8.9 7.9 0.2 0.6 0.6	

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:          1  0  0  0  1    1  1  0  0  1    0  0  1  1  0    1  0  0  1  0
Initial Vol:    52    0   191    803 276   42    0  754  172    57 151   7
-----|-----|-----|-----|-----|
Major Street Volume:                1364
Minor Approach Volume:                926
Minor Approach Volume Threshold: 241
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

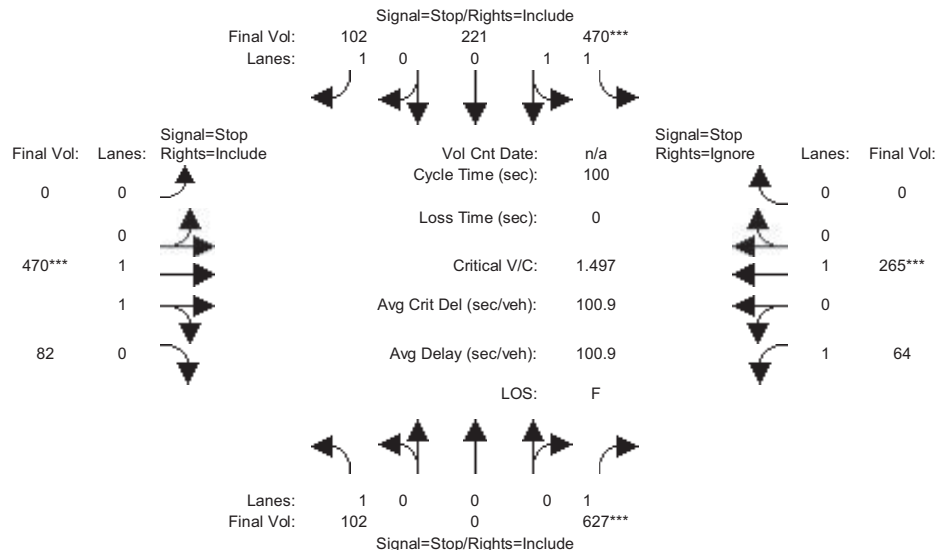
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM (NO BUILD)

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

	North Bound	South Bound	East Bound	West Bound
Base Vol:	102 0 627	470 221 102	0 470 82	64 265 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:	102 0 627	470 221 102	0 470 82	64 265 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	102 0 627	470 221 102	0 470 82	64 265 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 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	102 0 627	470 221 102	0 470 82	64 265 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	102 0 627	470 221 102	0 470 82	64 265 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume:	102 0 627	470 221 102	0 470 82	64 265 0

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	1.36 0.64 1.00	0.00 1.70 0.30	1.00 1.00 0.00
Final Sat.:	359 0 419	481 232 387	0 663 117	345 366 0

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.28 xxxx 1.50	0.98 0.95 0.26	xxxx 0.71 0.70	0.19 0.72 xxxx
Crit Moves:	****	****	****	****
Delay/Veh:	16.2 0.0 258.5	74.8 68.4 14.9	0.0 31.0 30.0	15.2 33.4 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
AdjDel/Veh:	16.2 0.0 258.5	74.8 68.4 14.9	0.0 31.0 30.0	15.2 33.4 0.0
LOS by Move:	C * F	F F B	* D D	C D *
ApproachDel:	224.6	65.3	30.8	29.9
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	224.6	65.3	30.8	29.9
LOS by Appr:	F	F	D	D
AllWayAvgQ:	0.4 0.0 28.8	5.6 5.6 0.3	0.0 2.1 2.0	0.2 2.1 0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
-----|-----|-----|-----|-----|
Control:                Stop Sign                Stop Sign                Stop Sign                Stop Sign
Lanes:           1  0  0  0  1      1  1  0  0  1      0  0  1  1  0      1  0  1  0  0
Initial Vol:    102      0      627      470  221  102      0  470      82      64  265      0
-----|-----|-----|-----|-----|
Major Street Volume:                1522
Minor Approach Volume:                552
Minor Approach Volume Threshold: 193
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

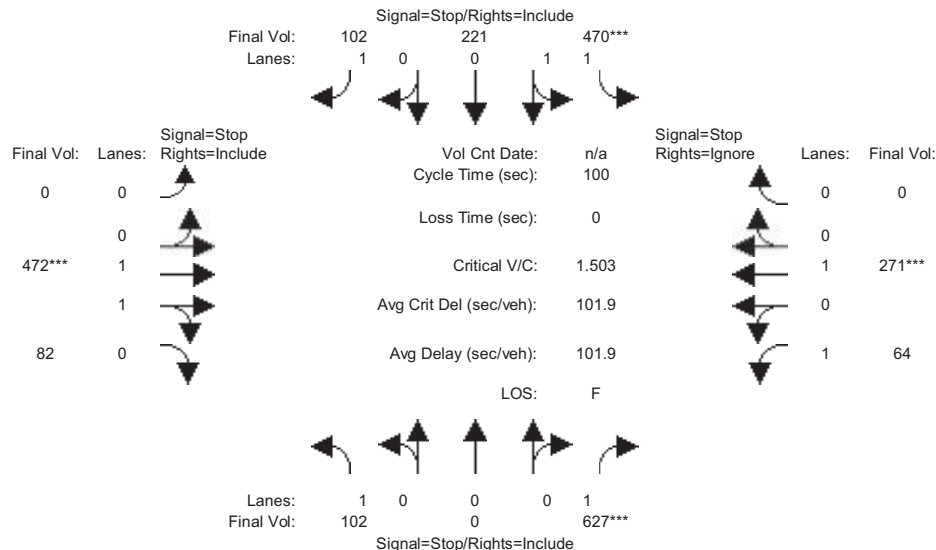
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	102 0 627	470 221 102	0 470 82	64 265 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	102 0 627	470 221 102	0 470 82	64 265 0
Added Vol	0 0 0	0 0 0	0 2 0	0 6 19
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	102 0 627	470 221 102	0 472 82	64 271 19
User Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	102 0 627	470 221 102	0 472 82	64 271 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	102 0 627	470 221 102	0 472 82	64 271 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	102 0 627	470 221 102	0 472 82	64 271 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.36 0.64 1.00	0.00 1.70 0.30	1.00 1.00 0.00
Final Sat.	358 0 417	479 231 385	0 662 116	345 366 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.29 xxxx 1.50	0.98 0.96 0.26	xxxx 0.71 0.70	0.19 0.74 xxxx
Crit Moves	xxxx	xxxx	xxxx	xxxx
Delay/Veh	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 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
AdjDel/Veh	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 0.0
LOS by Move	C * F	F F B	* D D	C D *
ApproachDel	227.0	66.2	31.3	31.2
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	227.0	66.2	31.3	31.2
LOS by Appr	F	F	D	D
AllWayAvgQ	0.4 0.0 29.0	5.7 5.7 0.3	0.0 2.2 2.0	0.2 2.3 2.3

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	102		0		627	470	221		102		0	472		82		64	271		19	
Major Street Volume:					1522															
Minor Approach Volume:					554															
Minor Approach Volume Threshold:					193															

SIGNAL WARRANT DISCLAIMER

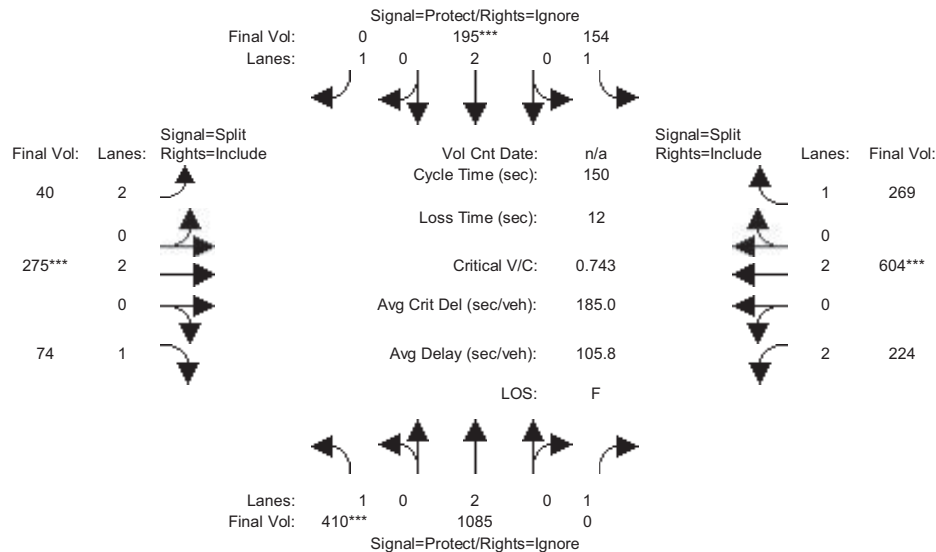
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM (NO BUILD)

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	410	1085	450	154	195	25	40	275	74	224	604	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1085	450	154	195	25	40	275	74	224	604	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	1085	450	154	195	25	40	275	74	224	604	269
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:	410	1085	0	154	195	0	40	275	74	224	604	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1085	0	154	195	0	40	275	74	224	604	269
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
Final Volume:	410	1085	0	154	195	0	40	275	74	224	604	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

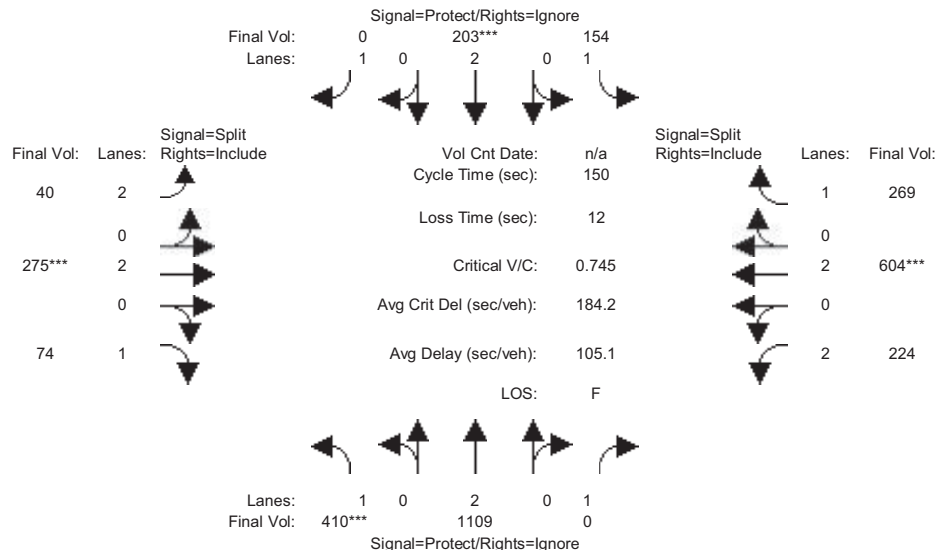
Vol/Sat:	0.23	0.29	0.00	0.09	0.05	0.00	0.02	0.12	0.04	0.10	0.27	0.15
Crit Moves:	***			***			***			***		
Green Time:	27.4	72.9	0.0	18.5	64.0	0.0	14.5	14.5	14.5	32.1	32.1	32.1
Volume/Cap:	1.28	0.59	0.00	0.71	0.12	0.00	0.19	1.28	0.44	0.48	1.28	0.72
Delay/Veh:	209.9	28.3	0.0	73.7	26.0	0.0	62.8	225	65.7	52.4	201	61.4
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:	209.9	28.3	0.0	73.7	26.0	0.0	62.8	225	65.7	52.4	201	61.4
LOS by Move:	F	C	A	E	C	A	E	F	E	D-	F	E
HCM2kAvgQ:	34	18	0	7	3	0	1	12	4	5	21	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	410	1085	450	154	195	25	40	275	74	224	604	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1085	450	154	195	25	40	275	74	224	604	269
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	1109	450	154	203	25	40	275	74	224	604	269
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:	410	1109	0	154	203	0	40	275	74	224	604	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1109	0	154	203	0	40	275	74	224	604	269
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
Final Volume:	410	1109	0	154	203	0	40	275	74	224	604	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

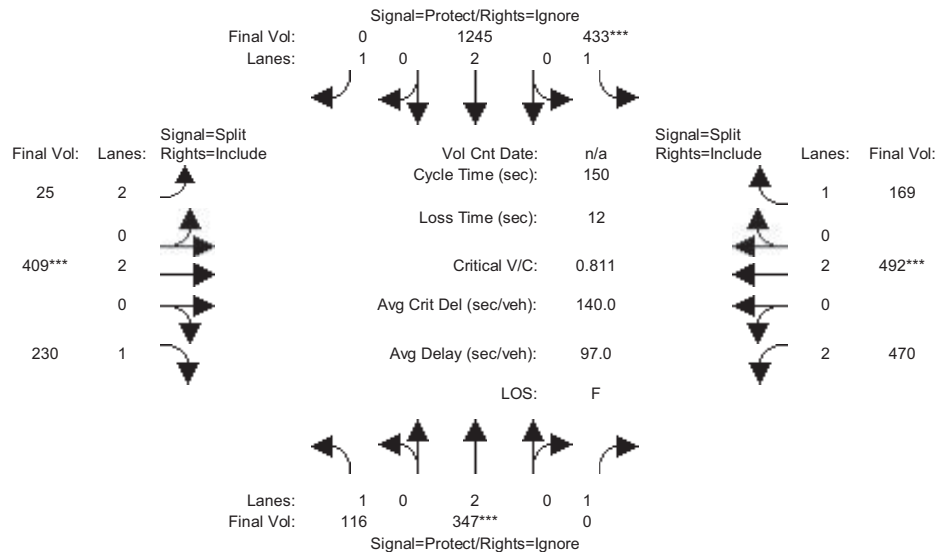
Vol/Sat:	0.23	0.29	0.00	0.09	0.05	0.00	0.02	0.12	0.04	0.10	0.27	0.15
Crit Moves:	***			***			***			***		
Green Time:	27.4	72.9	0.0	18.5	64.0	0.0	14.5	14.5	14.5	32.1	32.1	32.1
Volume/Cap:	1.28	0.60	0.00	0.71	0.13	0.00	0.19	1.28	0.44	0.48	1.28	0.72
Delay/Veh:	209.9	28.6	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
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:	209.9	28.6	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
LOS by Move:	F	C	A	E	C	A	E	F	E	D-	F	E
HCM2kAvgQ:	34	18	0	7	3	0	1	12	4	5	21	12

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM (NO BUILD)

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway			Arastradero Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	116	347	475	433	1245	22	25	409	230	470	492	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	347	475	433	1245	22	25	409	230	470	492	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	347	475	433	1245	22	25	409	230	470	492	169
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:	116	347	0	433	1245	0	25	409	230	470	492	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	347	0	433	1245	0	25	409	230	470	492	169
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:	116	347	0	433	1245	0	25	409	230	470	492	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

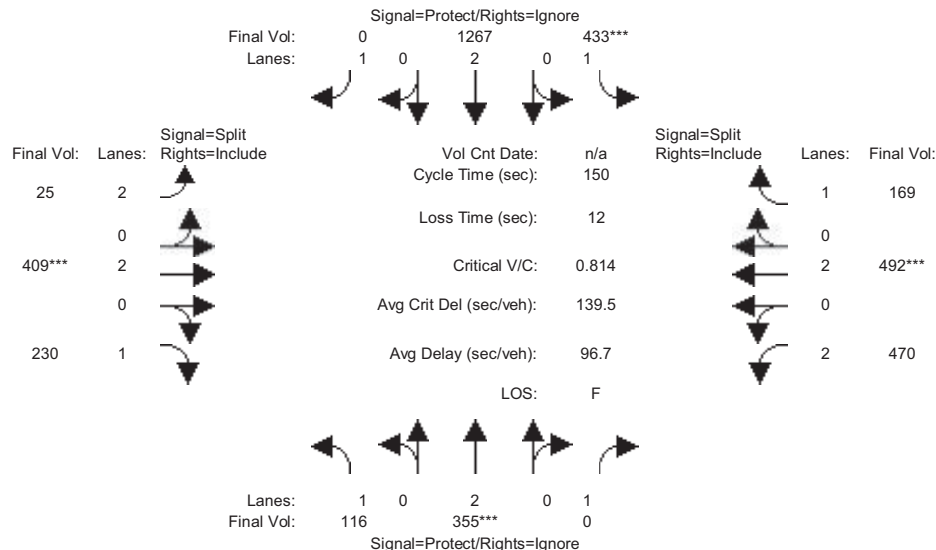
Vol/Sat:	0.07	0.09	0.00	0.25	0.33	0.00	0.01	0.18	0.13	0.21	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.5	55.0	0.0	31.4	70.9	0.0	23.4	23.4	23.4	28.3	28.3	28.3
Volume/Cap:	0.64	0.25	0.00	1.18	0.69	0.00	0.07	1.18	0.84	1.13	1.18	0.51
Delay/Veh:	72.2	33.2	0.0	166.5	32.2	0.0	54.2	172	82.2	145.5	166	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	33.2	0.0	166.5	32.2	0.0	54.2	172	82.2	145.5	166	56.0
LOS by Move:	E	C-	A	F	C-	A	D-	F	F	F	F	E+
HCM2kAvgQ:	7	5	0	29	21	0	1	16	14	17	16	7

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	116	347	475	433	1245	22	25	409	230	470	492	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	347	475	433	1245	22	25	409	230	470	492	169
Added Vol:	0	8	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	355	475	433	1267	22	25	409	230	470	492	169
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:	116	355	0	433	1267	0	25	409	230	470	492	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	355	0	433	1267	0	25	409	230	470	492	169
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
Final Volume:	116	355	0	433	1267	0	25	409	230	470	492	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.00	0.25	0.33	0.00	0.01	0.18	0.13	0.21	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.5	55.0	0.0	31.4	70.9	0.0	23.4	23.4	23.4	28.3	28.3	28.3
Volume/Cap:	0.64	0.25	0.00	1.18	0.71	0.00	0.07	1.18	0.84	1.13	1.18	0.51
Delay/Veh:	72.2	33.3	0.0	166.5	32.6	0.0	54.2	172	82.2	145.5	166	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	33.3	0.0	166.5	32.6	0.0	54.2	172	82.2	145.5	166	56.0
LOS by Move:	E	C-	A	F	C-	A	D-	F	F	F	F	E+
HCM2kAvgQ:	7	6	0	29	21	0	1	16	14	17	16	7

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

APPENDIX T-3

TRAFFIX RESULTS FOR 2025 CONDITIONS –
WITH PEDESTRIAN UNDERCROSSINGS
+ TRAFFIC ADAPTIVE

Undercrossings + Signal Adaptive

LOS Comparison Based on MP / PA Criteria

2025 Comp

#	Intersection	2025 No Build				2025 + SUMC				2025 No Build				2025 + SUMC				2025 + SUMC			
		AM				+ Signal Adaptive				PM				+ Signal Adaptive				+ Signal Adaptive			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
1	ECR/Valparaiso	D	39	0.806	42.7	C-	34.7	0.8	38.4	D-	51.6	0.912	60.8	D	47.3	0.9	57.2	D	47.3	0.9	57.2
2	ECR/Santa Cruz	B	15.8	0.552	15	B	13.6	0.6	13.0	C+	21.5	0.614	21.6	B-	18.7	0.6	18.8	B-	18.7	0.6	18.8
3	ECR/Ravenswood	D	46.5	0.902	51.6	D	41.6	0.9	46.8	E+	56.9	0.962	76.8	D-	53.2	1.0	61.2	D-	53.2	1.0	61.2
4	ECR/Roble	A	9.5	0.535	9	A	8.3	0.5	7.9	B	12.6	0.528	11.3	B+	11.0	0.5	9.9	B+	11.0	0.5	9.9
5	ECR/Middle	C	26.1	0.81	33.1	C	23.1	0.8	29.4	D	41.6	0.925	46.7	D+	37.4	0.9	42.3	D+	37.4	0.9	42.3
6	ECR/Cambridge	B	15.3	0.687	18.6	B	13.1	0.7	15.9	B	13.9	0.573	20.4	B	12.2	0.6	17.9	B	12.2	0.6	17.9
7	ECR/Sand Hill-Alma	C	25.5	0.607	35.6	C	24.8	0.6	31.9	D+	36.7	0.726	45.1	C-	33.3	0.7	40.2	C-	33.3	0.7	40.2
8	ECR/Quarry Rd	B	14.1	0.497	17.9	B	14.3	0.5	18.6	C+	22.8	0.579	16	C+	22.0	0.6	13.1	C+	22.0	0.6	13.1
9	Alma/Lytton	B-	18.1	0.628	18.9	B	16.6	0.7	17.9	D+	38.4	0.975	51.5	D+	37.0	1.0	50.5	D+	37.0	1.0	50.5
10	ECR/University-Palm (Single Int)	E-	79.5	1.107	98.3	E-	77.8	1.1	98.4	D-	51.6	0.943	61.3	E+	57.3	1.0	64.8	E+	57.3	1.0	64.8
11	ECR/Embarcadero-Gaivez	D	49.9	0.853	55	D	45.1	0.9	50.1	E+	55.5	0.936	63.3	D	50.2	0.9	57.5	D	50.2	0.9	57.5
12	ECR/Churchill	C	24.5	0.667	30.8	C+	21.7	0.7	27.5	C	23.1	0.757	34.8	C+	20.5	0.8	31.1	C+	20.5	0.8	31.1
13	ECR/Serra-Park	B-	18.7	0.536	24.5	B	16.3	0.5	21.5	C	26.5	0.727	31.6	C	23.2	0.7	27.8	C	23.2	0.7	27.8
14	ECR/Stanford Ave	C	23.8	0.54	17.9	C+	20.7	0.6	15.6	C	27.7	0.733	33	C	24.3	0.7	29.0	C	24.3	0.7	29.0
15	ECR/California	C	25.8	0.698	28	C+	22.7	0.7	24.7	C	28.1	0.756	29.7	C	24.7	0.8	26.2	C	24.7	0.8	26.2
16	ECR/Page Mill-Oregon	E	66.6	1.032	82.9	E	63.1	1.1	80.1	E	67.2	1.038	84.4	E	62.2	1.1	78.9	E	62.2	1.1	78.9
17	Woodland/University	D	40.6	0.843	41.4	D	40.9	0.9	42.3	D-	51.6	0.962	66.7	D-	53.4	1.0	69.9	D-	53.4	1.0	69.9
18	Middlefield/Willow	D+	36.4	0.657	40.3	D+	37.0	0.7	41.2	E	60.1	0.922	67.6	E	66.8	1.0	76.0	E	66.8	1.0	76.0
19	Middlefield/Lytton	D	41.7	0.874	44.8	D	41.5	0.9	44.9	D-	54.5	0.955	60.1	D-	51.2	1.0	56.9	D-	51.2	1.0	56.9
20	Middlefield/University	C	28.7	0.608	31	C	25.3	0.6	27.5	C	33.3	0.815	38.5	C	29.7	0.8	34.8	C	29.7	0.8	34.8
21	Middlefield/Embarcadero	D	41.3	0.666	43.4	D+	36.3	0.7	38.3	D+	38.8	0.672	41.2	C-	34.1	0.7	36.3	C-	34.1	0.7	36.3
22	Alma/Churchill	C	23.5	0.773	30.1	C	23.9	0.8	20.5	D+	36	0.93	45.3	D+	37.2	0.9	47.3	D+	37.2	0.9	47.3
23	Junipero-Foothill/Page Mill Road	F	126	1.23	177	F	127.5	1.2	180.0	F	109.2	1.136	151.4	F	112.9	1.2	157.7	F	112.9	1.2	157.7
24	Junipero/Stanford	B	14.2	0.721	20.6	B	14.8	0.8	21.7	C+	20.6	0.794	25.6	C+	21.5	0.8	26.3	C+	21.5	0.8	26.3
25	Junipero/Campus East	B	14	0.606	19.8	B	14.7	0.6	21.1	B	13.6	0.618	16.9	B	13.8	0.6	17.0	B	13.8	0.6	17.0
26	Junipero/Campus West	D	50.8	0.687	62.3	D-	54.5	0.7	62.9	E-	79.8	0.995	103.8	F	83.9	1.0	108.2	F	83.9	1.0	108.2
27	Junipero/Alpine-Santa Cruz	D+	36.6	0.902	41.5	D+	38.0	0.9	43.2	D	48.8	0.963	50.7	D-	51.6	1.0	53.8	D-	51.6	1.0	53.8
28	Sand Hill Cir-L280/Sand Hill	D+	36.9	0.723	31.5	D+	38.6	0.7	33.0	C+	22.4	0.722	25.1	C+	22.7	0.7	25.6	C+	22.7	0.7	25.6
29	Sharon Park/Sand Hill	C	30.7	0.842	29.6	C	31.3	0.9	30.7	C	27.8	0.892	32.8	C	28.9	0.9	34.4	C	28.9	0.9	34.4
30	Santa Cruz/Sand Hill	D-	52.5	1.067	82.1	E	61.8	1.1	101.1	D	44.7	0.832	44.8	D	46.0	0.9	46.1	D	46.0	0.9	46.1
31	Oak/Sand Hill	A	9	0.702	10.3	A	9.2	0.7	10.6	A	9	0.847	11.1	A	10.0	0.9	12.6	A	10.0	0.9	12.6
32	Stock Farm/Sand Hill	B	17	0.627	19.6	B	17.4	0.7	20.3	C-	34.4	0.833	42.7	D	41.7	0.9	53.8	D	41.7	0.9	53.8
33	Pasteur/Sand Hill	B-	18.5	0.585	20	B	17.9	0.6	20.0	C	26.8	0.678	31	C	25.7	0.7	30.3	C	25.7	0.7	30.3

Undercrossings + Signal Adaptive

LOS Comparison
Based on MP / PA Criteria

2025 Comp

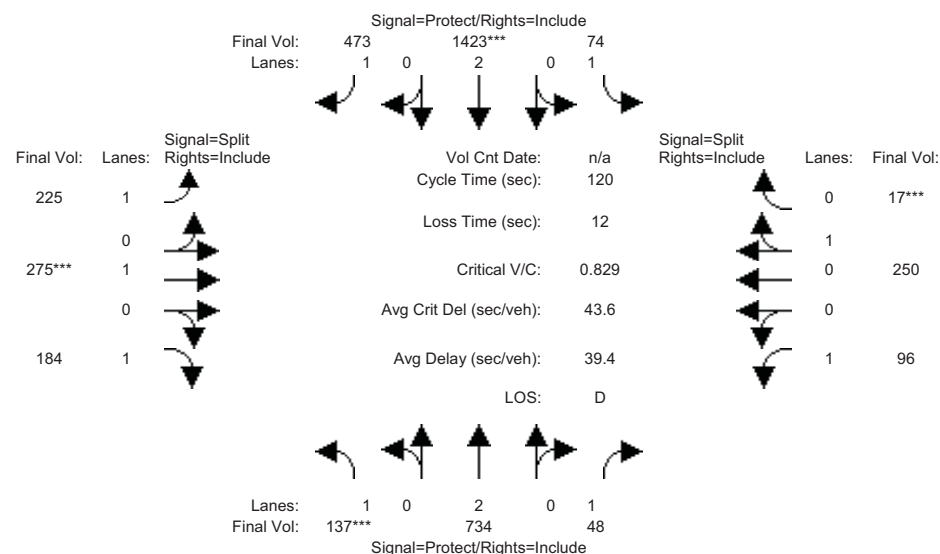
#	Intersection	2025 No Build AM					2025 + SUMC + Signal Adaptive					2025 No Build PM					2025 + SUMC + Signal Adaptive					Compare		
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)		Δ Avg Crit Delay	Δ Crit V/C	Impact?
34	Arboretum/Sand Hill	C+	20.5	0.52	23.4		B-	19.2	0.6	22.4		C	30.6	0.689	39.4		C	29.8	0.7	39.7		0.3	0.027	N
35	Arboretum/Quarry	C	31.6	0.517	32.3		C	28.9	0.6	29.5		C	28.8	0.61	31.7		C	25.6	0.6	29.0		-2.7	0.03	N
36	Arboretum/Palm	C	24.6	0.856	30.5		C	23.7	0.9	30.4		C+	21.2	0.744	23.1		B-	19.3	0.8	21.4		-1.7	0.022	N
37	Arboretum/Garvez *	E	38.8	0.772	36.8		E	45.4	0.8	45.4		F	230.5	1.463	230.5		F	263.1	1.5	263.1		32.6	0.08	Y
38	ECR/Charleston	D-	53.1	0.877	55.3		D	47.3	0.9	49.5		E	65.4	0.992	75		E+	58.7	1.0	67.5		-7.5	0.007	N
39	Alma/Charleston	E+	55.8	0.965	62		D	50.8	1.0	56.8		E-	76.2	1.055	87.8		E	69.3	1.1	80.3		-7.5	0.01	N
40	Middlefield/Charleston	D	46.6	0.828	49.4		D	41.1	0.8	43.6		D	47.5	0.848	51.5		D	42.0	0.9	45.5		-6.0	0.002	N
41	Middlefield/Hamilton	B	17	0.508	17.9		B	15.8	0.5	16.7		B-	18.7	0.431	19.3		B	16.9	0.5	17.4		-1.9	0.022	N
42	Alma/Hamilton	B	14.3	0.59	16.1		B	13.7	0.6	15.4		C+	20.6	0.694	22.4		B-	18.6	0.7	20.1		-2.3	0.009	N
43	University/Santa Cruz	C+	22.8	0.612	30		C	23.0	0.6	30.2		C	29.5	0.718	37.3		C	29.6	0.7	37.5		0.2	0.005	N
44	ECR/Oak Grove	C	30.4	0.655	29.2		C	26.7	0.7	25.6		D+	35	0.745	34		C	30.9	0.8	30.3		-3.7	0.026	N
45	Middlefield/Ringwood	C	30.4	0.704	34		C	30.4	0.7	33.7		C-	33.8	0.868	43.6		C-	34.3	0.9	43.9		0.3	0.002	N
46	Middlefield/Ravenwood	C	30.6	0.865	41.6		C	29.4	0.9	40.1		D-	54.1	1.008	73.4		E+	57.1	1.0	77.2		3.8	0.014	Y
47	ECR/Encinal	C+	20.2	0.658	18		B	17.7	0.7	15.9		C+	21.3	0.686	23.7		B-	18.6	0.7	20.9		-2.8	0.02	N
48	Bay/Marsh	B	13.3	0.606	14.9		B	13.3	0.6	14.9		B	12.6	0.537	13.9		B	12.6	0.5	13.9		0.0	0.008	N
49	US 101/SB Marsh	B-	19.2	0.812	21.2		B-	19.3	0.8	21.2		C	28.1	0.954	31.3		C	28.8	1.0	32.7		1.4	0.008	N
50	US 101/NB Marsh	B	15.1	0.612	16		B	15.1	0.6	16.0		C+	21.3	0.932	25		C+	21.3	0.9	25.0		0.0	0	N
51	Bay/Willow	B-	18.8	0.648	23		B-	18.6	0.7	23.0		B	17.5	0.619	21.2		B	17.8	0.7	16.8		-4.4	0.051	N
52	Bayfront Expy/Willow	D	42.5	0.969	65.3		D	43.6	1.0	67.9		F	115.6	1.221	147.7		F	119.2	1.2	152.3		4.6	0.011	Y
53	Bayfront Expy/University	D	43.5	1.057	86.8		D	44.6	1.1	89.3		F	104.6	1.167	120.8		F	107.7	1.2	124.5		3.7	0.009	Y
54	Bay/University	D+	38.8	0.836	43.7		D+	38.9	0.8	43.9		F	96.1	1.166	129.2		F	97.1	1.2	130.6		1.4	0.004	N
55	Donohoe/University	E	73.9	1.018	81.6		E	74.9	1.0	82.9		D	43	0.899	51.4		D	43.0	0.9	51.4		0.0	0	N
56	Weich/Quarry	C+	20.9	0.558	24.1		C	23.0	0.6	27.8		C+	21.4	0.541	23.1		C	24.4	0.6	28.1		5.0	0.061	N
57	Durand/Sand Hill	B	12.1	0.662	10.4		B+	11.6		10.6		B-	19.5	0.617	19.4		B	17.8		17.7		-1.7	0.018	N
58	Pasteur NB/Weich	A	8.8	0.354	10.3		A	9.0	0.4	10.4		B+	10.5	0.433	10.9		B+	10.7	0.5	10.9		0.0	0.024	N
59	Pasteur SB/Weich	B+	10.1	0.31	10.1		B+	10.3	0.4	10.4		A	8.5	0.272	9		A	8.7	0.3	9.2		0.2	0.031	N
60	Durand/Weich	C-	32.5	0.732	37.9		D+	37.5	0.8	45.7		C	26.8	0.631	26.4		C	29.0	0.7	27.2		0.8	0.031	N
61	Bowdoin St/Stanford Ave *	C	23.5	0.887	23.5		C	23.7	0.9	23.7		D	31.4	0.921	31.4		D	31.8	0.9	31.8		0.4	0.002	N
62	I-280 NB Off-Ramp / Alpine Road *	F	323.6	2.474	323.6		F	335.5	2.5	335.5		F	205.7	1.789	205.7		F	215.8	1.8	215.8		10.1	0.041	Y
63	I-280 SB Off-Ramp / Alpine Road *	F	273.7	1.705	273.7		F	277.3	1.7	277.3		C	24.7	0.568	24.7		D	25.1	0.6	25.1		0.4	0.005	N
64	I-280 NB Off-Ramp / Page Mill Road *	E	44.6	0.632	44.6		E	45.5	0.6	45.5		C	16.1	0.276	16.1		C	16.1	0.3	16.1		0.0	0	N
65	I-280 SB Off-Ramp / Page Mill Road *	F	122.6	1.386	122.6		F	123.5	1.4	123.5		F	100.9	1.497	100.9		F	101.9	1.5	101.9		1.0	0.006	N
66	Foothill Expy / Arastradero Road	F	105.8	0.743	185		F	105.1	0.7	184.2		F	97	0.811	140		F	96.7	0.8	139.5		-0.5	0.003	N

* Unsignalized

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #1: El Camino Real / Valparaiso Ave



Street Name:	El Camino Real						Valparaiso Avenue - Glenwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	136	710	44	74	1346	473	225	275	180	83	250	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	710	44	74	1346	473	225	275	180	83	250	17
Added Vol:	1	24	4	0	77	0	0	0	4	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	734	48	74	1423	473	225	275	184	96	250	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	734	48	74	1423	473	225	275	184	96	250	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	734	48	74	1423	473	225	275	184	96	250	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	734	48	74	1423	473	225	275	184	96	250	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1685	115

Capacity Analysis Module:

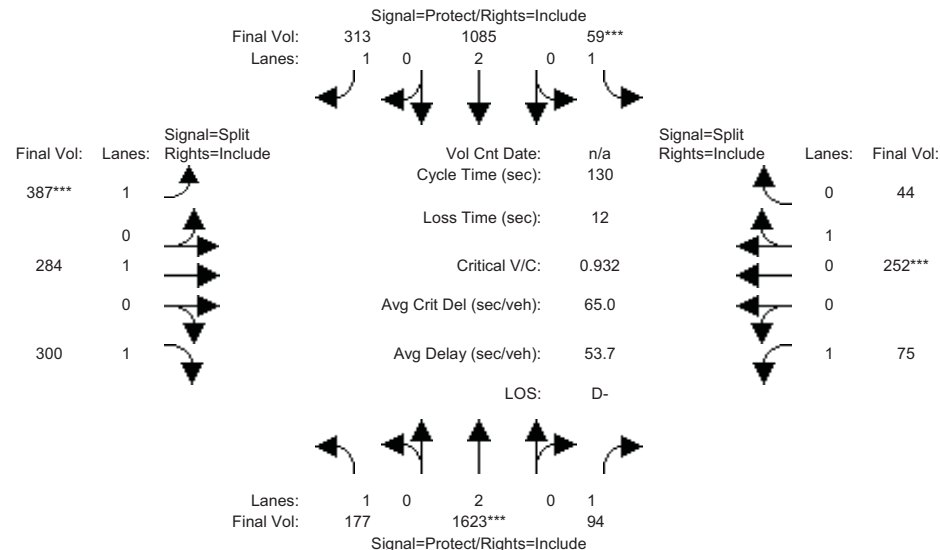
Vol/Sat:	0.08	0.19	0.03	0.04	0.37	0.27	0.13	0.14	0.11	0.05	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	11.3	45.8	45.8	19.8	54.2	54.2	21.0	21.0	21.0	21.5	21.5	21.5
Volume/Cap:	0.83	0.51	0.07	0.26	0.83	0.60	0.74	0.83	0.60	0.31	0.83	0.83
Delay/Veh:	81.4	28.7	23.6	44.2	32.3	26.0	55.9	63.6	49.0	43.3	63.7	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:	81.4	28.7	23.6	44.2	32.3	26.0	55.9	63.6	49.0	43.3	63.7	63.7
LOS by Move:	F	C	C	D	C-	C	E+	E	D	D	E	E
HCM2kAvgQ:	6	10	1	2	23	14	10	12	8	3	12	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #1: El Camino Real / Valparaiso Ave



Street Name:	El Camino Real			Valparaiso Avenue - Glenwood Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	173	1552	82	59	1058	313	387	284	299	71	252	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1552	82	59	1058	313	387	284	299	71	252	44
Added Vol:	4	71	12	0	27	0	0	0	1	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1623	94	59	1085	313	387	284	300	75	252	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1623	94	59	1085	313	387	284	300	75	252	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1623	94	59	1085	313	387	284	300	75	252	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	1623	94	59	1085	313	387	284	300	75	252	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1532	268

Capacity Analysis Module:

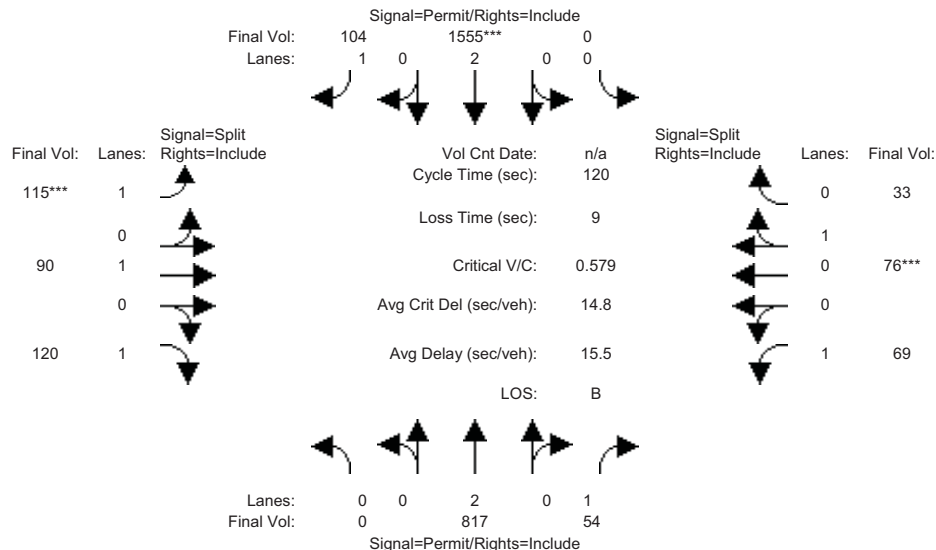
Vol/Sat:	0.10	0.43	0.05	0.03	0.29	0.18	0.22	0.15	0.17	0.04	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.5	56.8	56.8	10.0	49.3	49.3	29.4	29.4	29.4	21.9	21.9	21.9
Volume/Cap:	0.75	0.98	0.12	0.44	0.75	0.47	0.98	0.66	0.76	0.25	0.98	0.98
Delay/Veh:	67.0	53.1	21.9	59.6	37.4	31.0	89.3	49.6	55.2	47.5	99.5	99.5
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:	67.0	53.1	21.9	59.6	37.4	31.0	89.3	49.6	55.2	47.5	99.5	99.5
LOS by Move:	E	D-	C+	E+	D+	C	F	D	E+	D	F	F
HCM2kAvgQ:	7	34	2	2	19	10	22	11	14	3	17	17

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	787	54	0	1461	104	115	90	120	69	76	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	787	54	0	1461	104	115	90	120	69	76	33
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	54	0	1555	104	115	90	120	69	76	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	817	54	0	1555	104	115	90	120	69	76	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	817	54	0	1555	104	115	90	120	69	76	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	817	54	0	1555	104	115	90	120	69	76	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1255	545

Capacity Analysis Module:

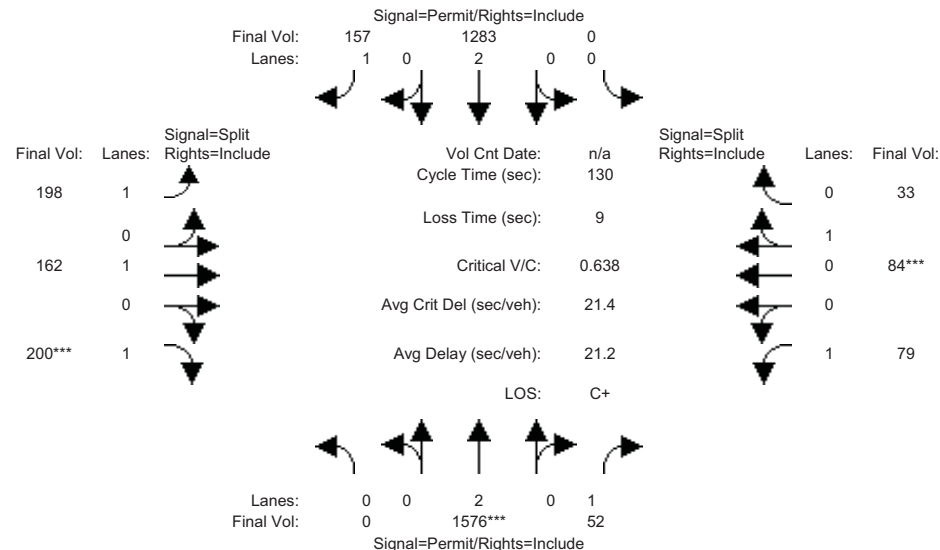
Vol/Sat:	0.00	0.22	0.03	0.00	0.41	0.06	0.07	0.05	0.07	0.04	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	0.0	84.8	84.8	0.0	84.8	84.8	14.2	14.2	14.2	12.6	12.6	12.6
Volume/Cap:	0.00	0.30	0.04	0.00	0.58	0.08	0.55	0.40	0.58	0.38	0.58	0.58
Delay/Veh:	0.0	6.6	5.3	0.0	9.0	5.5	53.2	50.1	54.1	51.4	55.7	55.7
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	6.6	5.3	0.0	9.0	5.5	53.2	50.1	54.1	51.4	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D	D-	D-	E+	E+
HCM2kAvgQ:	0	5	1	0	14	1	5	3	5	3	5	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	52	0	1250	157	198	162	200	79	84	33
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1576	52	0	1283	157	198	162	200	79	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1576	52	0	1283	157	198	162	200	79	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1576	52	0	1283	157	198	162	200	79	84	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1576	52	0	1283	157	198	162	200	79	84	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1292	508

Capacity Analysis Module:

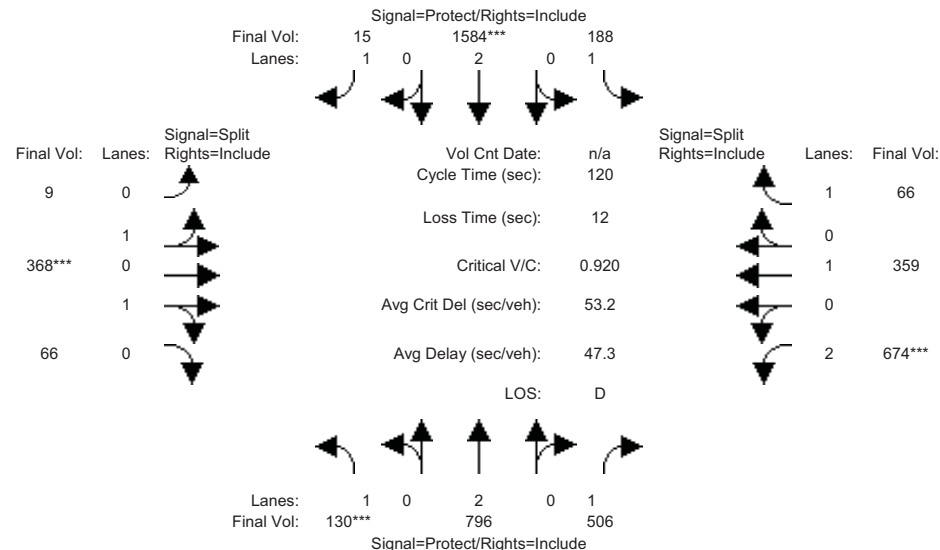
Vol/Sat:	0.00	0.41	0.03	0.00	0.34	0.09	0.11	0.09	0.11	0.05	0.07	0.07
Crit Moves:	****						****			****		
Green Time:	0.0	84.5	84.5	0.0	84.5	84.5	23.3	23.3	23.3	13.2	13.2	13.2
Volume/Cap:	0.00	0.64	0.05	0.00	0.52	0.14	0.63	0.48	0.64	0.44	0.64	0.64
Delay/Veh:	0.0	14.2	8.2	0.0	12.2	8.8	53.5	48.9	53.8	56.7	63.4	63.4
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	14.2	8.2	0.0	12.2	8.8	53.5	48.9	53.8	56.7	63.4	63.4
LOS by Move:	A	B	A	A	B	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	17	1	0	13	2	9	6	9	4	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	130	766	500	188	1490	15	9	368	66	667	359	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	766	500	188	1490	15	9	368	66	667	359	66
Added Vol:	0	30	6	0	94	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	796	506	188	1584	15	9	368	66	674	359	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	796	506	188	1584	15	9	368	66	674	359	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	796	506	188	1584	15	9	368	66	674	359	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	796	506	188	1584	15	9	368	66	674	359	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	73	2991	536	3150	1900	1750

Capacity Analysis Module:

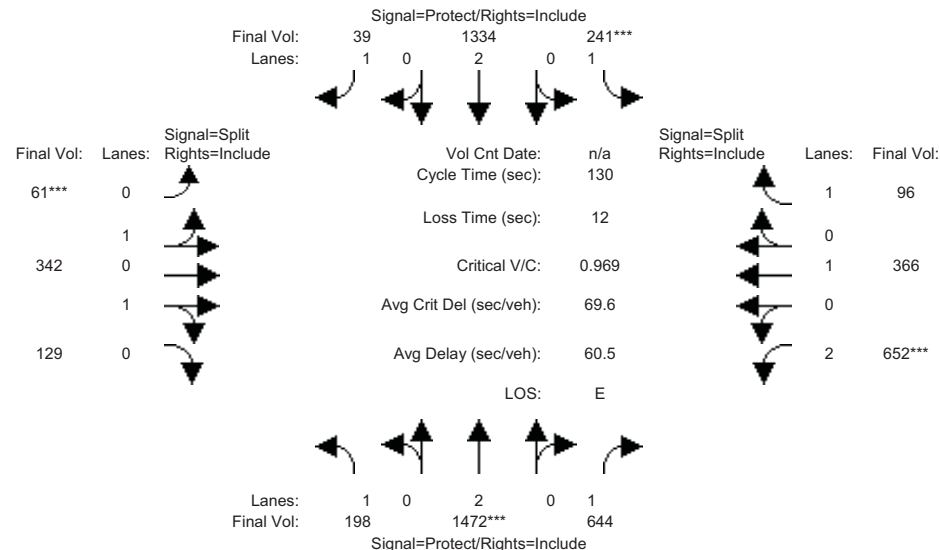
Vol/Sat:	0.07	0.21	0.29	0.11	0.42	0.01	0.12	0.12	0.12	0.21	0.19	0.04
Crit Moves:	***			***			***			***		
Green Time:	9.7	46.7	46.7	17.4	54.4	54.4	16.0	16.0	16.0	27.9	27.9	27.9
Volume/Cap:	0.92	0.54	0.74	0.74	0.92	0.02	0.92	0.92	0.92	0.92	0.81	0.16
Delay/Veh:	107.0	28.7	35.9	60.4	39.3	18.1	74.3	74.3	74.3	61.8	54.5	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.0	28.7	35.9	60.4	39.3	18.1	74.3	74.3	74.3	61.8	54.5	36.9
LOS by Move:	F	C	D+	E	D	B-	E	E	E	E	D-	D+
HCM2kAvgQ:	6	11	17	7	29	0	12	12	12	17	13	2

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

Stanford EIR

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Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	1385	638	241	1301	39	61	342	129	645	366	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1385	638	241	1301	39	61	342	129	645	366	96
Added Vol:	0	87	6	0	33	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1472	644	241	1334	39	61	342	129	652	366	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1472	644	241	1334	39	61	342	129	652	366	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1472	644	241	1334	39	61	342	129	652	366	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1472	644	241	1334	39	61	342	129	652	366	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	413	2314	873	3150	1900	1750

Capacity Analysis Module:

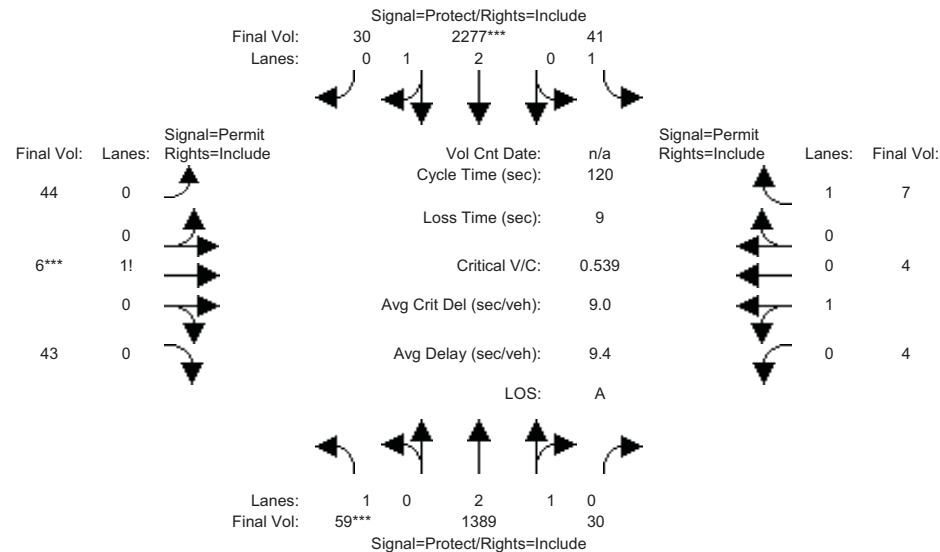
Vol/Sat:	0.11	0.39	0.37	0.14	0.35	0.02	0.15	0.15	0.15	0.21	0.19	0.05
Crit Moves:	****			****			****			****		
Green Time:	17.2	52.0	52.0	18.5	53.3	53.3	19.8	19.8	19.8	27.8	27.8	27.8
Volume/Cap:	0.86	0.97	0.92	0.97	0.86	0.05	0.97	0.97	0.97	0.97	0.90	0.26
Delay/Veh:	80.9	54.6	54.6	103.8	39.9	23.2	85.4	85.4	85.4	77.8	72.5	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	54.6	54.6	103.8	39.9	23.2	85.4	85.4	85.4	77.8	72.5	42.9
LOS by Move:	F	D-	D-	F	D	C	F	F	F	E-	E	D
HCM2kAvgQ:	9	32	28	12	25	1	15	15	15	18	16	3

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

Stanford EIR

Level Of Service Computation Report
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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	59	1353	30	41	2176	30	44	6	43	4	4	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:	59	1353	30	41	2176	30	44	6	43	4	4	7
Added Vol:	0	36	0	0	101	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1389	30	41	2277	30	44	6	43	4	4	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:	59	1389	30	41	2277	30	44	6	43	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1389	30	41	2277	30	44	6	43	4	4	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1389	30	41	2277	30	44	6	43	4	4	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.48	0.06	0.46	0.50	0.50	1.00
Final Sat.:	1750	5481	118	1750	5527	73	828	113	809	900	900	1750

Capacity Analysis Module:

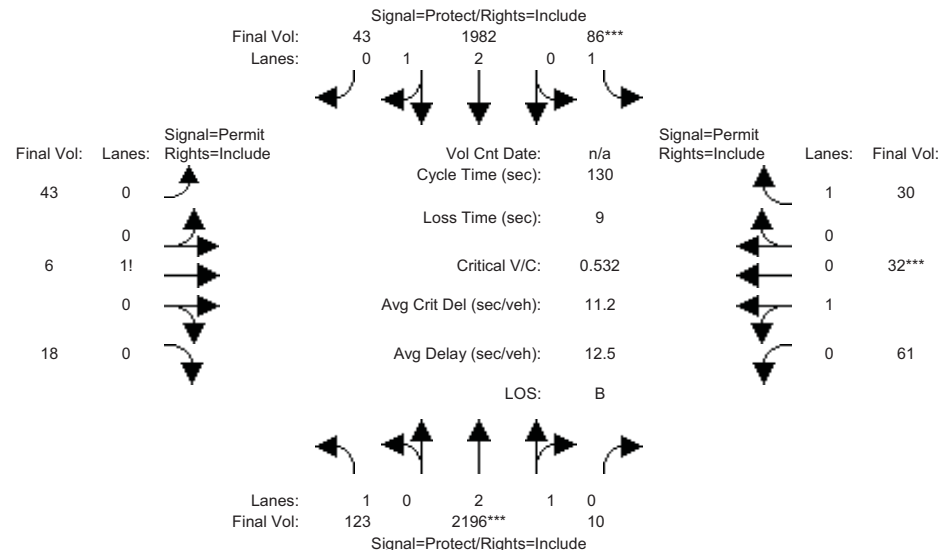
Vol/Sat:	0.03	0.25	0.25	0.02	0.41	0.41	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.5	80.6	80.6	18.6	91.7	91.7	11.8	11.8	11.8	11.8	11.8	11.8
Volume/Cap:	0.54	0.38	0.38	0.15	0.54	0.54	0.54	0.54	0.54	0.05	0.05	0.04
Delay/Veh:	59.9	8.7	8.7	44.2	5.8	5.8	54.9	54.9	54.9	49.1	49.1	49.1
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:	59.9	8.7	8.7	44.2	5.8	5.8	54.9	54.9	54.9	49.1	49.1	49.1
LOS by Move:	E+	A	A	D	A	A	D-	D-	D-	D	D	D
HCM2kAvgQ:	2	8	8	1	11	11	4	4	4	0	0	0

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

Stanford EIR

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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	123	2103	10	86	1943	43	43	6	18	61	32	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	2103	10	86	1943	43	43	6	18	61	32	30
Added Vol:	0	93	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2196	10	86	1982	43	43	6	18	61	32	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2196	10	86	1982	43	43	6	18	61	32	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2196	10	86	1982	43	43	6	18	61	32	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2196	10	86	1982	43	43	6	18	61	32	30

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5575	25	1750	5481	119	1123	157	470	1181	619	1750

Capacity Analysis Module:

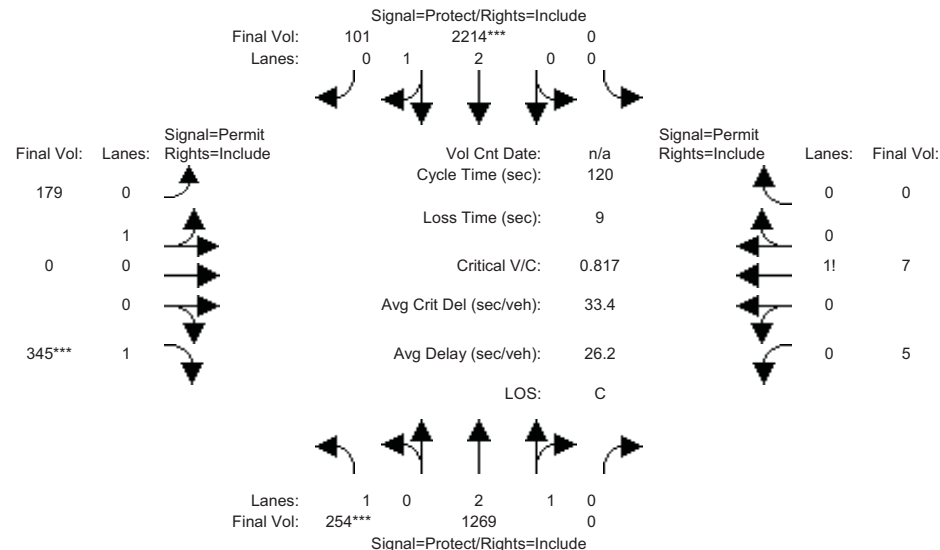
Vol/Sat:	0.07	0.39	0.39	0.05	0.36	0.36	0.04	0.04	0.04	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	17.6	96.3	96.3	12.0	90.7	90.7	12.6	12.6	12.6	12.6	12.6	12.6
Volume/Cap:	0.52	0.53	0.53	0.53	0.52	0.52	0.39	0.39	0.39	0.53	0.53	0.18
Delay/Veh:	54.2	7.3	7.3	59.7	9.4	9.4	56.6	56.6	56.6	59.0	59.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	7.3	7.3	59.7	9.4	9.4	56.6	56.6	56.6	59.0	59.0	54.4
LOS by Move:	D-	A	A	E+	A	A	E+	E+	E+	E+	E+	D-
HCM2kAvgQ:	5	12	12	3	12	12	3	3	3	4	4	1

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

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Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	253	1233	0	0	2113	101	179	0	343	5	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:	253	1233	0	0	2113	101	179	0	343	5	7	0
Added Vol:	1	36	0	0	101	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1269	0	0	2214	101	179	0	345	5	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:	254	1269	0	0	2214	101	179	0	345	5	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1269	0	0	2214	101	179	0	345	5	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
Final Volume:	254	1269	0	0	2214	101	179	0	345	5	7	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	1.00	0.00	1.00	0.42	0.58	0.00
Final Sat.:	1750	5600	0	0	5355	244	1800	0	1750	750	1050	0

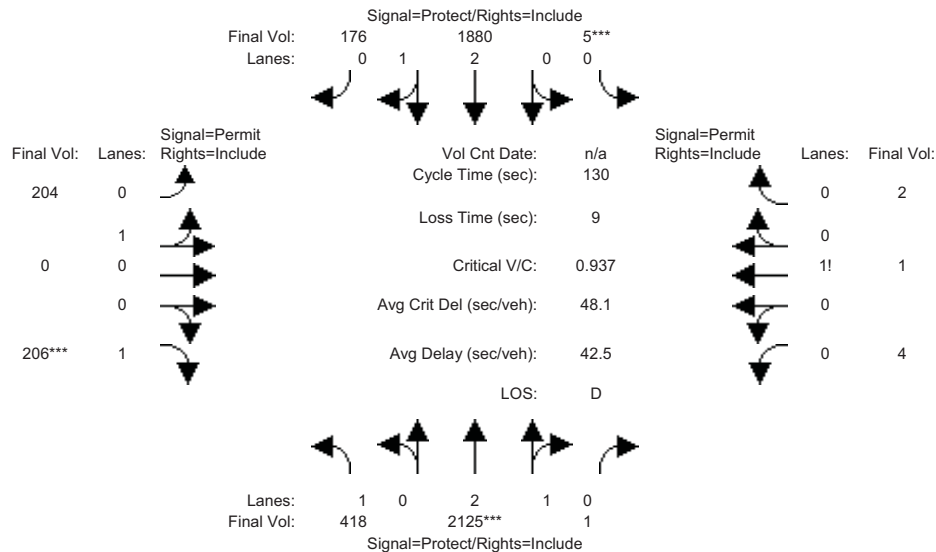
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.41	0.41	0.10	0.00	0.20	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	21.3	82.0	0.0	0.0	60.7	60.7	29.0	0.0	29.0	29.0	29.0	0.0
Volume/Cap:	0.82	0.33	0.00	0.00	0.82	0.82	0.41	0.00	0.82	0.03	0.03	0.00
Delay/Veh:	62.9	7.8	0.0	0.0	26.9	26.9	39.0	0.0	54.8	34.8	34.8	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:	62.9	7.8	0.0	0.0	26.9	26.9	39.0	0.0	54.8	34.8	34.8	0.0
LOS by Move:	E	A	A	A	C	C	D+	A	D-	C-	C-	A
HCM2kAvgQ:	10	6	0	0	25	25	6	0	15	0	0	0

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

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Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	416	2032	1	5	1841	176	204	0	205	4	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	2032	1	5	1841	176	204	0	205	4	1	2
Added Vol:	2	93	0	0	39	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	2125	1	5	1880	176	204	0	206	4	1	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:	418	2125	1	5	1880	176	204	0	206	4	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	2125	1	5	1880	176	204	0	206	4	1	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
Final Volume:	418	2125	1	5	1880	176	204	0	206	4	1	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.73	0.26	1.00	0.00	1.00	0.57	0.14	0.29
Final Sat.:	1750	5597	3	13	5017	470	1800	0	1750	1000	250	500

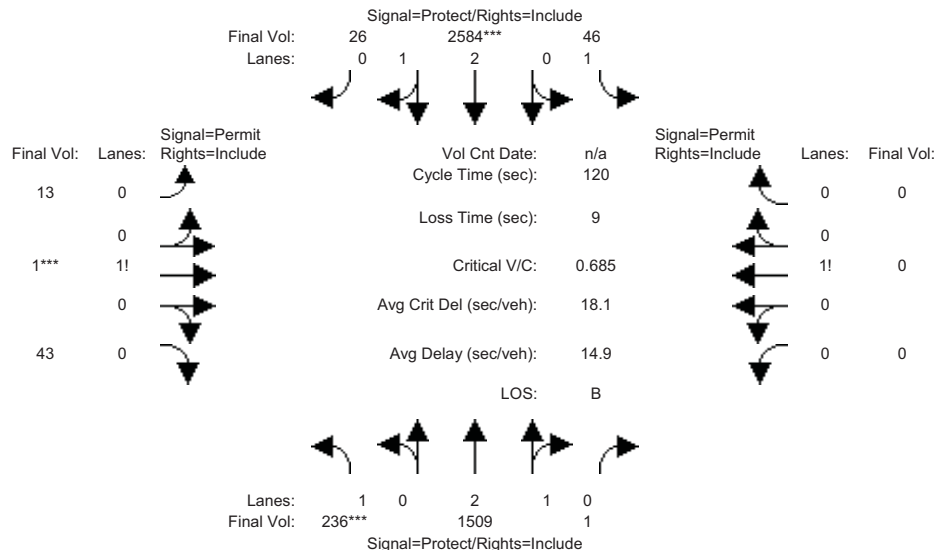
Capacity Analysis Module:												
Vol/Sat:	0.24	0.38	0.38	0.37	0.37	0.37	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	40.7	52.7	52.7	52.0	63.9	63.9	16.3	0.0	16.3	16.3	16.3	16.3
Volume/Cap:	0.76	0.94	0.94	0.94	0.76	0.76	0.90	0.00	0.94	0.03	0.03	0.03
Delay/Veh:	46.5	45.3	45.3	45.9	28.2	28.2	90.7	0.0	99.6	50.0	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	45.3	45.3	45.9	28.2	28.2	90.7	0.0	99.6	50.0	50.0	50.0
LOS by Move:	D	D	D	D	C	C	F	A	F	D	D	D
HCM2kAvgQ:	16	30	30	30	23	23	12	0	12	0	0	0

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

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Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	236	1473	1	46	2481	26	13	1	43	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:	236	1473	1	46	2481	26	13	1	43	0	0	0
Added Vol:	0	36	0	0	103	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1509	1	46	2584	26	13	1	43	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	1509	1	46	2584	26	13	1	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1509	1	46	2584	26	13	1	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	1509	1	46	2584	26	13	1	43	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5596	4	1750	5544	56	399	31	1320	0	1750	0

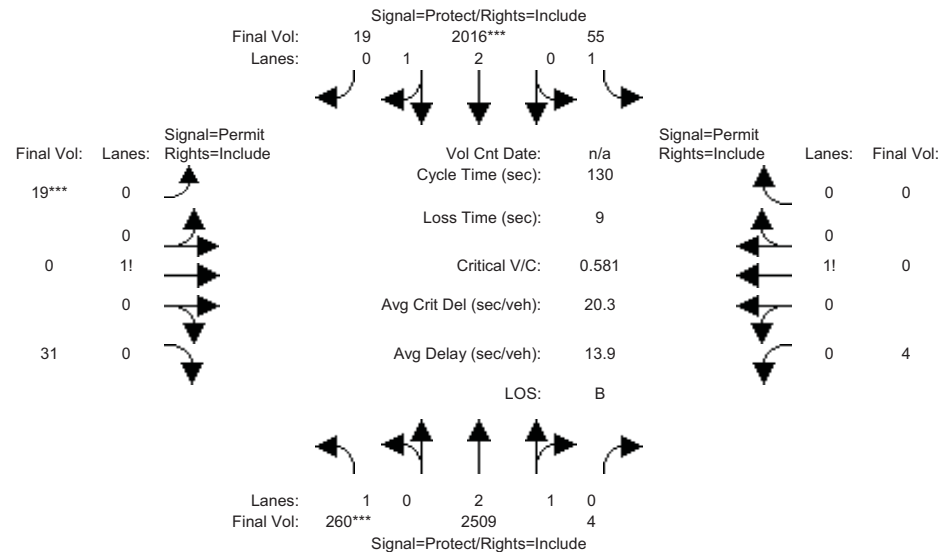
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.03	0.47	0.47	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	22.7	83.0	83.0	18.0	78.3	78.3	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.39	0.39	0.18	0.71	0.71	0.39	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	52.8	7.9	7.9	44.9	14.2	14.2	53.8	53.8	53.8	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:	52.8	7.9	7.9	44.9	14.2	14.2	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D-	A	A	D	B	B	D-	D-	D-	A	A	A
HCM2kAvgQ:	10	8	8	1	20	20	3	3	3	0	0	0

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

Stanford EIR

Level Of Service Computation Report
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Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	2414	4	55	1976	19	19	0	31	4	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:	260	2414	4	55	1976	19	19	0	31	4	0	0
Added Vol:	0	95	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2509	4	55	2016	19	19	0	31	4	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:	260	2509	4	55	2016	19	19	0	31	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2509	4	55	2016	19	19	0	31	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	2509	4	55	2016	19	19	0	31	4	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5591	9	1750	5548	52	665	0	1085	1750	0	0

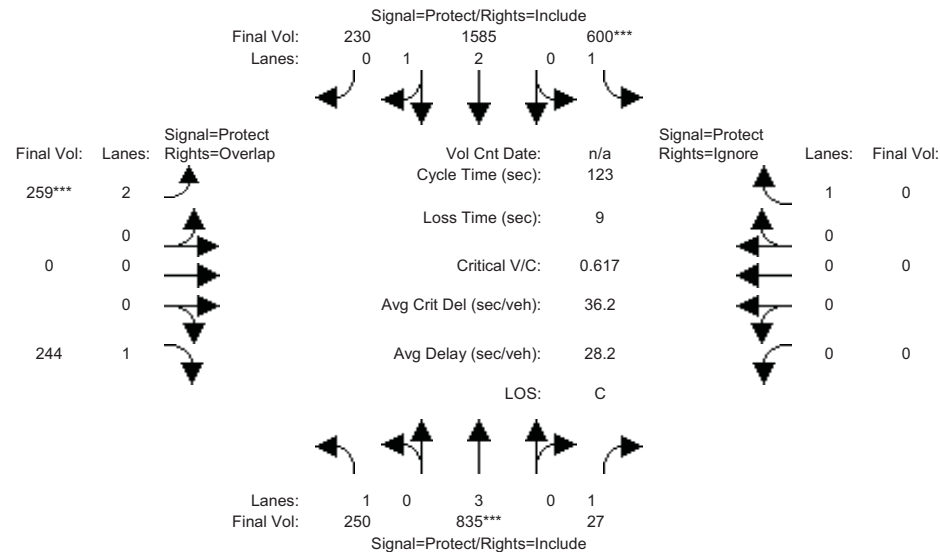
Capacity Analysis Module:												
Vol/Sat:	0.15	0.45	0.45	0.03	0.36	0.36	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	32.2	99.1	99.1	11.9	78.8	78.8	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.60	0.59	0.59	0.34	0.60	0.60	0.37	0.00	0.37	0.03	0.00	0.00
Delay/Veh:	45.5	6.9	6.9	56.7	16.1	16.1	58.7	0.0	58.7	55.6	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:	45.5	6.9	6.9	56.7	16.1	16.1	58.7	0.0	58.7	55.6	0.0	0.0
LOS by Move:	D	A	A	E+	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	10	15	15	2	16	16	2	0	2	0	0	0

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

Stanford EIR

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	154	817	27	600	1536	406	240	0	220	0	0	639
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	817	27	600	1536	406	240	0	220	0	0	639
Added Vol:	96	18	0	0	49	54	19	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	835	27	600	1585	460	259	0	244	0	0	639
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	250	835	27	600	1585	230	259	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	835	27	600	1585	230	259	0	244	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	250	835	27	600	1585	230	259	0	244	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.61	0.39	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4889	710	3150	0	1750	0	0	1750

Capacity Analysis Module:

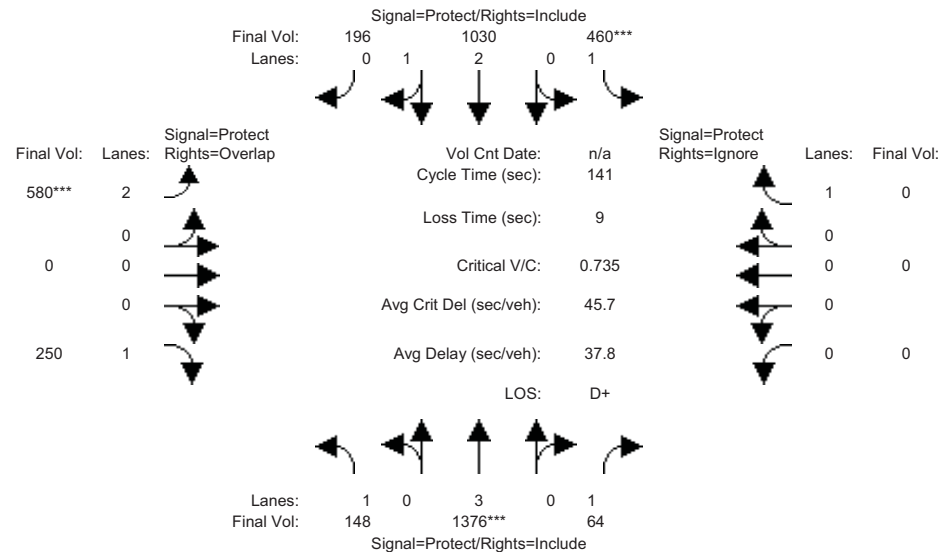
Vol/Sat:	0.14	0.15	0.02	0.34	0.32	0.32	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	29.9	29.2	29.2	68.4	67.7	67.7	16.4	0.0	46.3	0.0	0.0	0.0
Volume/Cap:	0.59	0.62	0.06	0.62	0.59	0.59	0.62	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	43.3	42.8	36.4	19.7	18.7	18.7	53.1	0.0	28.2	0.0	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:	43.3	42.8	36.4	19.7	18.7	18.7	53.1	0.0	28.2	0.0	0.0	0.0
LOS by Move:	D	D	D+	B-	B-	B-	D-	A	C	A	A	A
HCM2kAvgQ:	10	10	1	17	15	15	6	0	7	0	0	0

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

Stanford EIR

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	1331	64	460	1010	370	530	0	184	0	0	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1331	64	460	1010	370	530	0	184	0	0	454
Added Vol:	35	45	0	0	20	21	50	0	66	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1376	64	460	1030	391	580	0	250	0	0	454
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	148	1376	64	460	1030	196	580	0	250	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1376	64	460	1030	196	580	0	250	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	148	1376	64	460	1030	196	580	0	250	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4705	893	3150	0	1750	0	0	1750

Capacity Analysis Module:

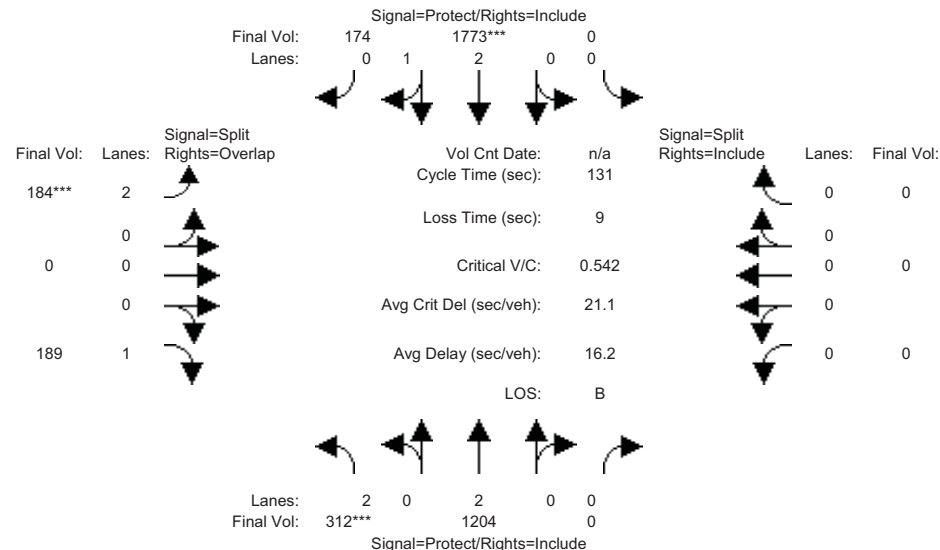
Vol/Sat:	0.08	0.24	0.04	0.26	0.22	0.22	0.18	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.9	46.3	46.3	50.4	69.7	69.7	35.3	0.0	62.3	0.0	0.0	0.0
Volume/Cap:	0.44	0.74	0.11	0.74	0.44	0.44	0.74	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	51.3	43.5	33.1	44.0	23.2	23.2	52.2	0.0	25.9	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:	51.3	43.5	33.1	44.0	23.2	23.2	52.2	0.0	25.9	0.0	0.0	0.0
LOS by Move:	D-	D	C-	D	C	C	D-	A	C	A	A	A
HCM2kAvgQ:	6	18	2	20	11	11	15	0	7	0	0	0

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

Stanford EIR

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Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	231	1109	0	0	1750	124	166	0	155	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:	231	1109	0	0	1750	124	166	0	155	0	0	0
Added Vol:	81	95	0	0	23	50	18	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	1204	0	0	1773	174	184	0	189	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:	312	1204	0	0	1773	174	184	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	1204	0	0	1773	174	184	0	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	1204	0	0	1773	174	184	0	189	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.72	0.28	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5099	500	3150	0	1750	0	0	0

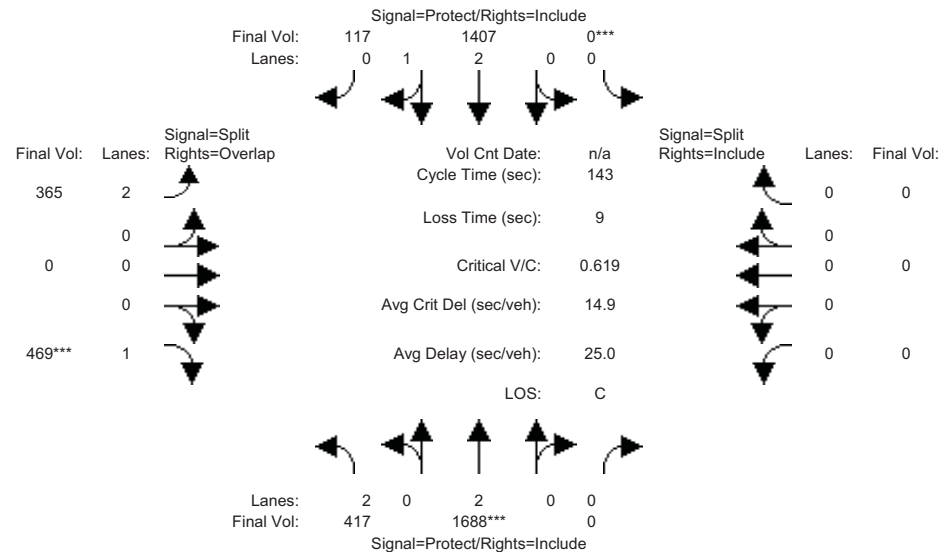
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.00	0.00	0.35	0.35	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	23.9	108	0.0	0.0	84.0	84.0	14.1	0.0	38.0	0.0	0.0	0.0
Volume/Cap:	0.54	0.38	0.00	0.00	0.54	0.54	0.54	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	49.6	3.1	0.0	0.0	13.1	13.1	57.2	0.0	37.4	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:	49.6	3.1	0.0	0.0	13.1	13.1	57.2	0.0	37.4	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E+	A	D+	A	A	A
HCM2kAvgQ:	7	6	0	0	14	14	5	0	7	0	0	0

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

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Level Of Service Computation Report
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Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	389	1654	0	0	1342	97	319	0	370	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:	389	1654	0	0	1342	97	319	0	370	0	0	0
Added Vol:	28	34	0	0	65	20	46	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1688	0	0	1407	117	365	0	469	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:	417	1688	0	0	1407	117	365	0	469	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1688	0	0	1407	117	365	0	469	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	417	1688	0	0	1407	117	365	0	469	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.76	0.24	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5170	430	3150	0	1750	0	0	0

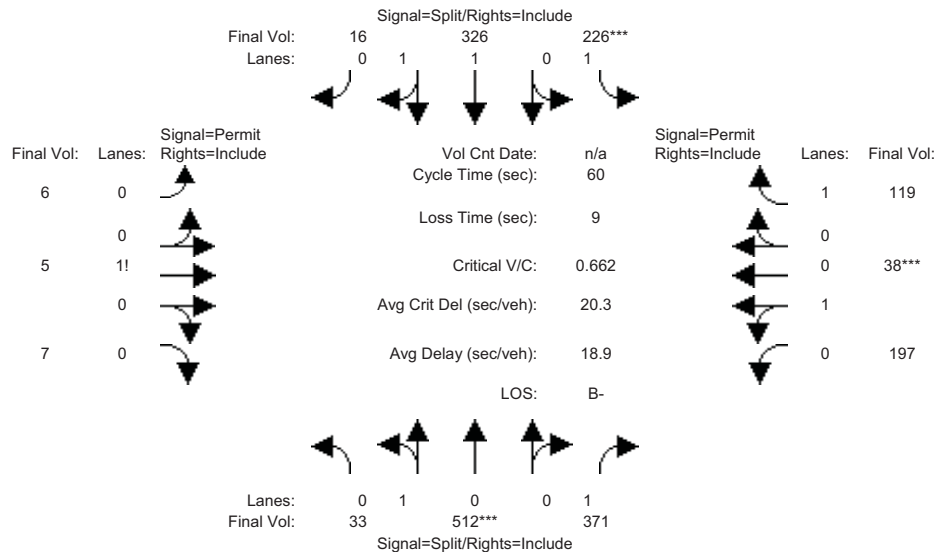
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.00	0.00	0.27	0.27	0.12	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	33.6	103	0.0	0.0	69.1	69.1	31.3	0.0	64.9	0.0	0.0	0.0
Volume/Cap:	0.56	0.62	0.00	0.00	0.56	0.56	0.53	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	49.2	10.7	0.0	0.0	26.5	26.5	50.1	0.0	30.3	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:	49.2	10.7	0.0	0.0	26.5	26.5	50.1	0.0	30.3	0.0	0.0	0.0
LOS by Move:	D	B+	A	A	C	C	D	A	C	A	A	A
HCM2kAvgQ:	10	19	0	0	16	16	9	0	16	0	0	0

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

Stanford EIR

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Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	503	364	226	326	16	6	5	7	147	38	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	503	364	226	326	16	6	5	7	147	38	119
Added Vol:	0	9	7	0	0	0	0	0	0	50	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	512	371	226	326	16	6	5	7	197	38	119
User Adj:	1.00	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:	33	512	371	226	326	16	6	5	7	197	38	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	512	371	226	326	16	6	5	7	197	38	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	512	371	226	326	16	6	5	7	197	38	119

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.84	0.16	1.00
Final Sat.:	109	1691	1750	1750	3527	173	583	486	681	1509	291	1750

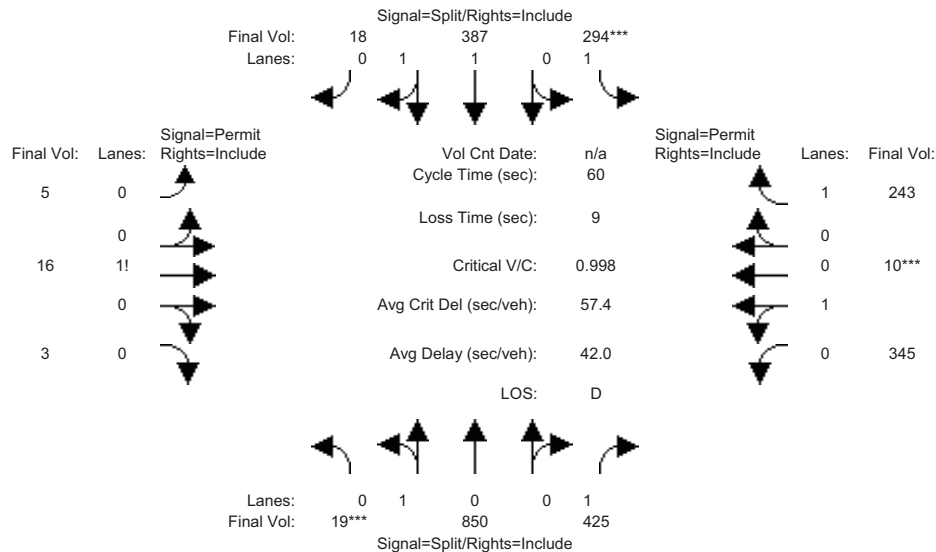
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.21	0.13	0.09	0.09	0.01	0.01	0.01	0.13	0.13	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.5	27.5	27.5	11.7	11.7	11.7	11.8	11.8	11.8	11.8	11.8	11.8
Volume/Cap:	0.66	0.66	0.46	0.66	0.47	0.47	0.05	0.05	0.05	0.66	0.66	0.34
Delay/Veh:	14.7	14.7	11.6	27.1	21.9	21.9	19.6	19.6	19.6	26.8	26.8	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:	14.7	14.7	11.6	27.1	21.9	21.9	19.6	19.6	19.6	26.8	26.8	21.3
LOS by Move:	B	B	B+	C	C+	C+	B-	B-	B-	C	C	C+
HCM2kAvgQ:	9	9	5	6	3	3	0	0	0	6	6	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	19	823	405	294	387	18	5	16	3	327	10	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	823	405	294	387	18	5	16	3	327	10	243
Added Vol:	0	27	20	0	0	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	850	425	294	387	18	5	16	3	345	10	243
User Adj:	1.00	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:	19	850	425	294	387	18	5	16	3	345	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	850	425	294	387	18	5	16	3	345	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	850	425	294	387	18	5	16	3	345	10	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	39	1761	1750	1750	3535	164	365	1167	219	1749	51	1750

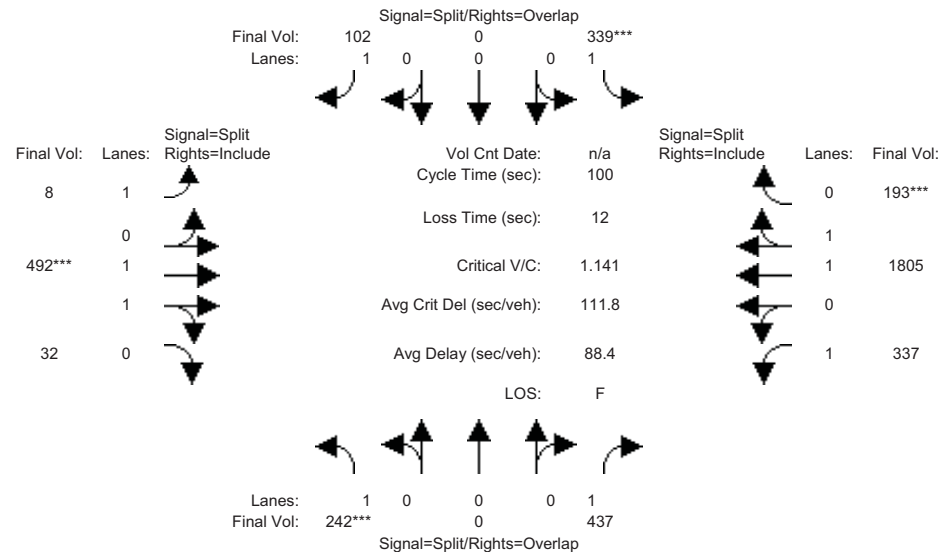
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.24	0.17	0.11	0.11	0.01	0.01	0.01	0.20	0.20	0.14
Crit Moves:	****			****						****		
Green Time:	29.0	29.0	29.0	10.1	10.1	10.1	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	1.00	1.00	0.50	1.00	0.65	0.65	0.07	0.07	0.07	1.00	1.00	0.70
Delay/Veh:	45.3	45.3	11.0	76.7	25.7	25.7	19.7	19.7	19.7	71.1	71.1	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.3	11.0	76.7	25.7	25.7	19.7	19.7	19.7	71.1	71.1	28.8
LOS by Move:	D	D	B+	E-	C	C	B-	B-	B-	E	E	C
HCM2kAvgQ:	26	26	6	12	5	5	0	0	0	13	13	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	0	437	313	0	102	8	471	32	337	1748	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	437	313	0	102	8	471	32	337	1748	113
Added Vol:	0	96	0	26	31	0	0	21	0	0	57	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	96	437	339	31	102	8	492	32	337	1805	193
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	242	0	437	339	0	102	8	492	32	337	1805	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	437	339	0	102	8	492	32	337	1805	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
Final Volume:	242	0	437	339	0	102	8	492	32	337	1805	193

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.87	0.13	1.00	1.80	0.20
Final Sat.:	1800	0	1800	1800	0	1800	1750	3474	226	1750	3342	357

Capacity Analysis Module:

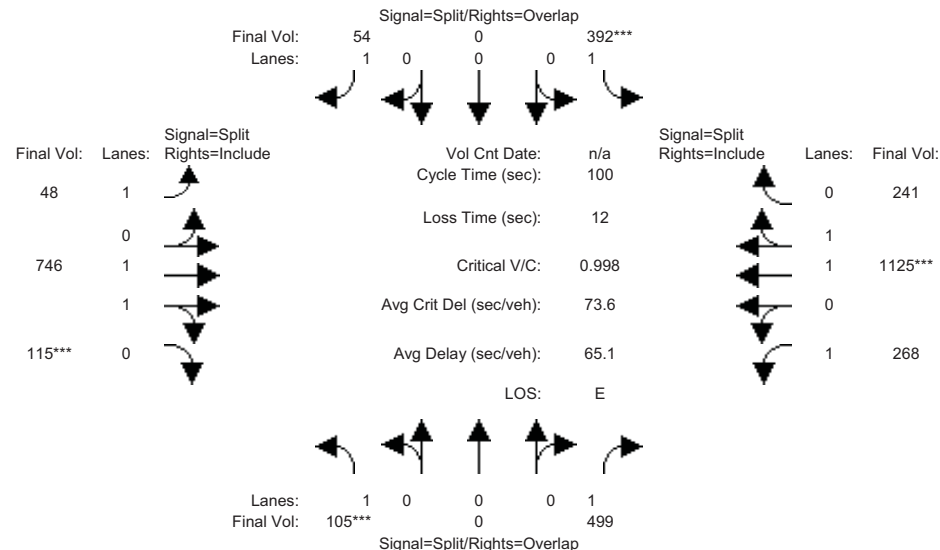
Vol/Sat:	0.13	0.00	0.24	0.19	0.00	0.06	0.00	0.14	0.14	0.19	0.54	0.54
Crit Moves:	****			****			****					****
Green Time:	11.8	0.0	59.1	16.5	0.0	28.9	12.4	12.4	12.4	47.3	47.3	47.3
Volume/Cap:	1.14	0.00	0.41	1.14	0.00	0.20	0.04	1.14	1.14	0.41	1.14	1.14
Delay/Veh:	126.6	0.0	11.2	131.9	0.0	26.8	38.6	131	130.6	17.5	97.4	97.4
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:	126.6	0.0	11.2	131.9	0.0	26.8	38.6	131	130.6	17.5	97.4	97.4
LOS by Move:	F	A	B+	F	A	C	D+	F	F	B	F	F
HCM2kAvgQ:	15	0	8	20	0	2	0	13	13	7	49	49

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

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	0	499	317	0	54	48	693	115	268	1102	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	499	317	0	54	48	693	115	268	1102	213
Added Vol:	0	34	0	75	90	0	0	53	0	0	23	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	34	499	392	90	54	48	746	115	268	1125	241
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	105	0	499	392	0	54	48	746	115	268	1125	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	499	392	0	54	48	746	115	268	1125	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	0	499	392	0	54	48	746	115	268	1125	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.73	0.27	1.00	1.64	0.36
Final Sat.:	1800	0	1800	1800	0	1800	1750	3205	494	1750	3047	653

Capacity Analysis Module:

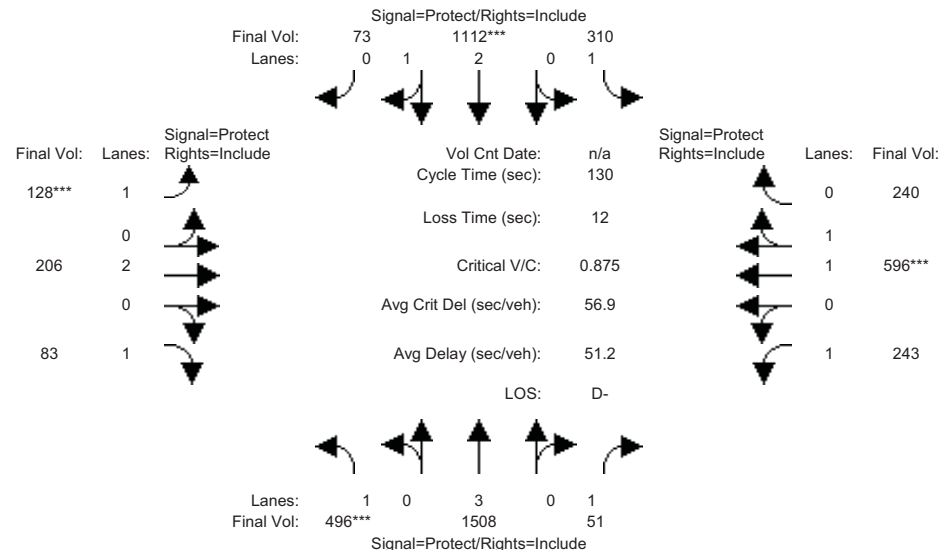
Vol/Sat:	0.06	0.00	0.28	0.22	0.00	0.03	0.03	0.23	0.23	0.15	0.37	0.37
Crit Moves:	***			***					***		***	
Green Time:	10.0	0.0	45.1	20.7	0.0	42.9	22.1	22.1	22.1	35.1	35.1	35.1
Volume/Cap:	0.58	0.00	0.61	1.05	0.00	0.07	0.12	1.05	1.05	0.44	1.05	1.05
Delay/Veh:	43.9	0.0	22.0	97.3	0.0	16.8	31.3	84.6	84.6	25.3	71.9	71.9
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:	43.9	0.0	22.0	97.3	0.0	16.8	31.3	84.6	84.6	25.3	71.9	71.9
LOS by Move:	D	A	C+	F	A	B	C	F	F	C	E	E
HCM2kAvgQ:	4	0	13	20	0	1	1	19	19	7	29	29

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	490	1419	102	308	1084	145	128	195	164	243	561	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1419	102	308	1084	145	128	195	164	243	561	233
Added Vol:	6	89	0	2	28	0	0	11	2	0	35	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	496	1508	102	310	1112	145	128	206	166	243	596	240
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	496	1508	51	310	1112	73	128	206	83	243	596	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1508	51	310	1112	73	128	206	83	243	596	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	496	1508	51	310	1112	73	128	206	83	243	596	240

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.81	0.19	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1750	5700	1750	1750	5257	343	1750	3800	1750	1750	2637	1062

Capacity Analysis Module:

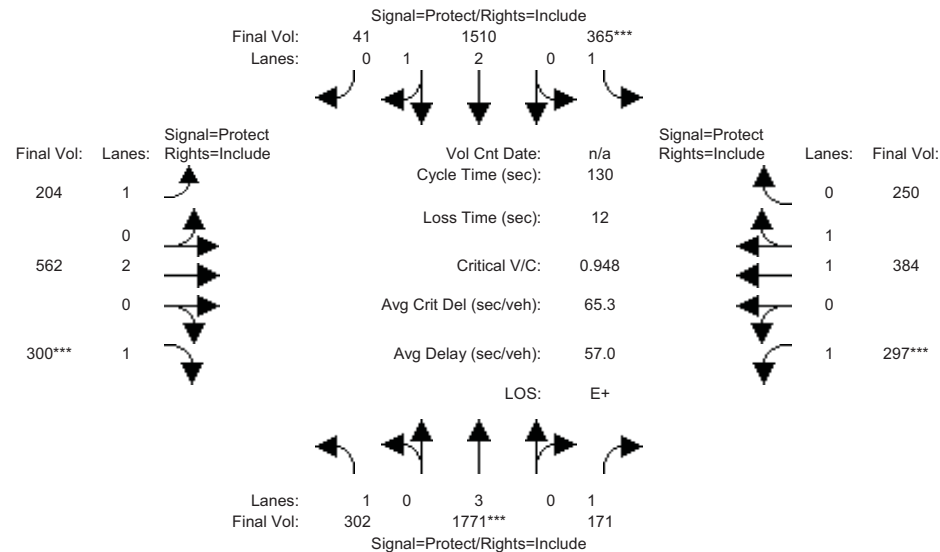
Vol/Sat:	0.28	0.26	0.03	0.18	0.21	0.21	0.07	0.05	0.05	0.14	0.23	0.23
Crit Moves:	***			***			***			***		
Green Time:	42.1	44.1	44.1	29.5	31.4	31.4	10.9	15.8	15.8	28.6	33.6	33.6
Volume/Cap:	0.87	0.78	0.09	0.78	0.87	0.87	0.87	0.44	0.39	0.63	0.87	0.87
Delay/Veh:	55.6	40.8	29.3	56.8	54.0	54.0	99.1	53.7	53.8	49.3	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	40.8	29.3	56.8	54.0	54.0	99.1	53.7	53.8	49.3	55.3	55.3
LOS by Move:	E+	D	C	E+	D-	D-	F	D-	D-	D	E+	E+
HCM2kAvgQ:	23	19	1	14	18	18	8	4	4	10	19	19

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	300	1740	341	358	1427	82	204	529	594	297	372	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1740	341	358	1427	82	204	529	594	297	372	247
Added Vol:	2	31	0	7	83	0	0	33	6	0	12	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1771	341	365	1510	82	204	562	600	297	384	250
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	302	1771	171	365	1510	41	204	562	300	297	384	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1771	171	365	1510	41	204	562	300	297	384	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1771	171	365	1510	41	204	562	300	297	384	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	1.00	2.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	5700	1750	1750	5452	148	1750	3800	1750	1750	2240	1458

Capacity Analysis Module:

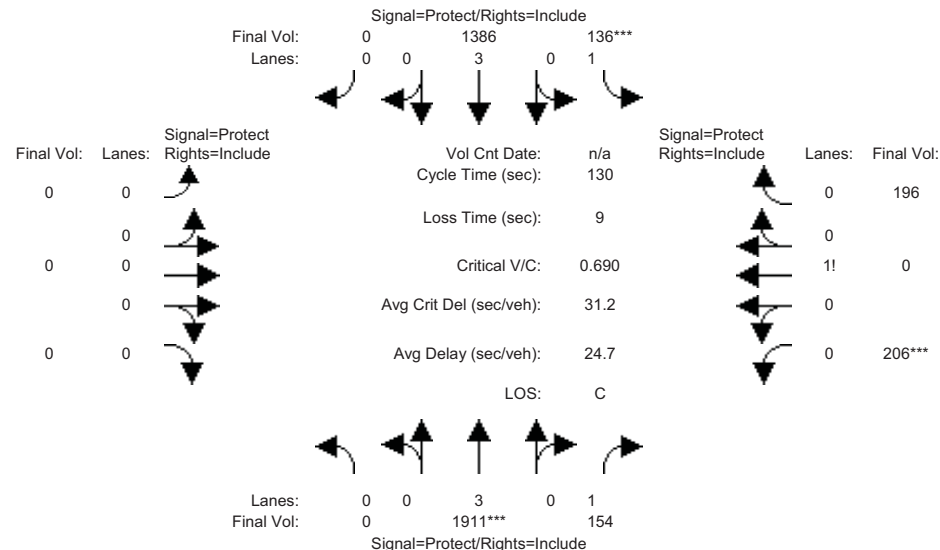
Vol/Sat:	0.17	0.31	0.10	0.21	0.28	0.28	0.12	0.15	0.17	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.3	42.6	42.6	28.6	43.9	43.9	18.9	23.5	23.5	23.3	27.8	27.8
Volume/Cap:	0.82	0.95	0.30	0.95	0.82	0.82	0.80	0.82	0.95	0.95	0.80	0.80
Delay/Veh:	62.6	53.6	32.8	82.6	42.5	42.5	70.0	58.8	89.5	89.9	54.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	53.6	32.8	82.6	42.5	42.5	70.0	58.8	89.5	89.9	54.3	54.3
LOS by Move:	E	D-	C-	F	D	D	E	E+	F	F	D-	D-
HCM2kAvgQ:	15	28	5	20	21	21	11	13	17	17	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1824	154	133	1358	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1824	154	133	1358	0	0	0	0	206	0	188
Added Vol:	0	87	0	3	28	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1911	154	136	1386	0	0	0	0	206	0	196
User Adj:	1.00	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	1911	154	136	1386	0	0	0	0	206	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1911	154	136	1386	0	0	0	0	206	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1911	154	136	1386	0	0	0	0	206	0	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.51	0.00	0.49
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	897	0	853

Capacity Analysis Module:

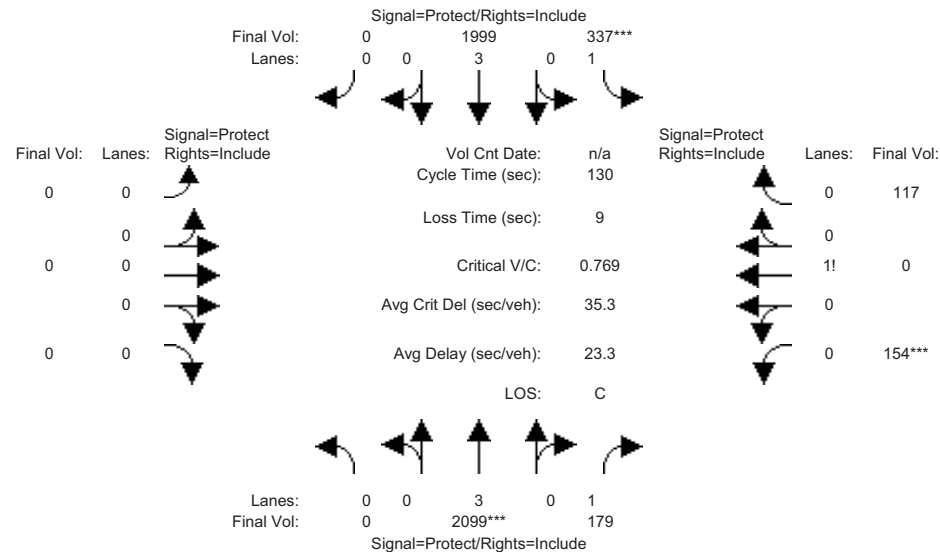
Vol/Sat:	0.00	0.34	0.09	0.08	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	63.1	63.1	14.6	77.8	0.0	0.0	0.0	0.0	43.2	0.0	43.2
Volume/Cap:	0.00	0.69	0.18	0.69	0.41	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	26.6	19.0	65.5	14.0	0.0	0.0	0.0	0.0	41.1	0.0	41.1
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	26.6	19.0	65.5	14.0	0.0	0.0	0.0	0.0	41.1	0.0	41.1
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	4	7	10	0	0	0	0	14	0	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
Growth Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Added Vol:	0	31	0	7	81	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2099	179	337	1999	0	0	0	0	154	0	117
User Adj:	1.00	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	2099	179	337	1999	0	0	0	0	154	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2099	179	337	1999	0	0	0	0	154	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2099	179	337	1999	0	0	0	0	154	0	117

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	994	0	756

Capacity Analysis Module:

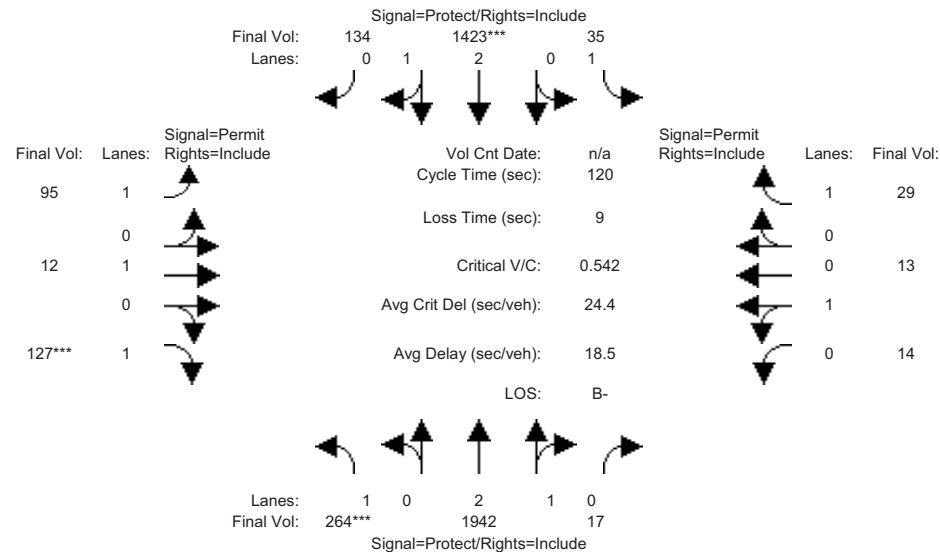
Vol/Sat:	0.00	0.37	0.10	0.19	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.3	62.3	32.6	94.8	0.0	0.0	0.0	0.0	26.2	0.0	26.2
Volume/Cap:	0.00	0.77	0.21	0.77	0.48	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	29.3	19.8	53.3	7.4	0.0	0.0	0.0	0.0	58.9	0.0	58.9
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	29.3	19.8	53.3	7.4	0.0	0.0	0.0	0.0	58.9	0.0	58.9
LOS by Move:	A	C	B-	D-	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	23	4	15	11	0	0	0	0	11	0	11

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real						Serra Street - Park Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1855	17	35	1395	134	95	12	127	14	13	29
Added Vol:	1	87	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1942	17	35	1423	134	95	12	127	14	13	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1942	17	35	1423	134	95	12	127	14	13	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1942	17	35	1423	134	95	12	127	14	13	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	1942	17	35	1423	134	95	12	127	14	13	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5551	49	1750	5117	482	1750	1900	1750	933	867	1750

Capacity Analysis Module:

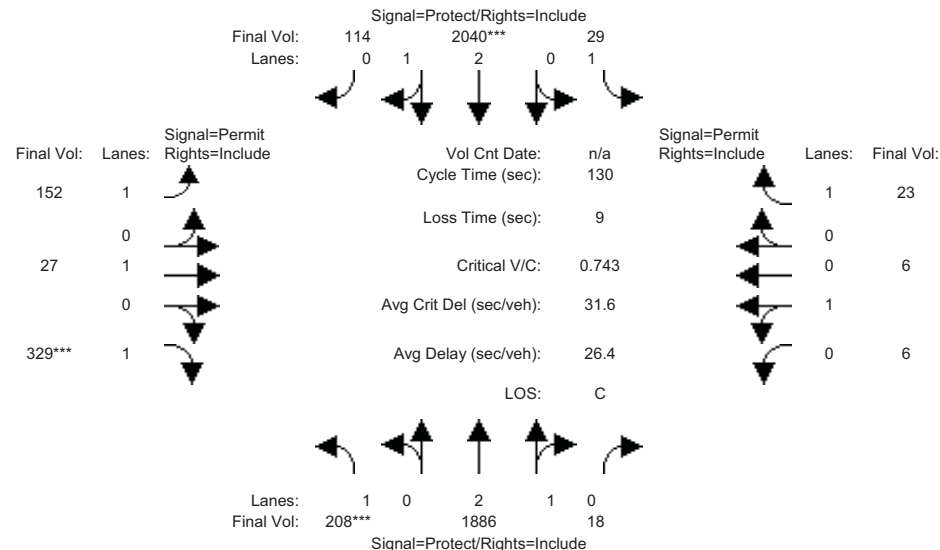
Vol/Sat:	0.15	0.35	0.35	0.02	0.28	0.28	0.05	0.01	0.07	0.02	0.02	0.02
Crit Moves:	***			***			***					
Green Time:	33.4	81.4	81.4	13.6	61.5	61.5	16.1	16.1	16.1	16.1	16.1	16.1
Volume/Cap:	0.54	0.52	0.52	0.18	0.54	0.54	0.41	0.05	0.54	0.11	0.11	0.12
Delay/Veh:	38.1	9.7	9.7	48.6	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
User DelAdj:	1.00	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	9.7	9.7	48.6	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
LOS by Move:	D+	A	A	D	B-	B-	D	D	D-	D	D	D
HCM2kAvgQ:	9	12	12	1	13	13	4	0	5	1	1	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real						Serra Street - Park Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1855	18	29	1959	114	152	27	328	6	6	23
Added Vol:	0	31	0	0	81	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1886	18	29	2040	114	152	27	329	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1886	18	29	2040	114	152	27	329	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1886	18	29	2040	114	152	27	329	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1886	18	29	2040	114	152	27	329	6	6	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5547	53	1750	5303	296	1750	1900	1750	900	900	1750

Capacity Analysis Module:

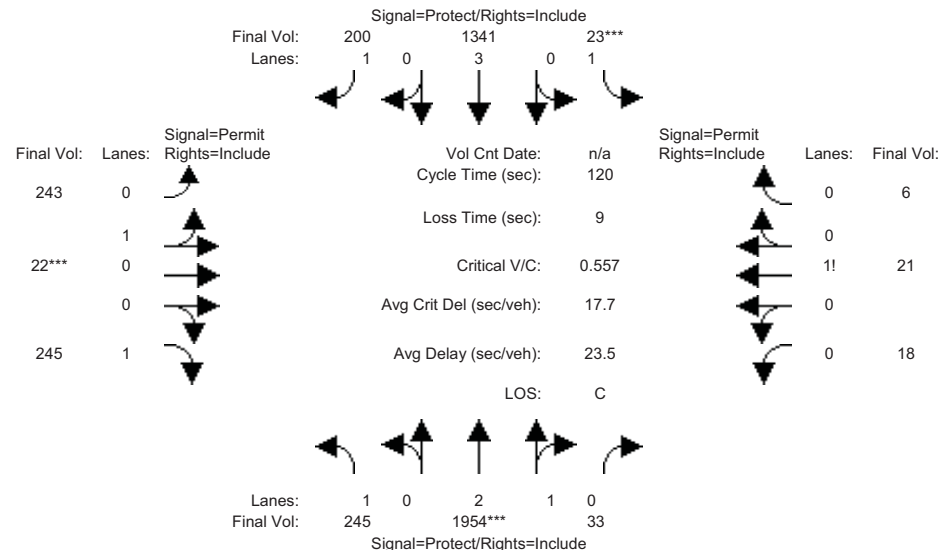
Vol/Sat:	0.12	0.34	0.34	0.02	0.38	0.38	0.09	0.01	0.19	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	20.8	76.1	76.1	12.0	67.3	67.3	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.74	0.58	0.58	0.18	0.74	0.74	0.34	0.06	0.74	0.03	0.03	0.05
Delay/Veh:	62.3	17.2	17.2	54.9	25.6	25.6	40.2	36.8	51.3	36.5	36.5	36.8
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:	62.3	17.2	17.2	54.9	25.6	25.6	40.2	36.8	51.3	36.5	36.5	36.8
LOS by Move:	E	B	B	D-	C	C	D	D+	D-	D+	D+	D+
HCM2kAvgQ:	9	16	16	1	23	23	5	1	14	0	0	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1866	33	23	1313	200	243	22	244	18	21	6
Added Vol:	2	88	0	0	28	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1954	33	23	1341	200	243	22	245	18	21	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1954	33	23	1341	200	243	22	245	18	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1954	33	23	1341	200	243	22	245	18	21	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	1954	33	23	1341	200	243	22	245	18	21	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.40	0.47	0.13
Final Sat.:	1750	5507	93	1750	5700	1750	1651	149	1750	700	817	233

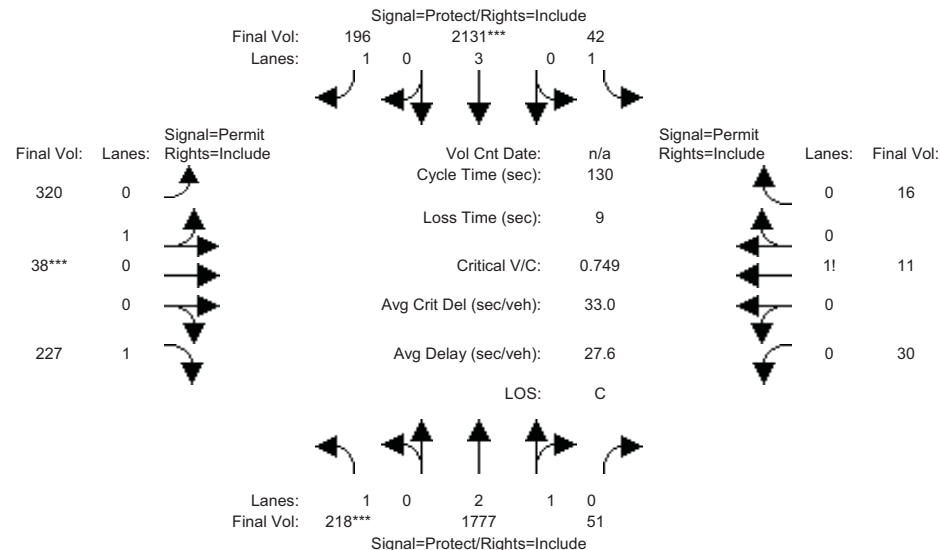
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.01	0.24	0.11	0.15	0.15	0.14	0.03	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.0	73.5	73.5	7.0	50.5	50.5	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.56	0.58	0.58	0.23	0.56	0.27	0.58	0.58	0.55	0.10	0.10	0.10
Delay/Veh:	40.8	14.2	14.2	55.0	26.6	22.9	41.0	41.0	40.3	34.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	14.2	14.2	55.0	26.6	22.9	41.0	41.0	40.3	34.4	34.4	34.4
LOS by Move:	D	B	B	E+	C	C+	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	14	14	1	12	5	9	9	9	1	1	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1746	51	42	2049	196	320	38	225	30	11	16
Added Vol:	1	31	0	0	82	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	1777	51	42	2131	196	320	38	227	30	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	1777	51	42	2131	196	320	38	227	30	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1777	51	42	2131	196	320	38	227	30	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	218	1777	51	42	2131	196	320	38	227	30	11	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5444	156	1750	5700	1750	1609	191	1750	921	338	491

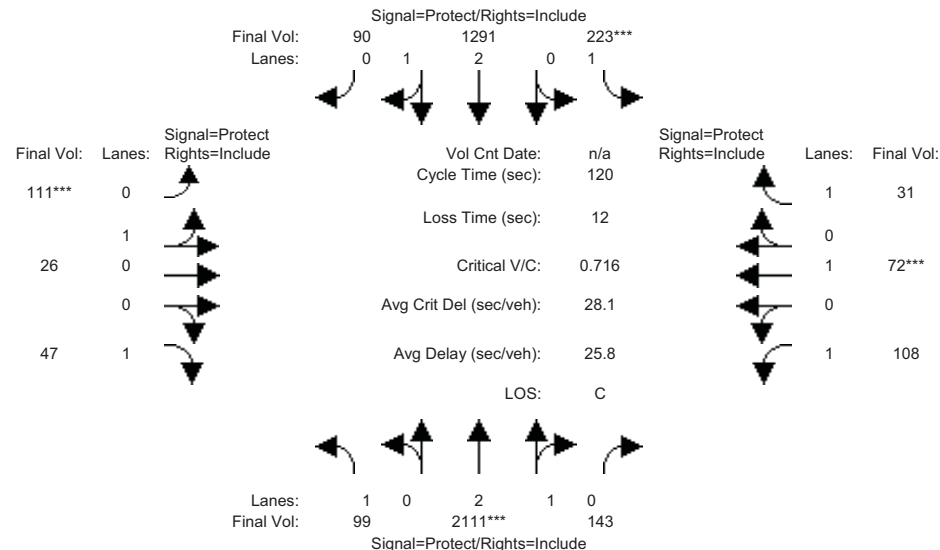
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.02	0.37	0.11	0.20	0.20	0.13	0.03	0.03	0.03
Crit Moves:	****			****			****					
Green Time:	21.6	74.2	74.2	12.2	64.9	64.9	34.5	34.5	34.5	34.5	34.5	34.5
Volume/Cap:	0.75	0.57	0.57	0.25	0.75	0.22	0.75	0.75	0.49	0.12	0.12	0.12
Delay/Veh:	61.9	18.0	18.0	55.5	27.2	18.5	50.3	50.3	41.1	36.4	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	18.0	18.0	55.5	27.2	18.5	50.3	50.3	41.1	36.4	36.4	36.4
LOS by Move:	E	B-	B-	E+	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	2	22	4	15	15	8	2	2	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2021	143	223	1262	90	111	26	47	108	72	31
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2111	143	223	1291	90	111	26	47	108	72	31
User Adj:	1.00	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:	99	2111	143	223	1291	90	111	26	47	108	72	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2111	143	223	1291	90	111	26	47	108	72	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	2111	143	223	1291	90	111	26	47	108	72	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5244	355	1750	5235	365	1458	342	1750	1750	1900	1750

Capacity Analysis Module:

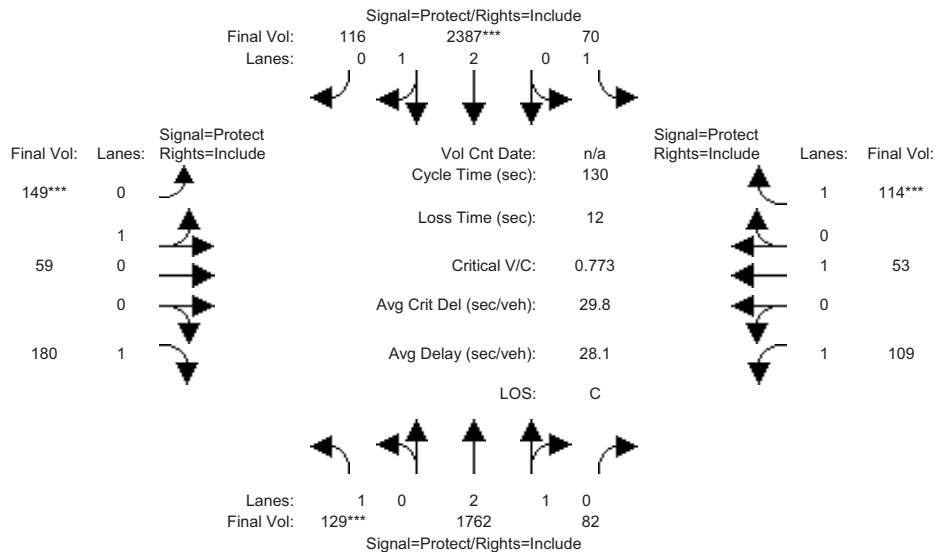
Vol/Sat:	0.06	0.40	0.40	0.13	0.25	0.25	0.08	0.08	0.03	0.06	0.04	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	65.1	65.1	20.6	69.3	69.3	12.3	12.8	12.8	9.5	10.0	10.0
Volume/Cap:	0.41	0.74	0.74	0.74	0.43	0.43	0.74	0.71	0.25	0.78	0.45	0.21
Delay/Veh:	48.6	22.0	22.0	56.7	14.3	14.3	67.2	63.7	49.9	78.4	54.5	52.1
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:	48.6	22.0	22.0	56.7	14.3	14.3	67.2	63.7	49.9	78.4	54.5	52.1
LOS by Move:	D	C+	C+	E+	B	B	E	E	D	E-	D-	D-
HCM2kAvgQ:	3	20	20	9	9	9	7	7	2	6	3	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1731	82	70	2303	116	149	59	180	109	53	114
Added Vol:	0	31	0	0	84	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1762	82	70	2387	116	149	59	180	109	53	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1762	82	70	2387	116	149	59	180	109	53	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1762	82	70	2387	116	149	59	180	109	53	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1762	82	70	2387	116	149	59	180	109	53	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.86	0.14	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5351	249	1750	5340	260	1289	511	1750	1750	1900	1750

Capacity Analysis Module:

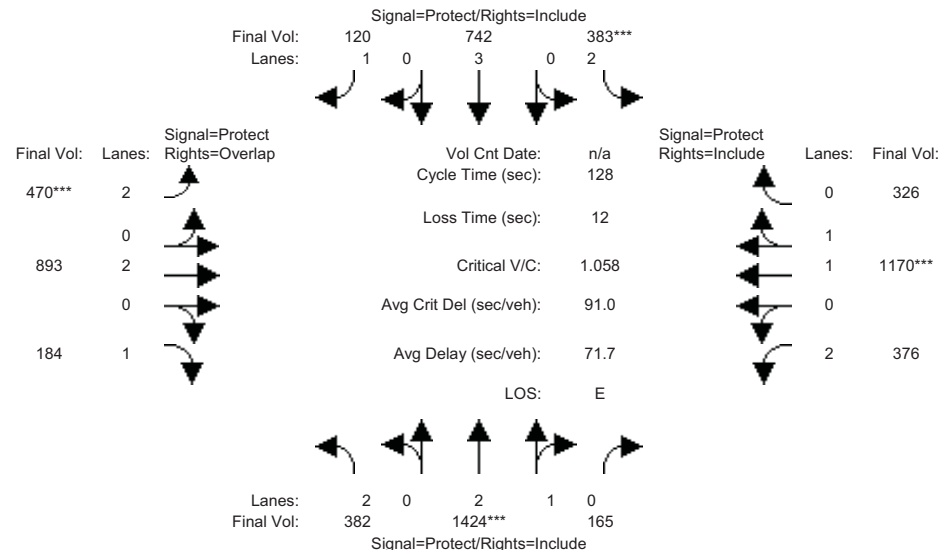
Vol/Sat:	0.07	0.33	0.33	0.04	0.45	0.45	0.12	0.12	0.10	0.06	0.03	0.07
Crit Moves:	***			***			***					***
Green Time:	12.4	75.3	75.3	12.3	75.2	75.2	19.4	19.8	19.8	10.6	11.0	11.0
Volume/Cap:	0.77	0.57	0.57	0.42	0.77	0.77	0.77	0.76	0.68	0.76	0.33	0.77
Delay/Veh:	77.1	17.4	17.4	57.2	22.1	22.1	66.1	64.6	58.9	79.3	57.3	80.2
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:	77.1	17.4	17.4	57.2	22.1	22.1	66.1	64.6	58.9	79.3	57.3	80.2
LOS by Move:	E-	B	B	E+	C+	C+	E	E	E+	E-	E+	F
HCM2kAvgQ:	5	14	14	3	25	25	10	10	8	6	2	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol:	382	1375	165	370	726	300	470	893	184	376	1170	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	1375	165	370	726	300	470	893	184	376	1170	286
Added Vol:	0	49	0	13	16	0	0	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1424	165	383	742	300	470	893	184	376	1170	326
User Adj:	1.00	1.00	1.00	1.00	1.00	0.40	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:	382	1424	165	383	742	120	470	893	184	376	1170	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1424	165	383	742	120	470	893	184	376	1170	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	1424	165	383	742	120	470	893	184	376	1170	326

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.55	0.45
Final Sat.:	3150	5018	581	3150	5700	1750	3150	3800	1750	3150	2893	806

Capacity Analysis Module:

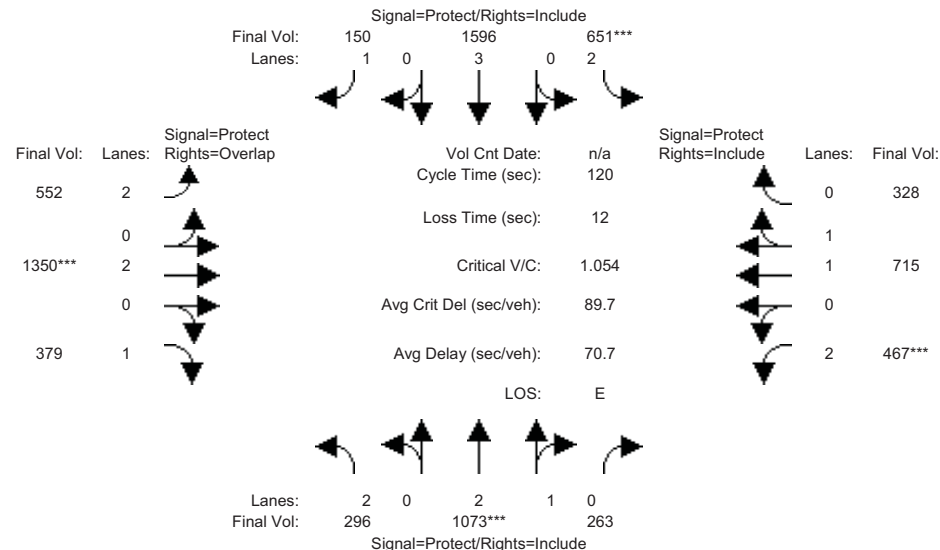
Vol/Sat:	0.12	0.28	0.28	0.12	0.13	0.07	0.15	0.24	0.11	0.12	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.6	34.3	34.3	14.7	25.4	25.4	18.0	44.4	68.1	22.6	48.9	48.9
Volume/Cap:	0.66	1.06	1.06	1.06	0.66	0.35	1.06	0.68	0.20	0.68	1.06	1.06
Delay/Veh:	51.1	87.2	87.2	120.1	48.7	44.8	113.9	37.1	15.8	52.7	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:	51.1	87.2	87.2	120.1	48.7	44.8	113.9	37.1	15.8	52.7	80.5	80.5
LOS by Move:	D-	F	F	F	D	D	F	D+	B	D-	F	F
HCM2kAvgQ:	8	25	25	12	9	4	13	14	4	9	40	40

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol:	296	1056	263	614	1550	374	552	1350	379	467	715	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1056	263	614	1550	374	552	1350	379	467	715	314
Added Vol:	0	17	0	37	46	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1073	263	651	1596	374	552	1350	379	467	715	328
User Adj:	1.00	1.00	1.00	1.00	1.00	0.40	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:	296	1073	263	651	1596	150	552	1350	379	467	715	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1073	263	651	1596	150	552	1350	379	467	715	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	1073	263	651	1596	150	552	1350	379	467	715	328

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.39	0.61	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	4496	1102	3150	5700	1750	3150	3800	1750	3150	2536	1163

Capacity Analysis Module:

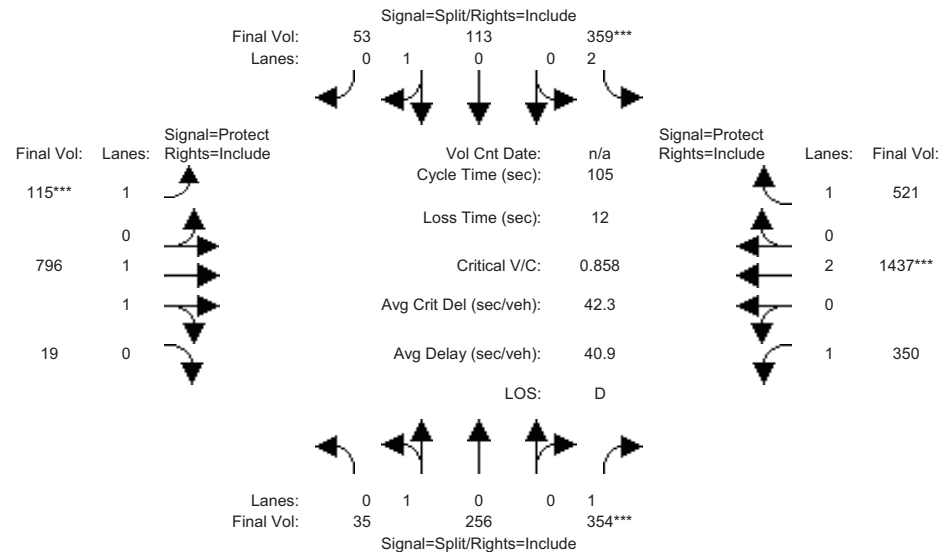
Vol/Sat:	0.09	0.24	0.24	0.21	0.28	0.09	0.18	0.36	0.22	0.15	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	27.2	27.2	23.5	38.0	38.0	22.0	40.4	53.2	16.9	35.3	35.3
Volume/Cap:	0.89	1.05	1.05	1.05	0.89	0.27	0.96	1.05	0.49	1.05	0.96	0.96
Delay/Veh:	76.3	87.3	87.3	99.6	44.6	30.9	75.6	80.6	24.2	109.3	59.5	59.5
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:	76.3	87.3	87.3	99.6	44.6	30.9	75.6	80.6	24.2	109.3	59.5	59.5
LOS by Move:	E-	F	F	F	D	C	E-	F	C	F	E+	E+
HCM2kAvgQ:	7	21	21	18	19	4	14	32	10	16	24	24

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	256	354	359	113	53	115	779	19	350	1385	521
Added Vol:	0	0	0	0	0	0	0	17	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	256	354	359	113	53	115	796	19	350	1437	521
User Adj:	1.00	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:	35	256	354	359	113	53	115	796	19	350	1437	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	256	354	359	113	53	115	796	19	350	1437	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	256	354	359	113	53	115	796	19	350	1437	521

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1225	575	1750	3614	86	1750	3800	1750

Capacity Analysis Module:

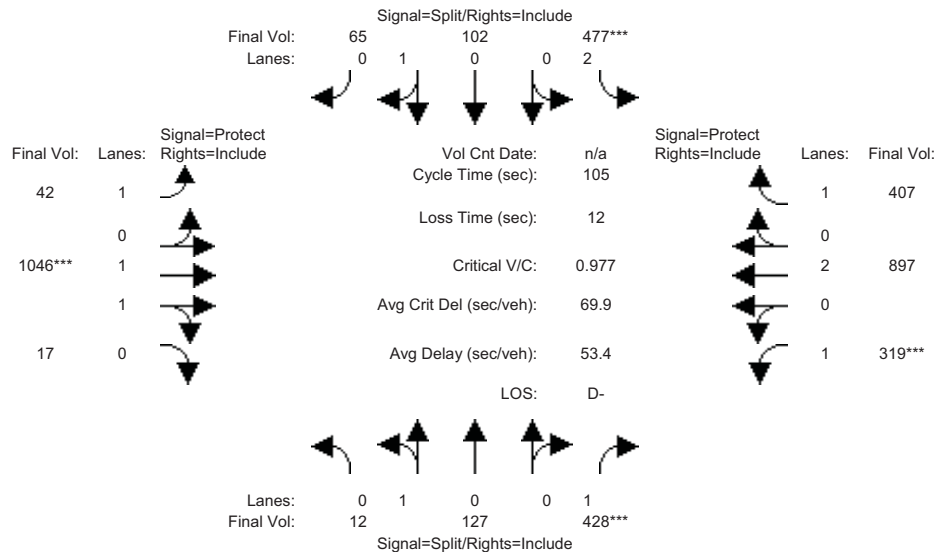
Vol/Sat:	0.16	0.16	0.20	0.11	0.09	0.09	0.07	0.22	0.22	0.20	0.38	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.7	24.7	24.7	13.9	13.9	13.9	8.0	28.5	28.5	25.8	46.3	46.3
Volume/Cap:	0.69	0.69	0.86	0.86	0.69	0.69	0.86	0.81	0.81	0.81	0.86	0.68
Delay/Veh:	41.2	41.2	54.7	60.6	52.1	52.1	86.9	40.9	40.9	48.5	31.1	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:	41.2	41.2	54.7	60.6	52.1	52.1	86.9	40.9	40.9	48.5	31.1	25.8
LOS by Move:	D	D	D-	E	D-	D-	F	D	D	D	C	C
HCM2kAvgQ:	10	10	15	10	7	7	5	13	13	14	23	15

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	12	127	428	477	102	65	42	997	17	319	879	407
Growth Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Added Vol:	0	0	0	0	0	0	0	49	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	428	477	102	65	42	1046	17	319	897	407
User Adj:	1.00	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	127	428	477	102	65	42	1046	17	319	897	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	127	428	477	102	65	42	1046	17	319	897	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	127	428	477	102	65	42	1046	17	319	897	407

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	155	1645	1750	3150	1099	701	1750	3641	59	1750	3800	1750

Capacity Analysis Module:

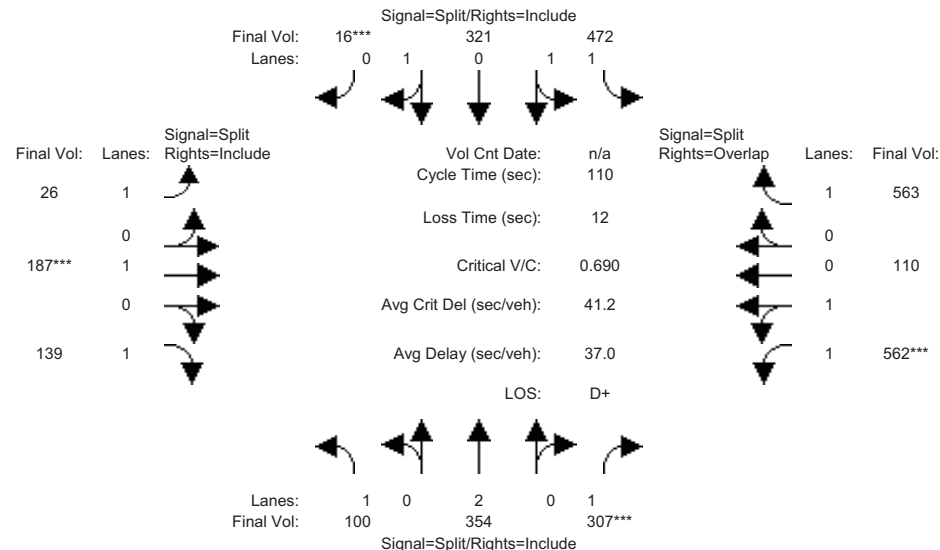
Vol/Sat:	0.08	0.08	0.24	0.15	0.09	0.09	0.02	0.29	0.29	0.18	0.24	0.23
Crit Moves:			****	****				****		****		
Green Time:	26.3	26.3	26.3	16.3	16.3	16.3	11.1	30.9	30.9	19.6	39.3	39.3
Volume/Cap:	0.31	0.31	0.98	0.98	0.60	0.60	0.23	0.98	0.98	0.98	0.63	0.62
Delay/Veh:	32.4	32.4	76.0	78.9	44.9	44.9	43.6	58.6	58.6	86.0	27.8	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	76.0	78.9	44.9	44.9	43.6	58.6	58.6	86.0	27.8	28.6
LOS by Move:	C-	C-	E-	E-	D	D	D	E+	E+	F	C	C
HCM2kAvgQ:	4	4	20	14	6	6	1	21	21	16	12	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	100	354	287	472	320	16	26	187	139	500	110	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	354	287	472	320	16	26	187	139	500	110	563
Added Vol:	0	0	20	0	1	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	354	307	472	321	16	26	187	139	562	110	563
User Adj:	1.00	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:	100	354	307	472	321	16	26	187	139	562	110	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	354	307	472	321	16	26	187	139	562	110	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	354	307	472	321	16	26	187	139	562	110	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.68	0.32	1.00
Final Sat.:	1750	3800	1750	3121	2123	106	1750	1900	1750	2969	581	1750

Capacity Analysis Module:

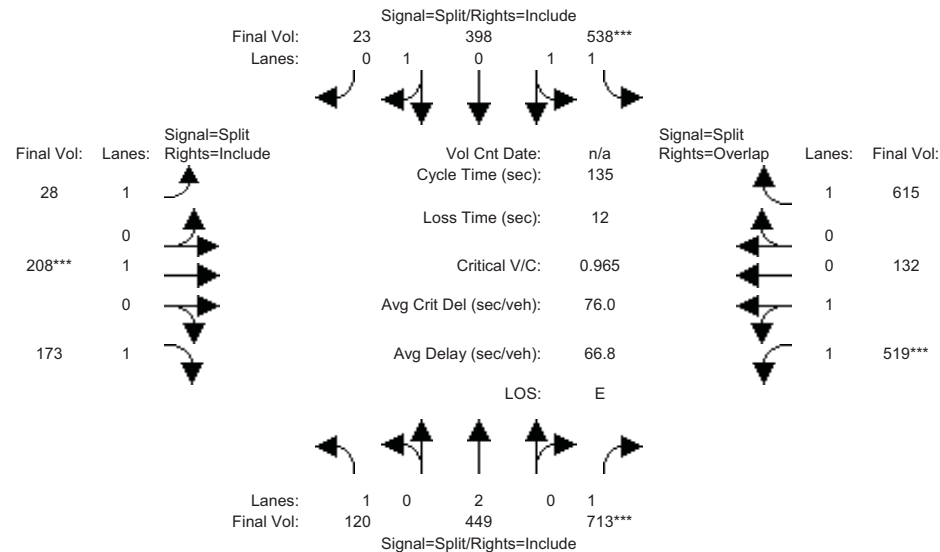
Vol/Sat:	0.06	0.09	0.18	0.15	0.15	0.15	0.01	0.10	0.08	0.19	0.19	0.32
Crit Moves:			****			****		****		****		
Green Time:	28.0	28.0	28.0	24.1	24.1	24.1	15.7	15.7	15.7	30.2	30.2	54.3
Volume/Cap:	0.22	0.37	0.69	0.69	0.69	0.69	0.10	0.69	0.56	0.69	0.69	0.65
Delay/Veh:	32.7	34.0	41.6	41.3	41.3	41.3	41.2	52.2	46.7	37.8	37.8	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	34.0	41.6	41.3	41.3	41.3	41.2	52.2	46.7	37.8	37.8	22.6
LOS by Move:	C-	C-	D	D	D	D	D	D-	D	D+	D+	C+
HCM2kAvgQ:	3	4	9	10	10	10	1	7	5	12	12	16

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	448	655	538	398	23	28	208	173	497	132	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	448	655	538	398	23	28	208	173	497	132	615
Added Vol:	0	1	58	0	0	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	449	713	538	398	23	28	208	173	519	132	615
User Adj:	1.00	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:	120	449	713	538	398	23	28	208	173	519	132	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	449	713	538	398	23	28	208	173	519	132	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	449	713	538	398	23	28	208	173	519	132	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.70	1.23	0.07	1.00	1.00	1.00	1.60	0.40	1.00
Final Sat.:	1750	3800	1750	3001	2220	128	1750	1900	1750	2830	720	1750

Capacity Analysis Module:

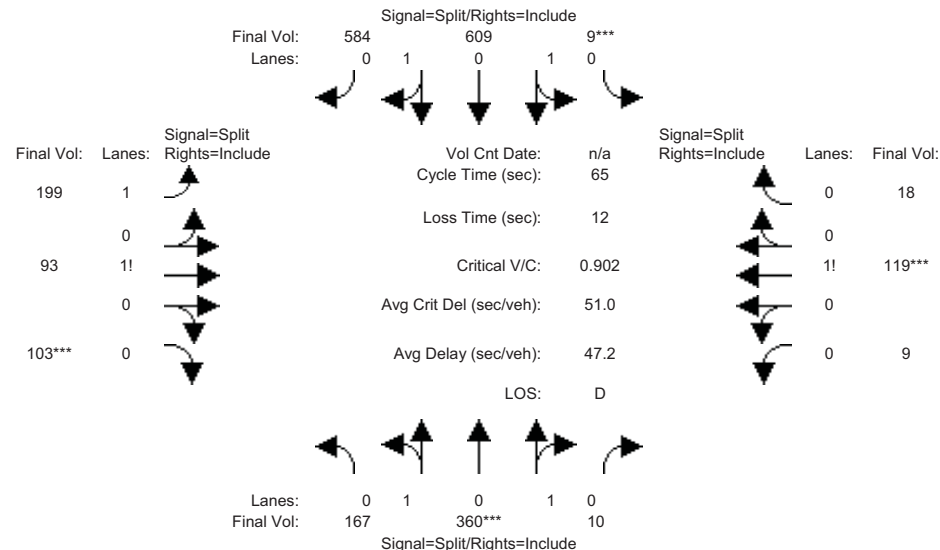
Vol/Sat:	0.07	0.12	0.41	0.18	0.18	0.18	0.02	0.11	0.10	0.18	0.18	0.35
Crit Moves:			****	****				****		****		
Green Time:	57.0	57.0	57.0	25.1	25.1	25.1	15.3	15.3	15.3	25.6	25.6	50.7
Volume/Cap:	0.16	0.28	0.97	0.97	0.97	0.97	0.14	0.97	0.87	0.97	0.97	0.94
Delay/Veh:	24.3	25.7	62.8	75.1	75.1	75.1	54.2	111	90.5	80.4	80.4	61.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	25.7	62.8	75.1	75.1	75.1	54.2	111	90.5	80.4	80.4	61.3
LOS by Move:	C	C	E	E-	E-	E-	D-	F	F	F	F	E
HCM2kAvgQ:	3	6	37	18	18	18	1	12	10	19	19	31

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	166	356	9	9	596	533	192	93	104	6	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	356	9	9	596	533	192	93	104	6	119	18
Added Vol:	1	4	1	0	13	51	7	0	-1	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	360	10	9	609	584	199	93	103	9	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	360	10	9	609	584	199	93	103	9	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	360	10	9	609	584	199	93	103	9	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	360	10	9	609	584	199	93	103	9	119	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.62	1.34	0.04	0.01	1.02	0.97	1.34	0.31	0.35	0.06	0.82	0.12
Final Sat.:	1120	2413	67	27	1824	1749	2339	551	610	108	1426	216

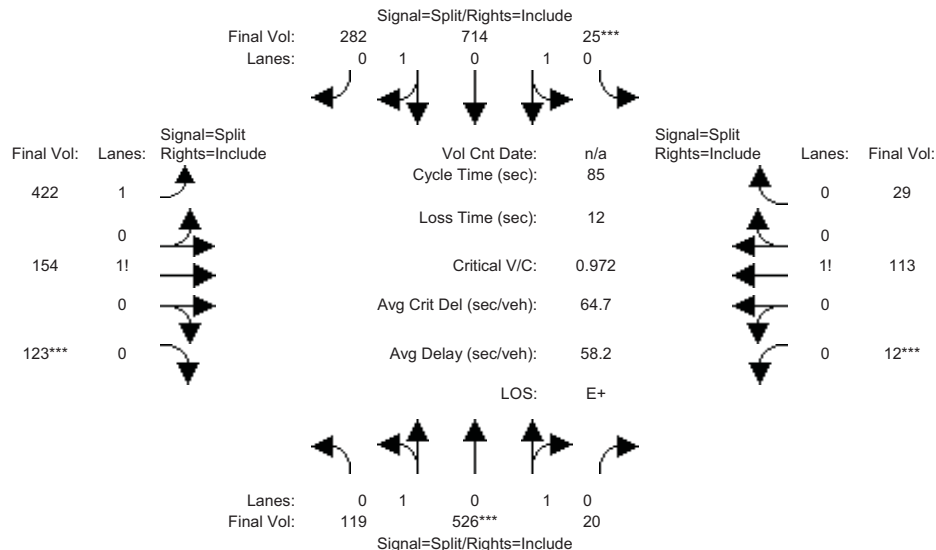
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.33	0.33	0.33	0.09	0.17	0.17	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	21.9	21.9	21.9	11.1	11.1	11.1	10.0	10.0	10.0
Volume/Cap:	0.97	0.97	0.97	0.99	0.99	0.99	0.50	0.99	0.99	0.54	0.54	0.54
Delay/Veh:	57.9	57.9	57.9	44.8	44.8	44.8	24.9	69.3	69.3	27.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	57.9	44.8	44.8	44.8	24.9	69.3	69.3	27.6	27.6	27.6
LOS by Move:	E+	E+	E+	D	D	D	C	E	E	C	C	C
HCM2kAvgQ:	7	7	7	16	16	16	4	12	12	4	4	4

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	120	514	18	25	710	264	402	154	122	11	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	514	18	25	710	264	402	154	122	11	113	29
Added Vol:	-1	12	2	0	4	18	20	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	526	20	25	714	282	422	154	123	12	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	526	20	25	714	282	422	154	123	12	113	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	526	20	25	714	282	422	154	123	12	113	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	526	20	25	714	282	422	154	123	12	113	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.36	1.58	0.06	0.05	1.40	0.55	1.43	0.32	0.25	0.08	0.73	0.19
Final Sat.:	644	2848	108	88	2518	994	2507	552	441	136	1284	330

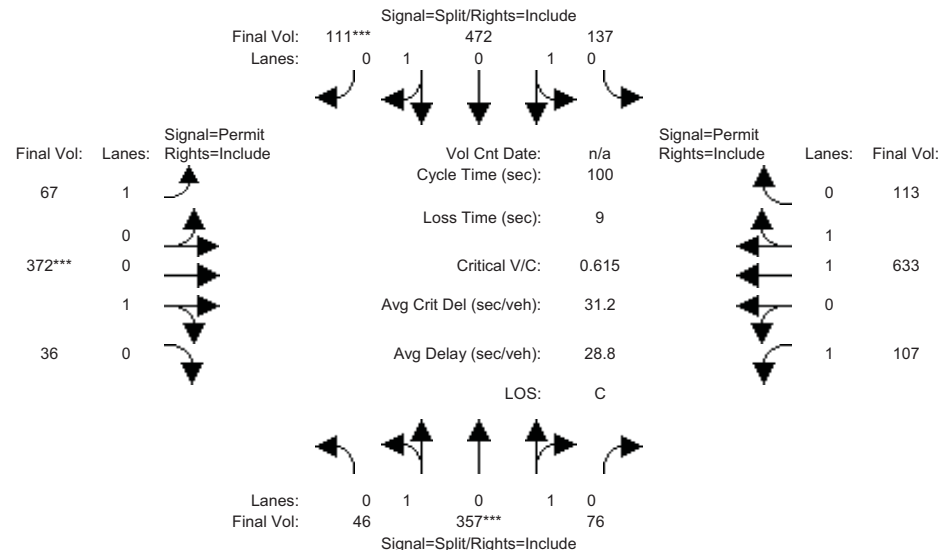
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.28	0.28	0.28	0.17	0.28	0.28	0.09	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.6	15.6	15.6	23.9	23.9	23.9	23.5	23.5	23.5	10.0	10.0	10.0
Volume/Cap:	1.01	1.01	1.01	1.01	1.01	1.01	0.61	1.01	1.01	0.75	0.75	0.75
Delay/Veh:	71.8	71.8	71.8	60.8	60.8	60.8	27.7	66.9	66.9	50.3	50.3	50.3
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:	71.8	71.8	71.8	60.8	60.8	60.8	27.7	66.9	66.9	50.3	50.3	50.3
LOS by Move:	E	E	E	E	E	E	C	E	E	D	D	D
HCM2kAvgQ:	11	11	11	21	21	21	8	21	21	6	6	6

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

Stanford EIR

Level Of Service Computation Report
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Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	45	357	76	137	472	96	61	365	36	107	611	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	357	76	137	472	96	61	365	36	107	611	113
Added Vol:	1	0	0	0	0	15	6	7	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	357	76	137	472	111	67	372	36	107	633	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	357	76	137	472	111	67	372	36	107	633	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	357	76	137	472	111	67	372	36	107	633	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	357	76	137	472	111	67	372	36	107	633	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	1.49	0.32	0.38	1.31	0.31	1.00	0.91	0.09	1.00	1.69	0.31
Final Sat.:	346	2683	571	685	2360	555	1750	1641	159	1750	3139	560

Capacity Analysis Module:

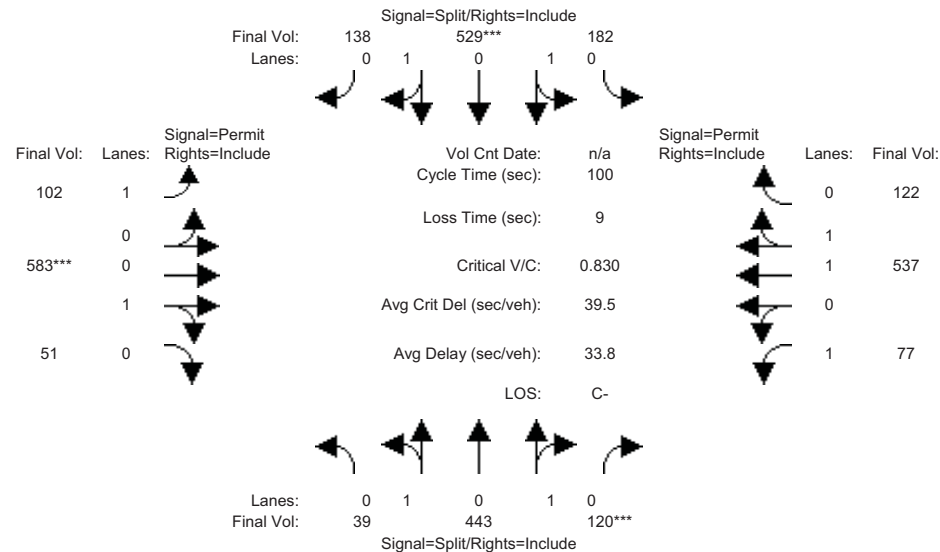
Vol/Sat:	0.13	0.13	0.13	0.20	0.20	0.20	0.04	0.23	0.23	0.06	0.20	0.20
Crit Moves:	****					****		****				
Green Time:	21.6	21.6	21.6	32.5	32.5	32.5	36.9	36.9	36.9	36.9	36.9	36.9
Volume/Cap:	0.62	0.62	0.62	0.62	0.62	0.62	0.10	0.62	0.62	0.17	0.55	0.55
Delay/Veh:	36.9	36.9	36.9	29.5	29.5	29.5	20.8	27.5	27.5	21.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	36.9	29.5	29.5	29.5	20.8	27.5	27.5	21.4	25.4	25.4
LOS by Move:	D+	D+	D+	C	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	7	7	7	9	9	9	1	11	11	2	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	39	443	120	182	529	132	88	562	50	77	529	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	443	120	182	529	132	88	562	50	77	529	122
Added Vol:	0	0	0	0	0	0	14	21	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	120	182	529	138	102	583	51	77	537	122
User Adj:	1.00	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:	39	443	120	182	529	138	102	583	51	77	537	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	120	182	529	138	102	583	51	77	537	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	443	120	182	529	138	102	583	51	77	537	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.25	0.32	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	233	2649	718	772	2243	585	1750	1655	145	1750	3015	685

Capacity Analysis Module:

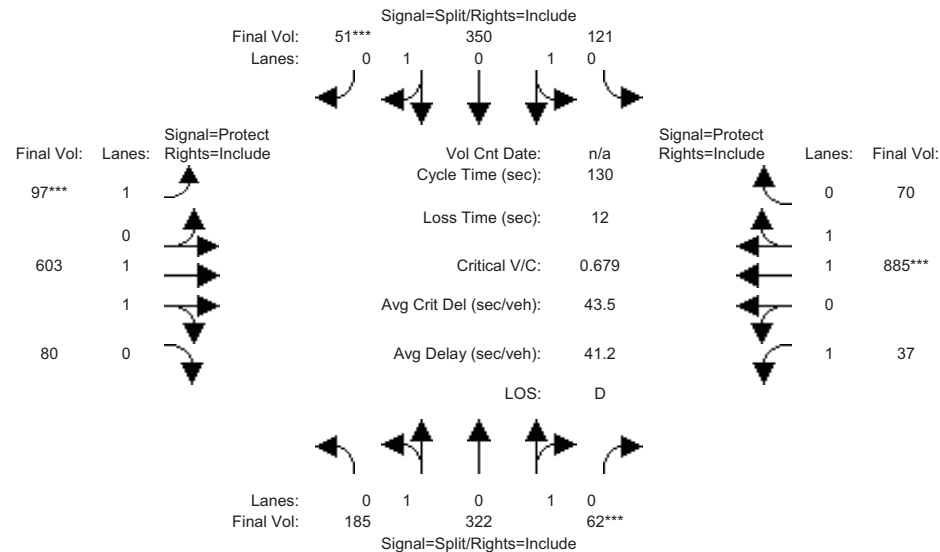
Vol/Sat:	0.17	0.17	0.17	0.24	0.24	0.24	0.06	0.35	0.35	0.04	0.18	0.18
Crit Moves:	****			****			****					
Green Time:	20.1	20.1	20.1	28.4	28.4	28.4	42.4	42.4	42.4	42.4	42.4	42.4
Volume/Cap:	0.83	0.83	0.83	0.83	0.83	0.83	0.14	0.83	0.83	0.10	0.42	0.42
Delay/Veh:	46.3	46.3	46.3	39.3	39.3	39.3	17.7	33.2	33.2	17.4	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	46.3	46.3	39.3	39.3	39.3	17.7	33.2	33.2	17.4	20.3	20.3
LOS by Move:	D	D	D	D	D	D	B	C-	C-	B	C+	C+
HCM2kAvgQ:	10	10	10	12	12	12	2	20	20	2	7	7

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

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Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	183	321	62	121	350	51	97	590	80	37	844	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	321	62	121	350	51	97	590	80	37	844	70
Added Vol:	2	1	0	0	0	0	0	13	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	322	62	121	350	51	97	603	80	37	885	70
User Adj:	1.00	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:	185	322	62	121	350	51	97	603	80	37	885	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	322	62	121	350	51	97	603	80	37	885	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	322	62	121	350	51	97	603	80	37	885	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	1.13	0.22	0.46	1.34	0.20	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	1170	2037	392	834	2414	352	1750	3266	433	1750	3429	271

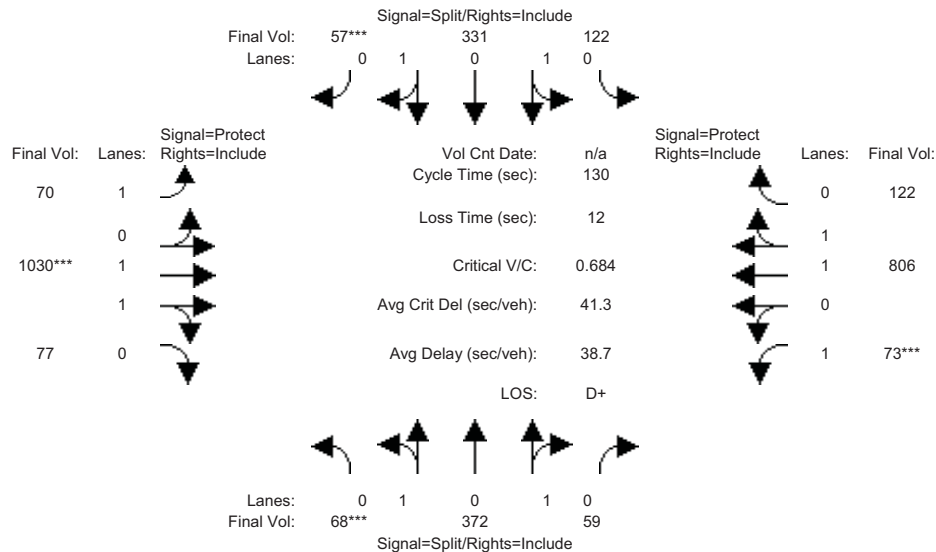
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.06	0.18	0.18	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.2	30.2	30.2	27.7	27.7	27.7	10.6	46.5	46.5	13.5	49.4	49.4
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.52	0.52	0.20	0.68	0.68
Delay/Veh:	47.7	47.7	47.7	49.5	49.5	49.5	70.5	33.3	33.3	53.8	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	47.7	49.5	49.5	49.5	70.5	33.3	33.3	53.8	35.0	35.0
LOS by Move:	D	D	D	D	D	D	E	C-	C-	D-	D+	D+
HCM2kAvgQ:	12	12	12	11	11	11	5	11	11	2	17	17

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

Stanford EIR

Level Of Service Computation Report
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Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	67	372	59	122	330	57	70	992	76	73	792	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	372	59	122	330	57	70	992	76	73	792	122
Added Vol:	1	0	0	0	1	0	0	38	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	372	59	122	331	57	70	1030	77	73	806	122
User Adj:	1.00	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:	68	372	59	122	331	57	70	1030	77	73	806	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	372	59	122	331	57	70	1030	77	73	806	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	372	59	122	331	57	70	1030	77	73	806	122

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.86	0.14	1.00	1.73	0.27
Final Sat.:	491	2684	426	861	2336	402	1750	3442	257	1750	3213	486

Capacity Analysis Module:

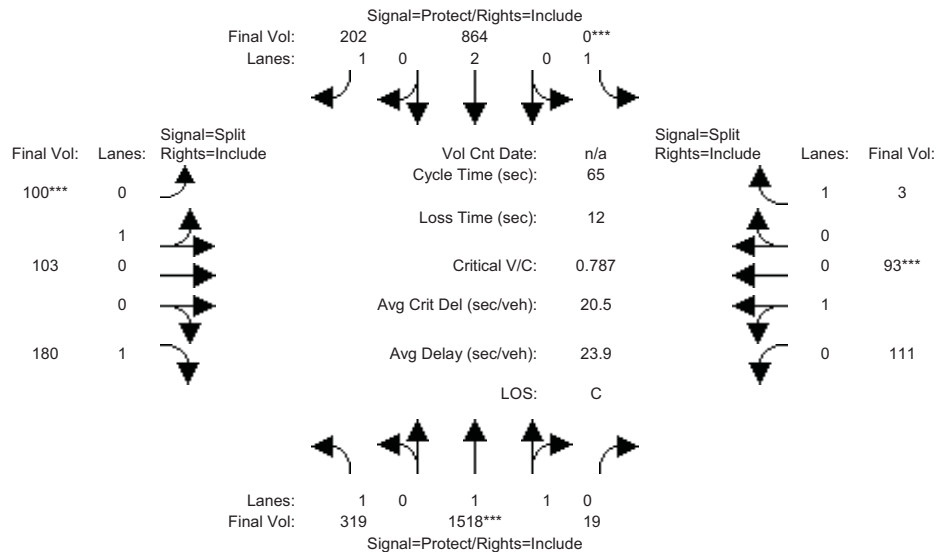
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.30	0.30	0.04	0.25	0.25
Crit Moves:	***					***	***			***		
Green Time:	26.3	26.3	26.3	26.9	26.9	26.9	11.4	56.8	56.8	7.9	53.3	53.3
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.45	0.68	0.68	0.68	0.61	0.61
Delay/Veh:	50.7	50.7	50.7	50.3	50.3	50.3	58.4	30.6	30.6	76.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	50.7	50.7	50.3	50.3	50.3	58.4	30.6	30.6	76.7	30.9	30.9
LOS by Move:	D	D	D	D	D	D	E+	C	C	E-	C	C
HCM2kAvgQ:	11	11	11	11	11	11	3	19	19	4	15	15

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

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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1506	19	0	860	202	100	103	177	111	93	3
Added Vol:	8	12	0	0	4	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	1518	19	0	864	202	100	103	180	111	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1518	19	0	864	202	100	103	180	111	93	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1518	19	0	864	202	100	103	180	111	93	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	1518	19	0	864	202	100	103	180	111	93	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3654	46	1750	3800	1750	887	913	1750	979	821	1750

Capacity Analysis Module:

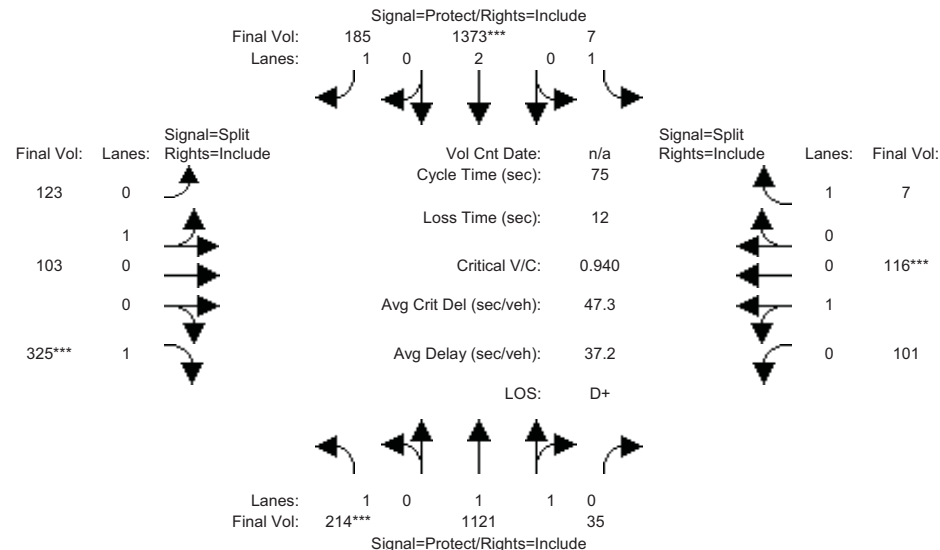
Vol/Sat:	0.18	0.42	0.42	0.00	0.23	0.12	0.11	0.11	0.10	0.11	0.11	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.7	33.0	33.0	0.0	18.3	18.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.81	0.82	0.82	0.00	0.81	0.41	0.73	0.73	0.67	0.74	0.74	0.01
Delay/Veh:	35.4	16.4	16.4	0.0	26.3	19.5	35.9	35.9	32.3	36.2	36.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	16.4	16.4	0.0	26.3	19.5	35.9	35.9	32.3	36.2	36.2	23.3
LOS by Move:	D+	B	B	A	C	B-	D+	D+	C-	D+	D+	C
HCM2kAvgQ:	9	16	16	0	11	4	4	4	4	6	6	0

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

Stanford EIR

Level Of Service Computation Report
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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Added Vol:	3	4	0	0	11	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1121	35	7	1373	185	123	103	325	101	116	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:	214	1121	35	7	1373	185	123	103	325	101	116	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1121	35	7	1373	185	123	103	325	101	116	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1121	35	7	1373	185	123	103	325	101	116	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.54	0.46	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	980	820	1750	838	962	1750

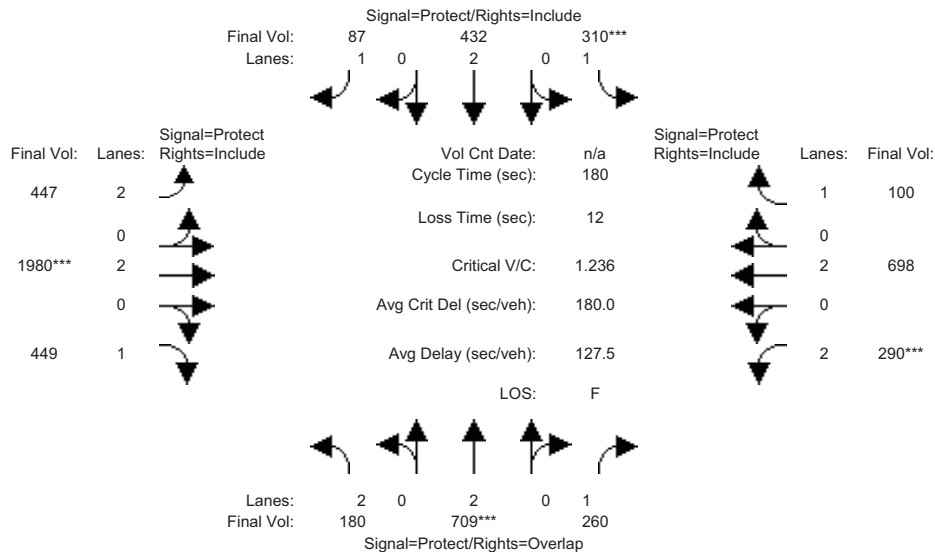
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.00	0.36	0.11	0.13	0.13	0.19	0.12	0.12	0.00
Crit Moves:	****				****				****			
Green Time:	9.7	29.5	29.5	8.8	28.6	28.6	14.7	14.7	14.7	10.0	10.0	10.0
Volume/Cap:	0.95	0.79	0.79	0.03	0.95	0.28	0.64	0.64	0.95	0.90	0.90	0.03
Delay/Veh:	77.5	23.2	23.2	29.4	35.6	16.3	31.7	31.7	64.6	65.7	65.7	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:	77.5	23.2	23.2	29.4	35.6	16.3	31.7	31.7	64.6	65.7	65.7	28.3
LOS by Move:	E-	C	C	C	D+	B	C	C	E	E	E	C
HCM2kAvgQ:	9	14	14	0	21	3	5	5	10	9	9	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	7	10	0	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	180	685	260	310	424	136	420	1980	449	290	698	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	685	260	310	424	136	420	1980	449	290	698	100
Added Vol:	0	24	0	0	8	9	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	709	260	310	432	145	447	1980	449	290	698	100
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	180	709	260	310	432	87	447	1980	449	290	698	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	709	260	310	432	87	447	1980	449	290	698	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	709	260	310	432	87	447	1980	449	290	698	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

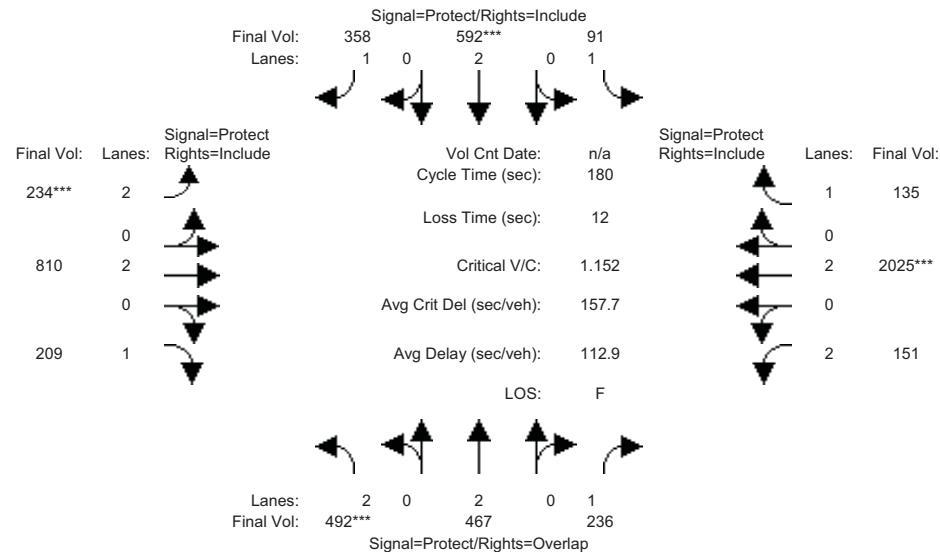
Vol/Sat:	0.06	0.19	0.15	0.35	0.23	0.05	0.14	0.52	0.26	0.09	0.18	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	27.2	40.6	51.6	58.7	58.7	38.9	75.9	75.9	13.4	50.4	50.4
Volume/Cap:	0.51	1.24	0.66	1.24	0.70	0.15	0.66	1.24	0.61	1.24	0.66	0.20
Delay/Veh:	76.6	197	67.5	200.0	56.4	43.2	66.8	164	42.0	225.2	73.5	62.5
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:	76.6	197	67.5	200.0	56.4	43.2	66.8	164	42.0	225.2	73.5	62.5
LOS by Move:	E-	F	E	F	E+	D	E	F	D	F	E	E
HCM2kAvgQ:	6	28	15	27	11	4	14	78	20	13	17	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol:	492	459	236	91	570	571	225	810	209	151	2025	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	459	236	91	570	571	225	810	209	151	2025	135
Added Vol:	0	8	0	0	22	25	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	467	236	91	592	596	234	810	209	151	2025	135
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	492	467	236	91	592	358	234	810	209	151	2025	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	467	236	91	592	358	234	810	209	151	2025	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	467	236	91	592	358	234	810	209	151	2025	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

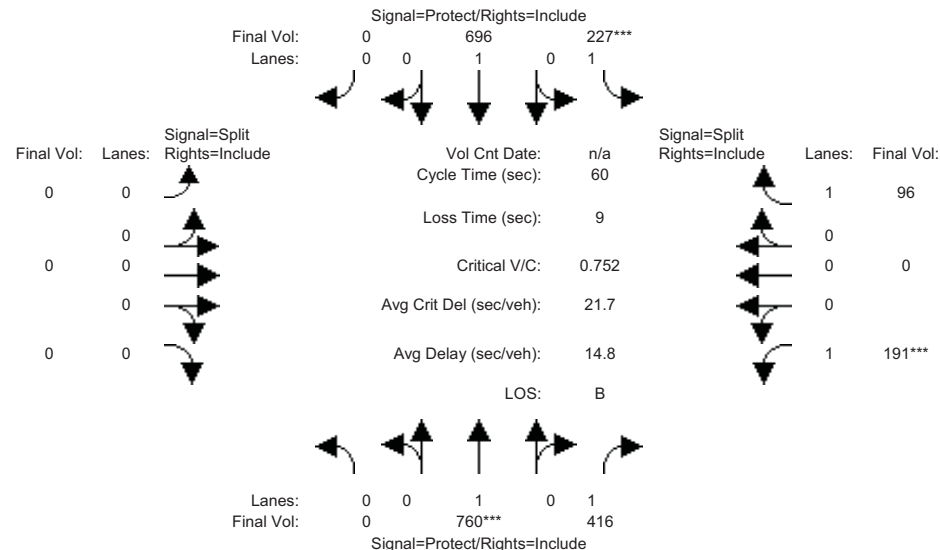
Vol/Sat:	0.16	0.12	0.13	0.10	0.31	0.20	0.07	0.21	0.12	0.05	0.53	0.08
Crit Moves:	***				***		***				***	
Green Time:	24.4	39.6	57.0	33.5	48.7	48.7	11.6	77.5	77.5	17.4	83.3	83.3
Volume/Cap:	1.15	0.56	0.43	0.56	1.15	0.76	1.15	0.50	0.28	0.50	1.15	0.17
Delay/Veh:	169.8	63.3	49.1	70.8	154	67.0	194.2	37.3	33.4	83.9	151	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.8	63.3	49.1	70.8	154	67.0	194.2	37.3	33.4	83.9	151	44.4
LOS by Move:	F	E	D	E	F	E	F	D+	C-	F	F	D
HCM2kAvgQ:	22	12	13	5	21	20	13	16	8	5	69	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	710	415	227	680	0	0	0	0	191	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	415	227	680	0	0	0	0	191	0	96
Added Vol:	0	50	1	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	760	416	227	696	0	0	0	0	191	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	760	416	227	696	0	0	0	0	191	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	416	227	696	0	0	0	0	191	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	760	416	227	696	0	0	0	0	191	0	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

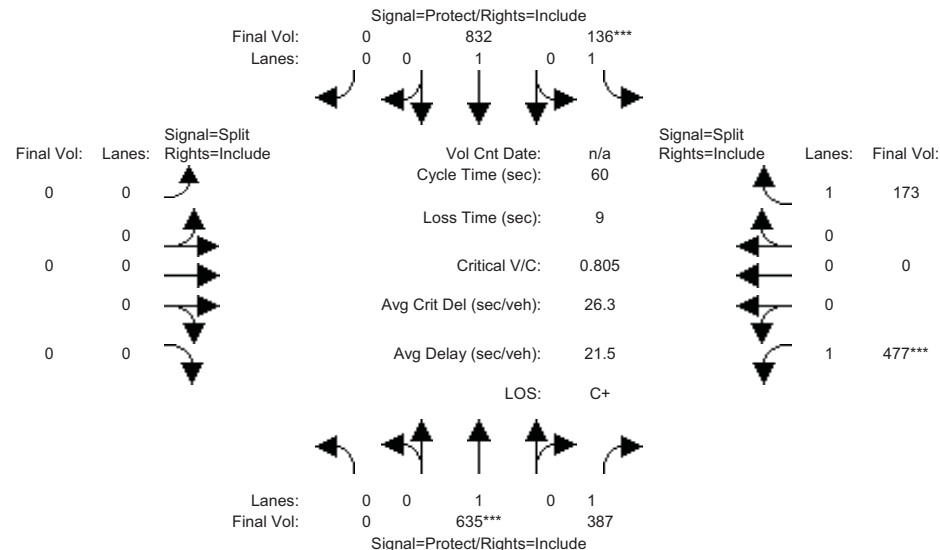
Vol/Sat:	0.00	0.40	0.24	0.13	0.37	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	31.0	31.0	10.0	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.78	0.46	0.78	0.54	0.00	0.00	0.00	0.00	0.65	0.00	0.33
Delay/Veh:	0.0	15.6	9.6	36.1	5.2	0.0	0.0	0.0	0.0	28.7	0.0	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	15.6	9.6	36.1	5.2	0.0	0.0	0.0	0.0	28.7	0.0	22.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	10	5	7	7	0	0	0	0	5	0	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	618	387	136	786	0	0	0	0	476	0	173
Growth Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Added Vol:	0	17	0	0	46	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	635	387	136	832	0	0	0	0	477	0	173
User Adj:	1.00	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	635	387	136	832	0	0	0	0	477	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	387	136	832	0	0	0	0	477	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	635	387	136	832	0	0	0	0	477	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

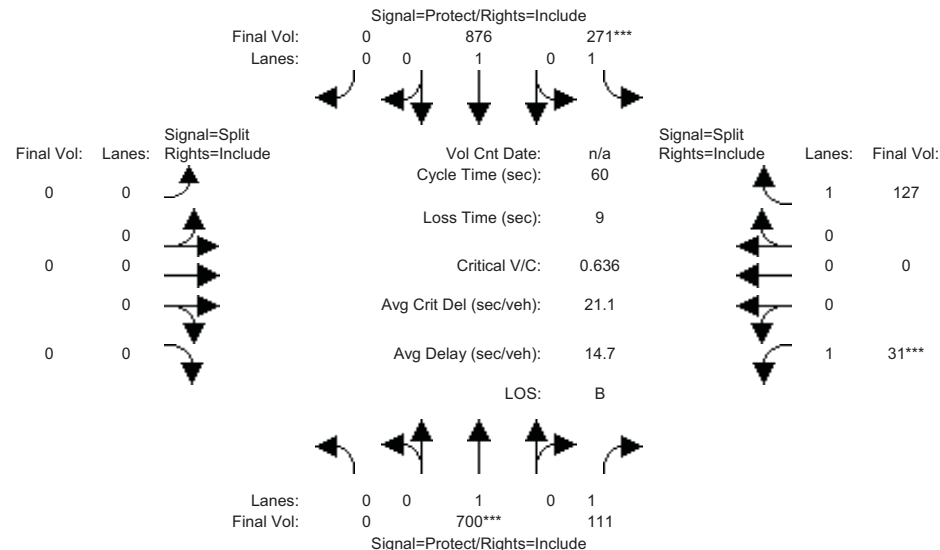
Vol/Sat:	0.00	0.33	0.22	0.08	0.44	0.00	0.00	0.00	0.00	0.27	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	24.2	24.2	7.0	31.2	0.0	0.0	0.0	0.0	19.8	0.0	19.8
Volume/Cap:	0.00	0.83	0.55	0.67	0.84	0.00	0.00	0.00	0.00	0.83	0.00	0.30
Delay/Veh:	0.0	23.4	14.6	33.5	18.8	0.0	0.0	0.0	0.0	28.2	0.0	15.3
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	23.4	14.6	33.5	18.8	0.0	0.0	0.0	0.0	28.2	0.0	15.3
LOS by Move:	A	C	B	C-	B-	A	A	A	A	C	A	B
HCM2kAvgQ:	0	11	6	4	16	0	0	0	0	12	0	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	650	111	271	860	0	0	0	0	31	0	127
Growth Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Added Vol:	0	50	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	111	271	876	0	0	0	0	31	0	127
User Adj:	1.00	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	700	111	271	876	0	0	0	0	31	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	111	271	876	0	0	0	0	31	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	700	111	271	876	0	0	0	0	31	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

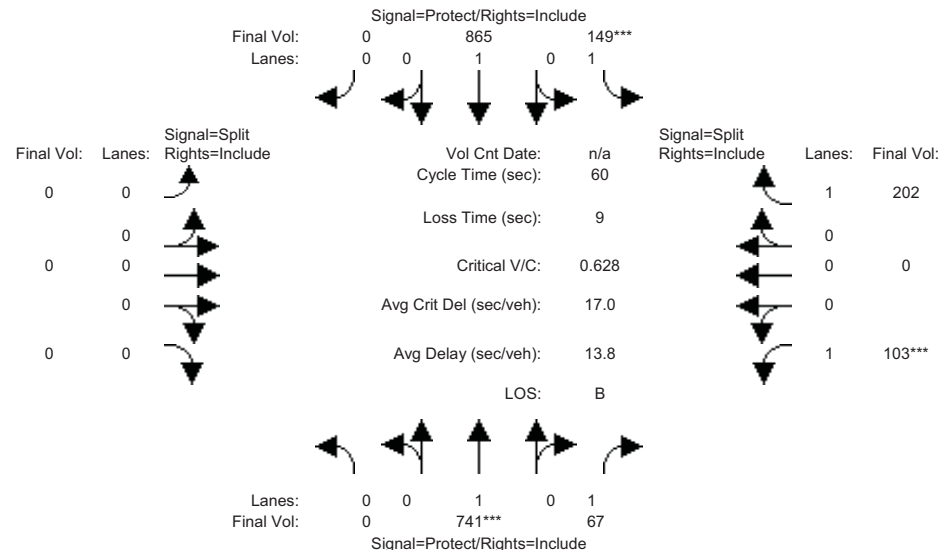
Vol/Sat:	0.00	0.37	0.06	0.15	0.46	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.9	28.9	12.1	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.77	0.13	0.77	0.67	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	16.7	8.7	32.2	7.0	0.0	0.0	0.0	0.0	21.4	0.0	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:	0.0	16.7	8.7	32.2	7.0	0.0	0.0	0.0	0.0	21.4	0.0	23.5
LOS by Move:	A	B	A	C-	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	13	1	5	9	0	0	0	0	1	0	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	724	67	149	819	0	0	0	0	103	0	202
Growth Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Added Vol:	0	17	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	741	67	149	865	0	0	0	0	103	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	741	67	149	865	0	0	0	0	103	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	67	149	865	0	0	0	0	103	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	741	67	149	865	0	0	0	0	103	0	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

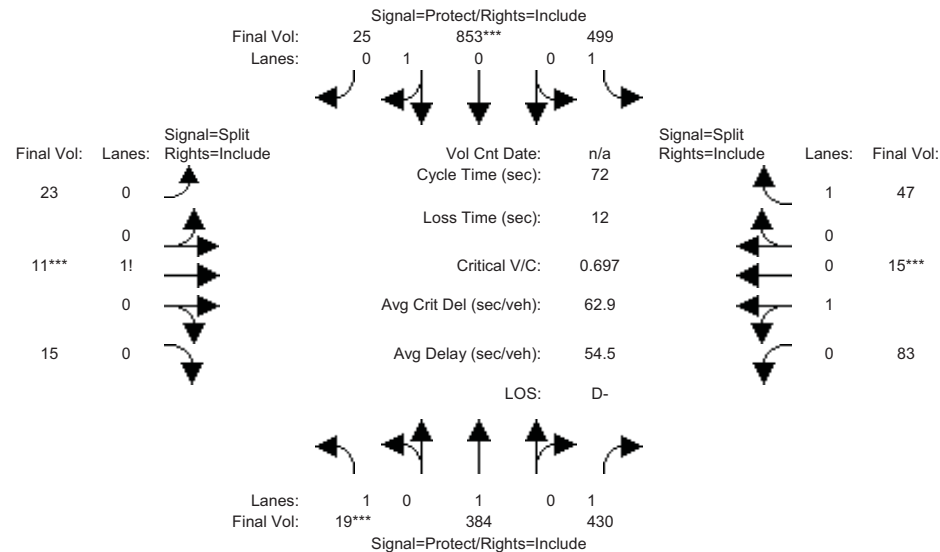
Vol/Sat:	0.00	0.39	0.04	0.09	0.46	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.8	32.8	7.2	40.0	0.0	0.0	0.0	0.0	11.0	0.0	11.0
Volume/Cap:	0.00	0.71	0.07	0.71	0.68	0.00	0.00	0.00	0.00	0.32	0.00	0.63
Delay/Veh:	0.0	12.5	6.4	36.4	7.7	0.0	0.0	0.0	0.0	21.8	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	6.4	36.4	7.7	0.0	0.0	0.0	0.0	21.8	0.0	26.5
LOS by Move:	A	B	A	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	12	1	3	9	0	0	0	0	2	0	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	19	374	390	490	850	25	23	11	15	70	15	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	374	390	490	850	25	23	11	15	70	15	44
Added Vol:	0	10	40	9	3	0	0	0	0	13	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	384	430	499	853	25	23	11	15	83	15	47
User Adj:	1.00	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:	19	384	430	499	853	25	23	11	15	83	15	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	384	430	499	853	25	23	11	15	83	15	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	384	430	499	853	25	23	11	15	83	15	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.22	0.31	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	821	393	536	1524	276	1750

Capacity Analysis Module:

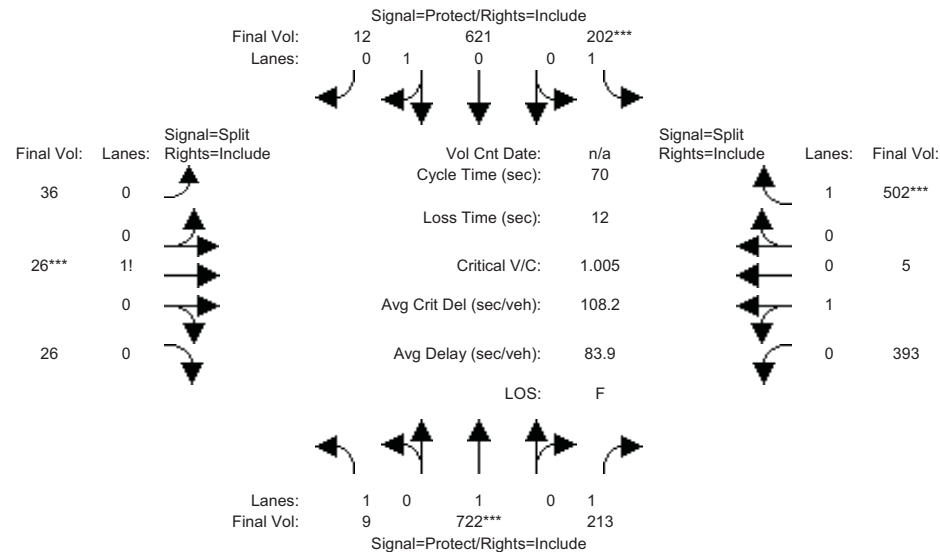
Vol/Sat:	0.01	0.20	0.25	0.29	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	18.5	18.5	21.5	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.79	0.96	0.96	1.06	1.06	0.20	0.20	0.20	0.39	0.39	0.19
Delay/Veh:	30.0	33.1	57.5	53.2	69.4	69.4	27.9	27.9	27.9	29.2	29.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	33.1	57.5	53.2	69.4	69.4	27.9	27.9	27.9	29.2	29.2	27.8
LOS by Move:	C	C-	E+	D-	E	E	C	C	C	C	C	C
HCM2kAvgQ:	0	8	12	15	31	31	1	1	1	3	3	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC with Undercrossings

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	9	718	199	199	612	12	36	26	26	356	5	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	718	199	199	612	12	36	26	26	356	5	494
Added Vol:	0	4	14	3	9	0	0	0	0	37	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	722	213	202	621	12	36	26	26	393	5	502
User Adj:	1.00	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:	9	722	213	202	621	12	36	26	26	393	5	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	722	213	202	621	12	36	26	26	393	5	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	722	213	202	621	12	36	26	26	393	5	502

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.41	0.29	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1766	34	716	517	517	1777	23	1750

Capacity Analysis Module:

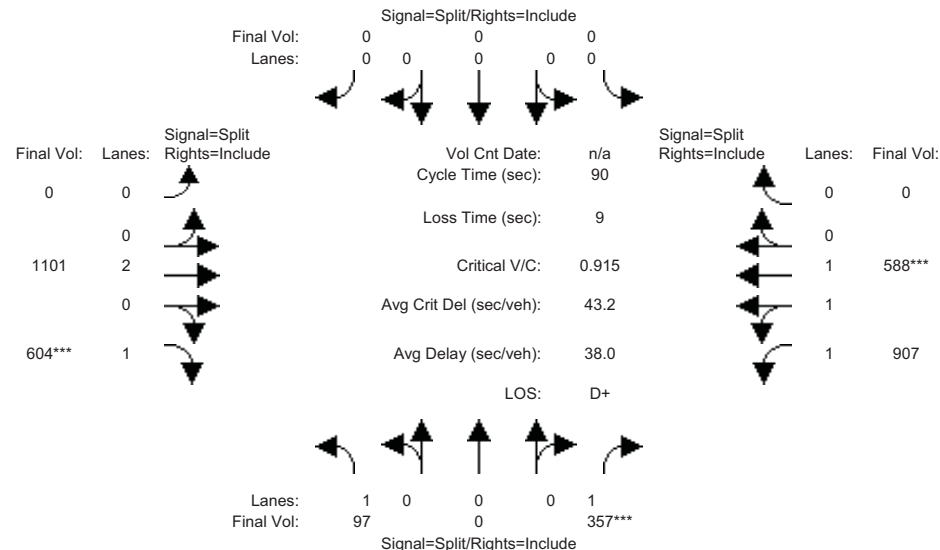
Vol/Sat:	0.01	0.38	0.12	0.12	0.35	0.35	0.05	0.05	0.05	0.22	0.22	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.0	23.3	23.3	7.1	23.4	23.4	10.0	10.0	10.0	17.6	17.6	17.6
Volume/Cap:	0.05	1.14	0.37	1.14	1.05	1.05	0.35	0.35	0.35	0.88	0.88	1.14
Delay/Veh:	28.6	105	18.1	142.0	74.4	74.4	27.9	27.9	27.9	42.8	42.8	113.6
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:	28.6	105	18.1	142.0	74.4	74.4	27.9	27.9	27.9	42.8	42.8	113.6
LOS by Move:	C	F	B-	F	E	E	C	C	C	D	D	F
HCM2kAvgQ:	0	27	4	9	22	22	2	2	2	12	12	24

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
	-----			-----			-----			-----							
Min. Green:	10		0		10		0		0		0		10		10		0
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0

Volume Module:

Base Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Added Vol:	1	0	12	0	0	0	0	26	4	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	357	0	0	0	0	1101	604	907	588	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:	97	0	357	0	0	0	0	1101	604	907	588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	357	0	0	0	0	1101	604	907	588	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:	97	0	357	0	0	0	0	1101	604	907	588	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.86	1.14	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3303	2142	0

Capacity Analysis Module:

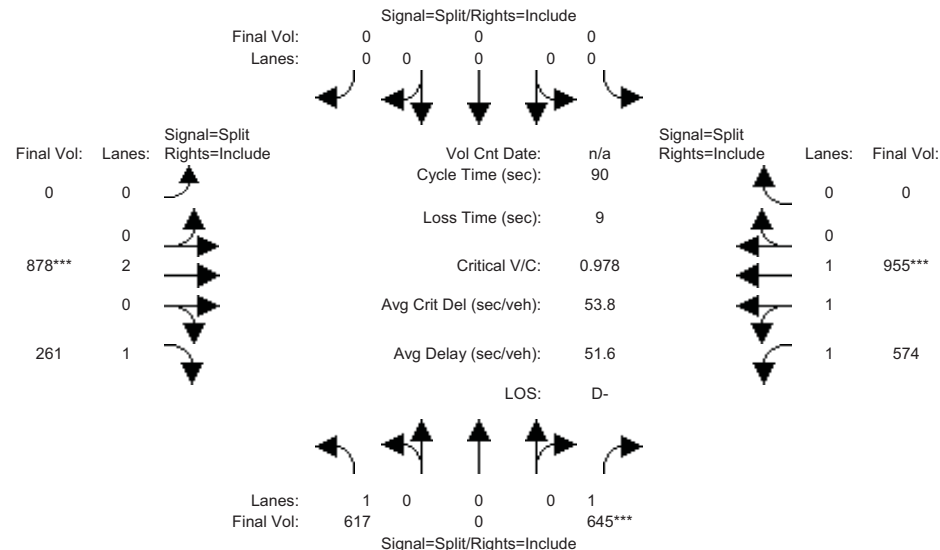
Vol/Sat:	0.06	0.00	0.20	0.00	0.00	0.00	0.00	0.29	0.35	0.27	0.27	0.00
Crit Moves:	****			****			****			****		
Green Time:	20.1	0.0	20.1	0.0	0.0	0.0	0.0	33.9	33.9	27.0	27.0	0.0
Volume/Cap:	0.25	0.00	0.92	0.00	0.00	0.00	0.00	0.77	0.92	0.92	0.92	0.00
Delay/Veh:	29.1	0.0	59.9	0.0	0.0	0.0	0.0	27.2	44.1	38.8	38.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	0.0	59.9	0.0	0.0	0.0	0.0	27.2	44.1	38.8	38.8	0.0
LOS by Move:	C	A	E+	A	A	A	A	C	D	D+	D+	A
HCM2kAvgQ:	2	0	11	0	0	0	0	15	22	15	15	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		0		10		0	10		10		0
Y+R:	4.0		4.0		4.0		4.0	4.0		4.0		4.0

Volume Module:

Base Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Added Vol:	4	0	8	0	0	0	0	9	1	11	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	617	0	645	0	0	0	0	878	261	574	955	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:	617	0	645	0	0	0	0	878	261	574	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	617	0	645	0	0	0	0	878	261	574	955	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	617	0	645	0	0	0	0	878	261	574	955	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.16	1.84	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2045	3402	0

Capacity Analysis Module:

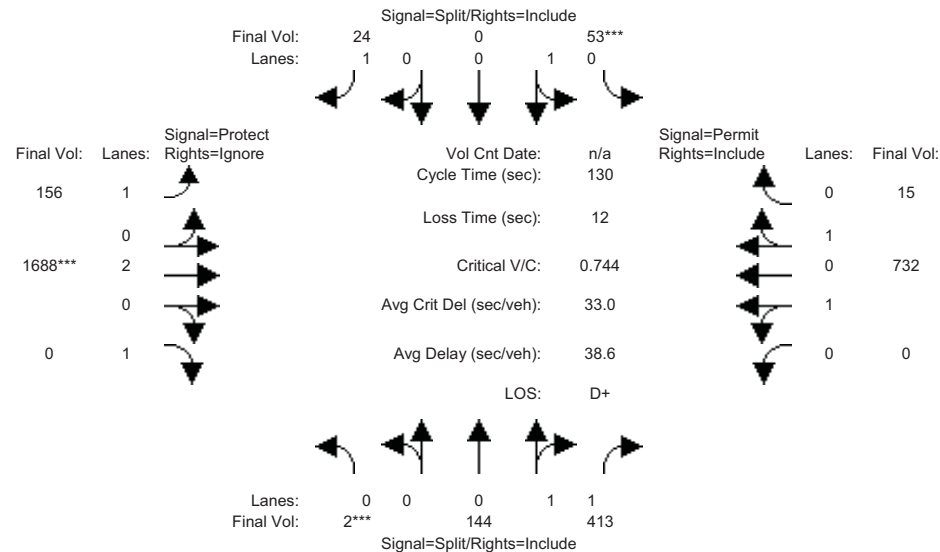
Vol/Sat:	0.35	0.00	0.37	0.00	0.00	0.00	0.00	0.23	0.15	0.28	0.28	0.00
Crit Moves:	****			****			****			****		
Green Time:	33.9	0.0	33.9	0.0	0.0	0.0	0.0	21.3	21.3	25.8	25.8	0.0
Volume/Cap:	0.94	0.00	0.98	0.00	0.00	0.00	0.00	0.98	0.63	0.98	0.98	0.00
Delay/Veh:	47.8	0.0	57.2	0.0	0.0	0.0	0.0	58.8	34.0	49.6	49.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	57.2	0.0	0.0	0.0	0.0	58.8	34.0	49.6	49.6	0.0
LOS by Move:	D	A	E+	A	A	A	A	E+	C-	D	D	A
HCM2kAvgQ:	17	0	19	0	0	0	0	18	8	16	16	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2	144	408	53	0	24	156	1621	35	0	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	144	408	53	0	24	156	1621	35	0	709	15
Added Vol:	0	0	5	0	0	0	0	67	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	144	413	53	0	24	156	1688	35	0	732	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	144	413	53	0	24	156	1688	0	0	732	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	144	413	53	0	24	156	1688	0	0	732	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	2	144	413	53	0	24	156	1688	0	0	732	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	715	2775	1800	0	1750	1750	3800	1750	0	3528	72

Capacity Analysis Module:

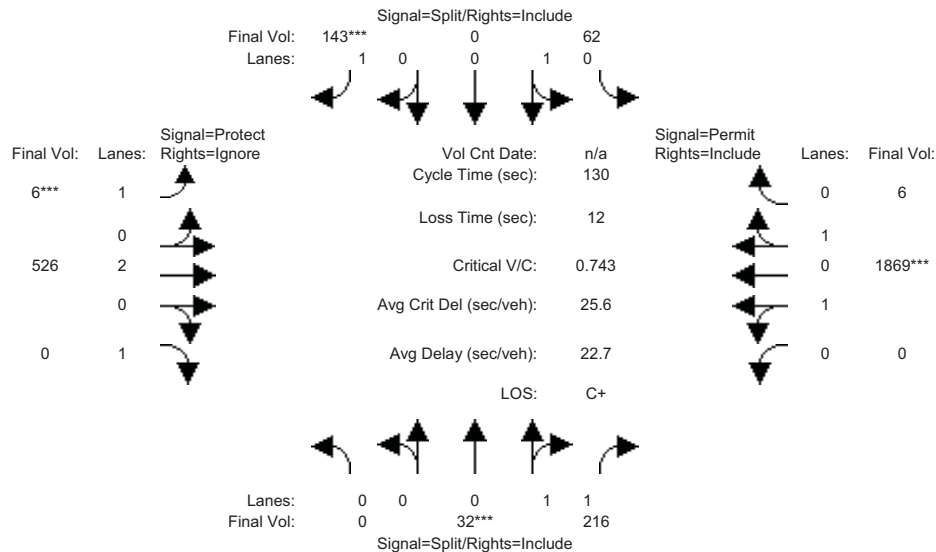
Vol/Sat:	0.20	0.20	0.15	0.03	0.00	0.01	0.09	0.44	0.00	0.00	0.21	0.21
Crit Moves:	***			***			***					
Green Time:	26.7	26.7	26.7	5.0	0.0	5.0	58.6	86.3	0.0	0.0	27.7	27.7
Volume/Cap:	0.98	0.98	0.73	0.77	0.00	0.36	0.20	0.67	0.00	0.00	0.97	0.97
Delay/Veh:	84.3	84.3	51.7	101.0	0.0	64.2	21.7	13.9	0.0	0.0	76.4	76.4
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:	84.3	84.3	51.7	101.0	0.0	64.2	21.7	13.9	0.0	0.0	76.4	76.4
LOS by Move:	F	F	D-	F	A	E	C+	B	A	A	E-	E-
HCM2kAvgQ:	20	20	12	4	0	1	4	20	0	0	20	20

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC with Undercrossings

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	32	214	62	0	143	6	503	60	0	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	32	214	62	0	143	6	503	60	0	1802	6
Added Vol:	0	0	2	0	0	0	0	23	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	216	62	0	143	6	526	60	0	1869	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	32	216	62	0	143	6	526	0	0	1869	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	32	216	62	0	143	6	526	0	0	1869	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	32	216	62	0	143	6	526	0	0	1869	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	0	465	3135	1800	0	1750	1750	3800	1750	0	3588	12

Capacity Analysis Module:

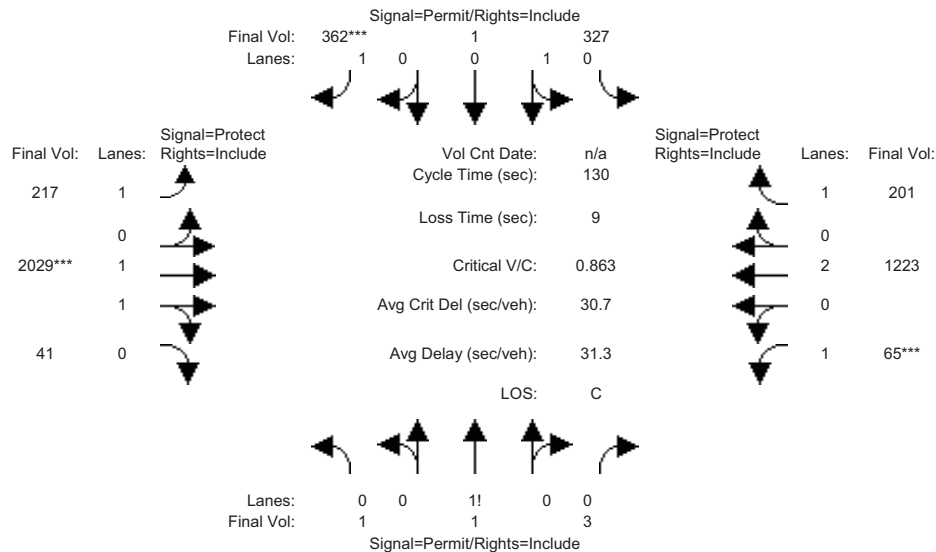
Vol/Sat:	0.00	0.07	0.07	0.03	0.00	0.08	0.00	0.14	0.00	0.00	0.52	0.52
Crit Moves:	****					****	****			****		
Green Time:	0.0	11.6	11.6	13.8	0.0	13.8	5.0	92.7	0.0	0.0	87.7	87.7
Volume/Cap:	0.00	0.77	0.77	0.33	0.00	0.77	0.09	0.19	0.00	0.00	0.77	0.77
Delay/Veh:	0.0	68.9	68.9	54.8	0.0	74.6	60.9	6.3	0.0	0.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.9	68.9	54.8	0.0	74.6	60.9	6.3	0.0	0.0	16.0	16.0
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B
HCM2kAvgQ:	0	7	7	3	0	8	0	3	0	0	27	27

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	325	1	362	217	1957	41	65	1200	200
Added Vol:	0	0	0	2	0	0	0	72	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	327	1	362	217	2029	41	65	1223	201
User Adj:	1.00	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	3	327	1	362	217	2029	41	65	1223	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	327	1	362	217	2029	41	65	1223	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	327	1	362	217	2029	41	65	1223	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1795	5	1750	1750	3627	73	1750	3800	1750

Capacity Analysis Module:

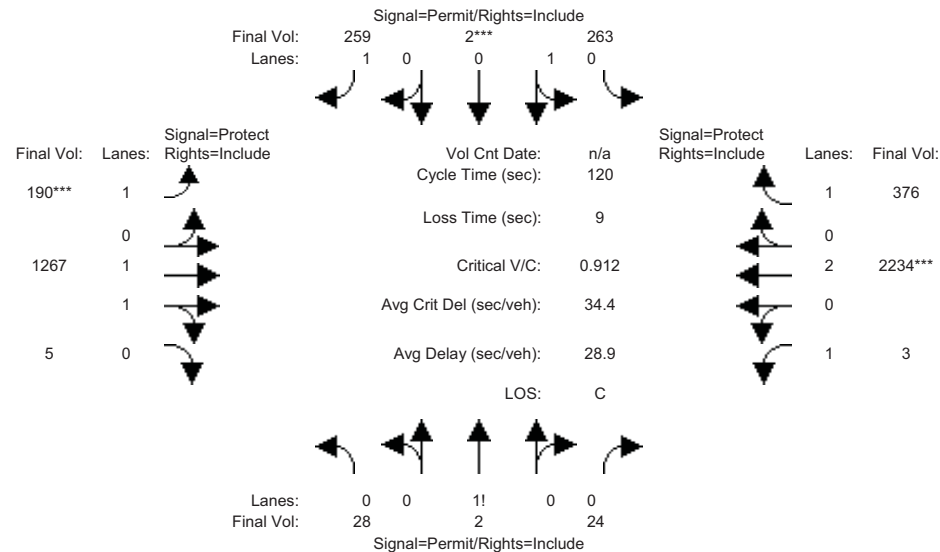
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.21	0.12	0.56	0.56	0.04	0.32	0.11
Crit Moves:						****		****		****		
Green Time:	30.8	30.8	30.8	30.8	30.8	30.8	25.1	83.2	83.2	7.0	65.1	65.1
Volume/Cap:	0.01	0.01	0.01	0.77	0.77	0.87	0.64	0.87	0.87	0.69	0.64	0.23
Delay/Veh:	38.0	38.0	38.0	54.6	54.6	65.9	52.5	23.0	23.0	79.9	24.6	18.4
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:	38.0	38.0	38.0	54.6	54.6	65.9	52.5	23.0	23.0	79.9	24.6	18.4
LOS by Move:	D+	D+	D+	D-	D-	E	D-	C	C	E-	C	B-
HCM2kAvgQ:	0	0	0	14	14	18	9	37	37	3	17	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	262	2	259	190	1242	5	3	2167	375
Added Vol:	0	0	0	1	0	0	0	25	0	0	67	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	263	2	259	190	1267	5	3	2234	376
User Adj:	1.00	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:	28	2	24	263	2	259	190	1267	5	3	2234	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	263	2	259	190	1267	5	3	2234	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	263	2	259	190	1267	5	3	2234	376

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1786	14	1750	1750	3685	15	1750	3800	1750

Capacity Analysis Module:

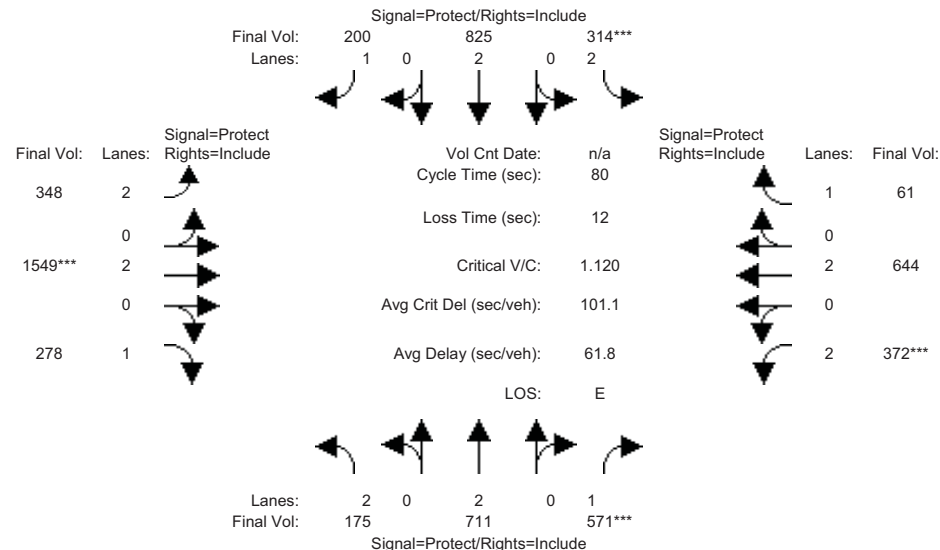
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.11	0.34	0.34	0.00	0.59	0.21
Crit Moves:				****			****			****		
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	14.3	78.3	78.3	13.3	77.3	77.3
Volume/Cap:	0.19	0.19	0.19	0.91	0.91	0.92	0.91	0.53	0.53	0.02	0.91	0.33
Delay/Veh:	43.9	43.9	43.9	80.5	80.5	82.1	91.1	11.2	11.2	47.6	24.1	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	43.9	43.9	80.5	80.5	82.1	91.1	11.2	11.2	47.6	24.1	9.8
LOS by Move:	D	D	D	F	F	F	F	B+	B+	D	C	A
HCM2kAvgQ:	2	2	2	14	14	14	9	13	13	0	35	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	175	709	535	310	820	400	348	1475	278	360	621	60
Growth Adj:	1.00	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	709	535	310	820	400	348	1475	278	360	621	60
Added Vol:	0	2	36	4	5	0	0	74	0	12	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	711	571	314	825	400	348	1549	278	372	644	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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	711	571	314	825	200	348	1549	278	372	644	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	711	571	314	825	200	348	1549	278	372	644	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	711	571	314	825	200	348	1549	278	372	644	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

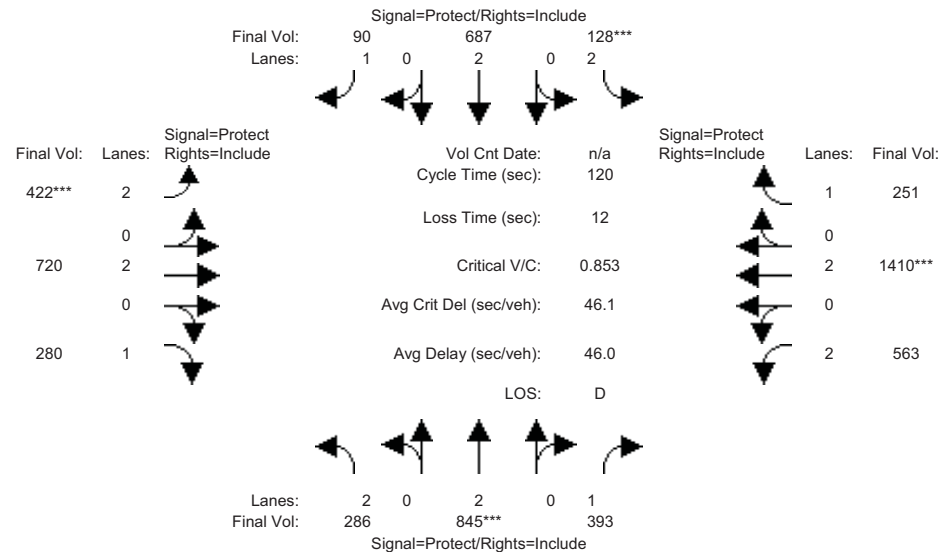
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.33	0.10	0.22	0.11	0.11	0.41	0.16	0.12	0.17	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.7	23.3	23.3	7.1	21.7	21.7	14.8	29.1	29.1	8.4	22.7	22.7
Volume/Cap:	0.51	0.64	1.12	1.12	0.80	0.42	0.60	1.12	0.44	1.12	0.60	0.12
Delay/Veh:	34.9	26.0	105.3	126.3	31.7	24.6	31.5	89.5	19.7	121.5	25.6	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	26.0	105.3	126.3	31.7	24.6	31.5	89.5	19.7	121.5	25.6	21.3
LOS by Move:	C-	C	F	F	C	C	C	F	B-	F	C	C+
HCM2kAvgQ:	2	8	25	11	12	5	4	29	5	12	8	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC with Undercrossings

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	286	840	380	127	685	180	422	694	280	529	1342	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	840	380	127	685	180	422	694	280	529	1342	248
Added Vol:	0	5	13	1	2	0	0	26	0	34	68	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	845	393	128	687	180	422	720	280	563	1410	251
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	286	845	393	128	687	90	422	720	280	563	1410	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	845	393	128	687	90	422	720	280	563	1410	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	845	393	128	687	90	422	720	280	563	1410	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

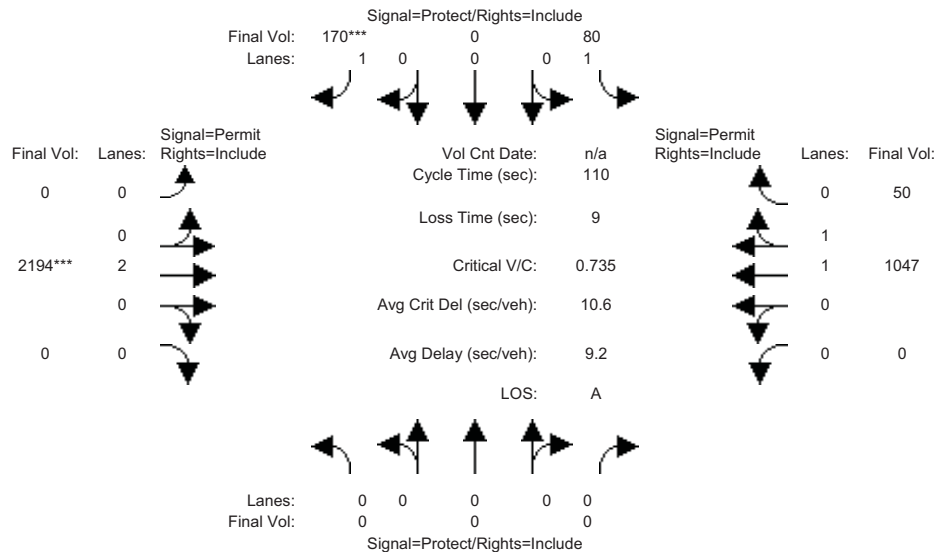
Vol/Sat:	0.09	0.22	0.22	0.04	0.18	0.05	0.13	0.19	0.16	0.18	0.37	0.14
Crit Moves:	****			****			****			****		
Green Time:	12.7	30.9	30.9	7.0	25.2	25.2	18.6	36.1	36.1	34.0	51.5	51.5
Volume/Cap:	0.86	0.86	0.87	0.70	0.86	0.24	0.86	0.63	0.53	0.63	0.86	0.33
Delay/Veh:	72.5	50.7	59.6	66.6	55.1	39.8	64.3	37.3	36.0	38.9	36.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	50.7	59.6	66.6	55.1	39.8	64.3	37.3	36.0	38.9	36.1	23.1
LOS by Move:	E	D	E+	E	E+	D	E	D+	D+	D+	D+	C
HCM2kAvgQ:	7	16	16	4	15	3	10	11	9	11	26	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
Growth Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Added Vol:	0	0	0	0	0	0	0	114	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2194	0	0	1047	50
User Adj:	1.00	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	80	0	170	0	2194	0	0	1047	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2194	0	0	1047	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	170	0	2194	0	0	1047	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3531	169

Capacity Analysis Module:

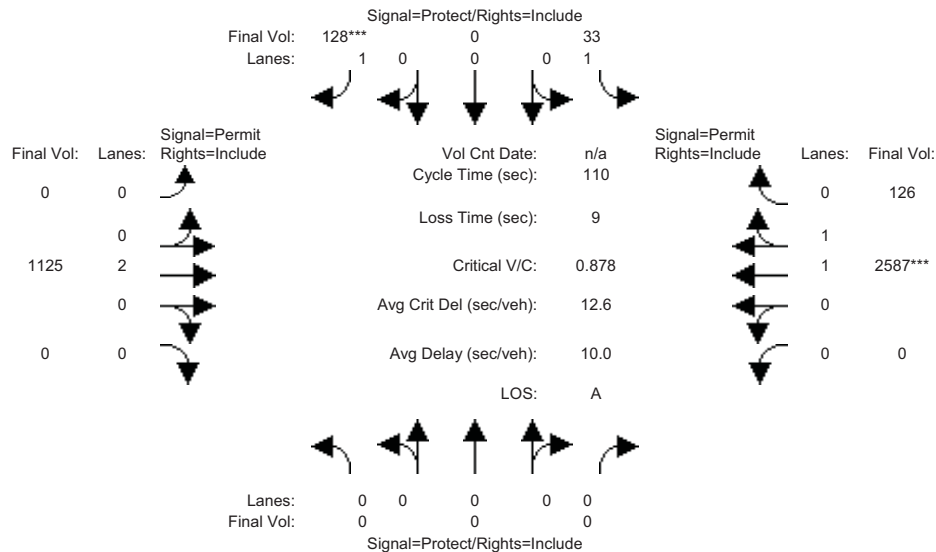
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.58	0.00	0.00	0.30	0.30
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	0.0	86.5	0.0	0.0	86.5	86.5
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.73	0.00	0.73	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	44.3	0.0	57.4	0.0	6.9	0.0	0.0	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.3	0.0	57.4	0.0	6.9	0.0	0.0	3.7	3.7
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	8	0	20	0	0	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
Growth Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Added Vol:	0	0	0	0	0	0	0	40	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	1125	0	0	2587	126
User Adj:	1.00	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	33	0	128	0	1125	0	0	2587	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	1125	0	0	2587	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	33	0	128	0	1125	0	0	2587	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3528	172

Capacity Analysis Module:

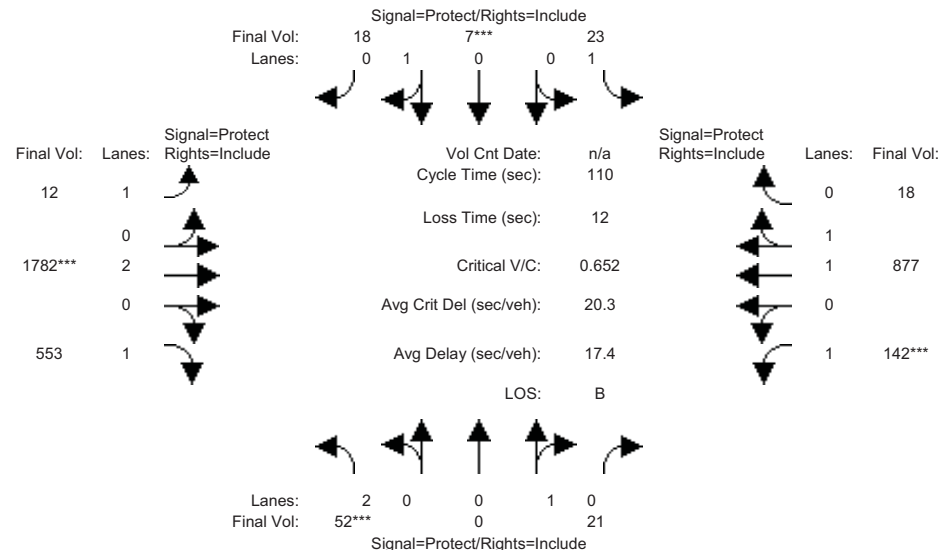
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.30	0.00	0.00	0.73	0.73
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	91.0	0.0	0.0	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.80	0.00	0.36	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.7	9.7
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	0	5	0	0	28	28

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	12	1720	500	142	858	18
Added Vol:	17	0	0	0	0	0	0	62	53	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	21	23	7	18	12	1782	553	142	877	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	21	23	7	18	12	1782	553	142	877	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	21	23	7	18	12	1782	553	142	877	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	0	21	23	7	18	12	1782	553	142	877	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3626	74

Capacity Analysis Module:

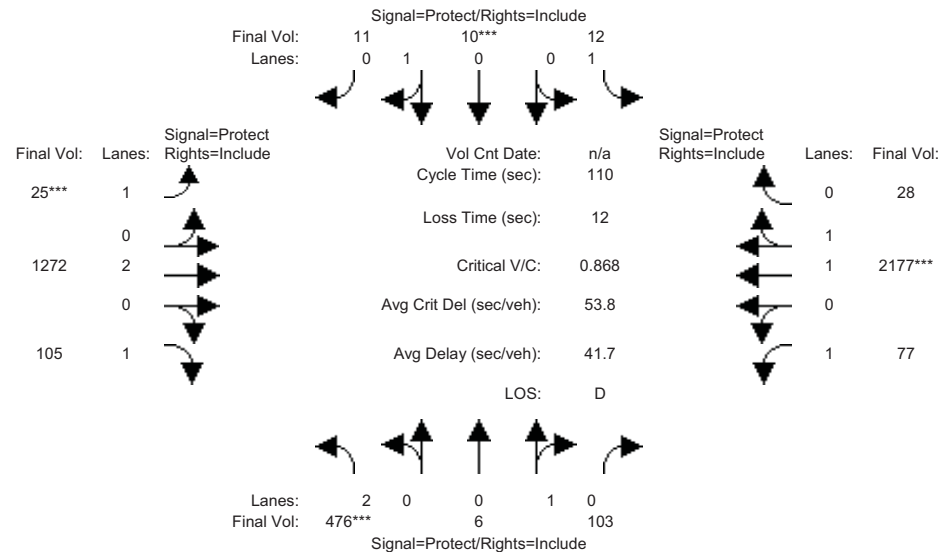
Vol/Sat:	0.02	0.00	0.01	0.01	0.01	0.01	0.01	0.47	0.32	0.08	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	16.9	69.1	69.1	11.9	64.1	64.1
Volume/Cap:	0.26	0.00	0.13	0.21	0.15	0.15	0.04	0.75	0.50	0.75	0.41	0.41
Delay/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.7	11.5	62.5	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.7	11.5	62.5	12.7	12.7
LOS by Move:	D	A	D	D	D	D	D	B	B+	E	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	21	11	5	8	8

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	6	103	12	10	11	25	1251	86	77	2120	28
Added Vol:	49	0	0	0	0	0	0	21	19	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	6	103	12	10	11	25	1272	105	77	2177	28
User Adj:	1.00	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:	476	6	103	12	10	11	25	1272	105	77	2177	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	6	103	12	10	11	25	1272	105	77	2177	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	476	6	103	12	10	11	25	1272	105	77	2177	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	99	1701	1750	857	943	1750	3800	1750	1750	3653	47

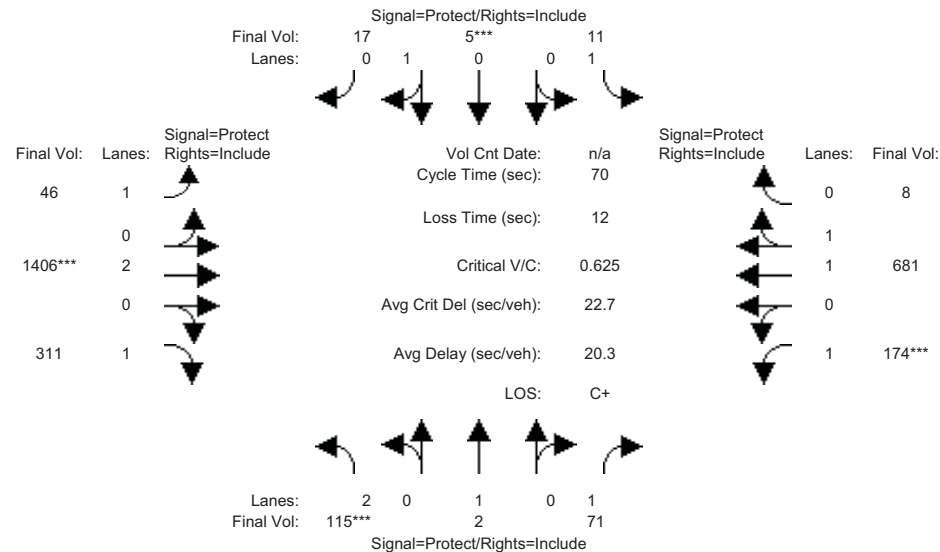
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.01	0.01	0.01	0.01	0.33	0.06	0.04	0.60	0.60
Crit Moves:	***			***			***			***		
Green Time:	16.4	15.5	15.5	10.9	10.0	10.0	7.0	60.2	60.2	11.4	64.6	64.6
Volume/Cap:	1.01	0.43	0.43	0.07	0.13	0.13	0.22	0.61	0.11	0.42	1.01	1.01
Delay/Veh:	92.1	44.4	44.4	45.2	46.3	46.3	49.9	17.5	12.1	47.8	45.7	45.7
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:	92.1	44.4	44.4	45.2	46.3	46.3	49.9	17.5	12.1	47.8	45.7	45.7
LOS by Move:	F	D	D	D	D	D	D	B	B	D	D	D
HCM2kAvgQ:	15	4	4	0	1	1	1	14	2	2	41	41

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	2	57	11	5	17	46	1369	287	131	669	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:	107	2	57	11	5	17	46	1369	287	131	669	8
Added Vol:	8	0	14	0	0	0	0	37	24	43	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2	71	11	5	17	46	1406	311	174	681	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:	115	2	71	11	5	17	46	1406	311	174	681	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	71	11	5	17	46	1406	311	174	681	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	2	71	11	5	17	46	1406	311	174	681	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.23	0.77	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	409	1391	1750	3800	1750	1750	3657	43

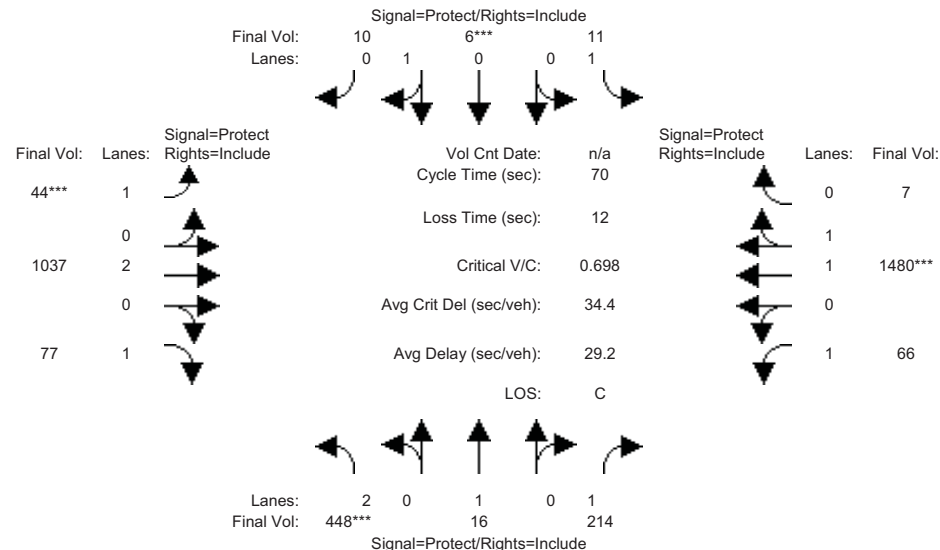
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.01	0.01	0.03	0.37	0.18	0.10	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.3	32.3	32.3	8.7	26.7	26.7
Volume/Cap:	0.37	0.01	0.28	0.06	0.09	0.09	0.13	0.80	0.38	0.80	0.49	0.49
Delay/Veh:	30.1	25.8	27.4	28.7	26.2	26.2	22.9	18.8	12.6	48.7	16.7	16.7
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:	30.1	25.8	27.4	28.7	26.2	26.2	22.9	18.8	12.6	48.7	16.7	16.7
LOS by Move:	C	C	C	C	C	C	C+	B-	B	D	B	B
HCM2kAvgQ:	2	0	2	0	0	0	1	13	4	4	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	426	16	174	11	6	10	44	1025	68	50	1445	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:	426	16	174	11	6	10	44	1025	68	50	1445	7
Added Vol:	22	0	40	0	0	0	0	12	9	16	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	16	214	11	6	10	44	1037	77	66	1480	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:	448	16	214	11	6	10	44	1037	77	66	1480	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	16	214	11	6	10	44	1037	77	66	1480	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	448	16	214	11	6	10	44	1037	77	66	1480	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	675	1125	1750	3800	1750	1750	3683	17

Capacity Analysis Module:

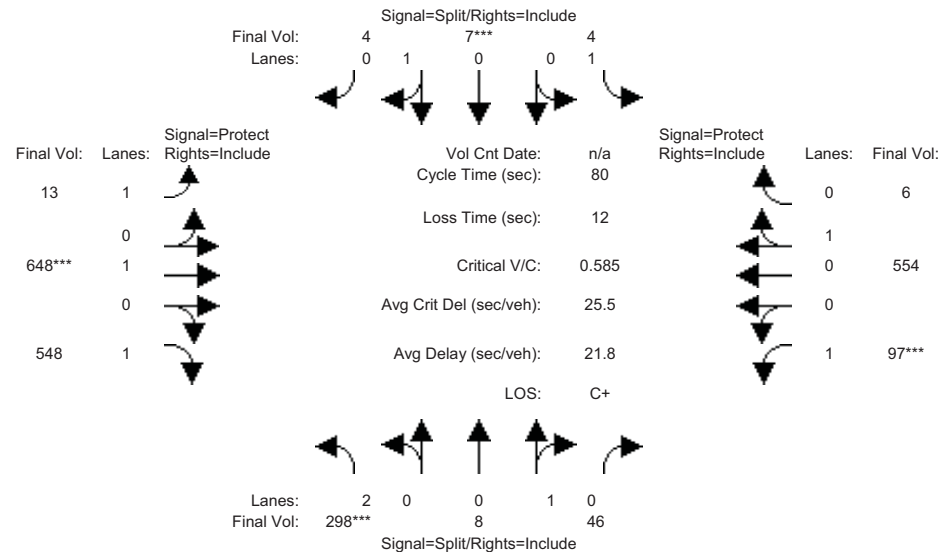
Vol/Sat:	0.14	0.01	0.12	0.01	0.01	0.01	0.03	0.27	0.04	0.04	0.40	0.40
Crit Moves:	***			***			***			***		
Green Time:	10.7	12.2	12.2	8.5	10.0	10.0	7.0	27.3	27.3	10.0	30.3	30.3
Volume/Cap:	0.93	0.05	0.70	0.05	0.06	0.06	0.25	0.70	0.11	0.26	0.93	0.93
Delay/Veh:	53.8	24.1	34.4	27.3	26.0	26.0	29.8	19.4	13.7	27.3	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	24.1	34.4	27.3	26.0	26.0	29.8	19.4	13.7	27.3	28.8	28.8
LOS by Move:	D-	C	C-	C	C	C	C	B-	B	C	C	C
HCM2kAvgQ:	10	0	6	0	0	0	1	9	1	1	17	17

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	8	30	4	7	4	13	621	530	24	478	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	8	30	4	7	4	13	621	530	24	478	6
Added Vol:	6	0	16	0	0	0	0	27	18	73	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	8	46	4	7	4	13	648	548	97	554	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	8	46	4	7	4	13	648	548	97	554	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	8	46	4	7	4	13	648	548	97	554	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	8	46	4	7	4	13	648	548	97	554	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.15	0.85	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	267	1533	1750	1145	655	1750	1900	1750	1750	1781	19

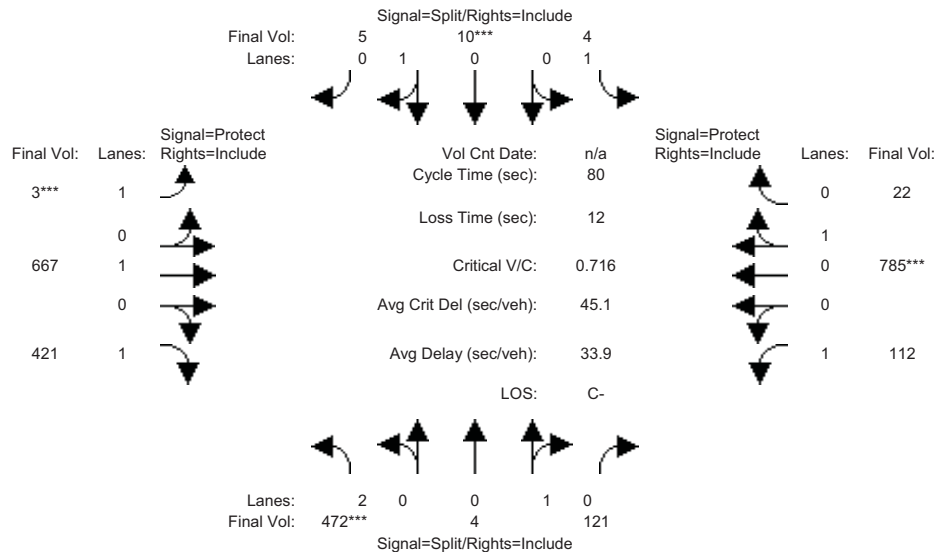
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.00	0.01	0.01	0.01	0.34	0.31	0.06	0.31	0.31
Crit Moves:	***			***			***			***		
Green Time:	11.1	11.1	11.1	10.0	10.0	10.0	10.3	39.9	39.9	7.0	36.6	36.6
Volume/Cap:	0.68	0.22	0.22	0.02	0.05	0.05	0.06	0.68	0.63	0.63	0.68	0.68
Delay/Veh:	37.2	31.0	31.0	30.7	30.9	30.9	30.7	17.3	16.1	43.6	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	31.0	31.0	30.7	30.9	30.9	30.7	17.3	16.1	43.6	19.4	19.4
LOS by Move:	D+	C	C	C	C	C	C	B	B	D	B-	B-
HCM2kAvgQ:	6	1	1	0	0	0	0	13	11	4	12	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	454	4	76	4	10	5	3	597	415	87	755	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	76	4	10	5	3	597	415	87	755	22
Added Vol:	18	0	45	0	0	0	0	70	6	25	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	4	121	4	10	5	3	667	421	112	785	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	4	121	4	10	5	3	667	421	112	785	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	4	121	4	10	5	3	667	421	112	785	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	472	4	121	4	10	5	3	667	421	112	785	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.03	0.97	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	58	1742	1750	1200	600	1750	1900	1750	1750	1751	49

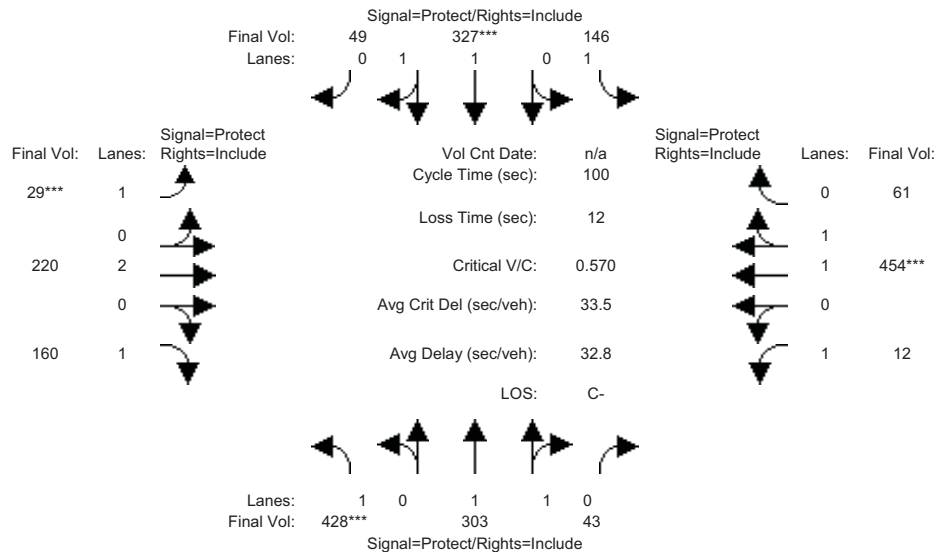
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.07	0.00	0.01	0.01	0.00	0.35	0.24	0.06	0.45	0.45
Crit Moves:	***			***			***			***		
Green Time:	12.8	12.8	12.8	10.0	10.0	10.0	7.0	36.2	36.2	9.0	38.2	38.2
Volume/Cap:	0.94	0.43	0.43	0.02	0.07	0.07	0.02	0.78	0.53	0.57	0.94	0.94
Delay/Veh:	58.8	31.4	31.4	30.7	31.0	31.0	33.4	23.0	16.5	37.5	37.3	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:	58.8	31.4	31.4	30.7	31.0	31.0	33.4	23.0	16.5	37.5	37.3	37.3
LOS by Move:	E+	C	C	C	C	C	C-	C+	B	D+	D+	D+
HCM2kAvgQ:	11	3	3	0	0	0	0	16	8	4	25	25

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC with Undercrossings

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	399	303	18	71	327	20	20	154	280	4	358	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	303	18	71	327	20	20	154	280	4	358	45
Added Vol:	29	0	25	75	0	29	9	66	10	8	96	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	428	303	43	146	327	49	29	220	290	12	454	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	428	303	43	146	327	49	29	220	160	12	454	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	303	43	146	327	49	29	220	160	12	454	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	428	303	43	146	327	49	29	220	160	12	454	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.74	0.26	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	3240	460	1750	3217	482	1750	3800	1750	1750	3261	438

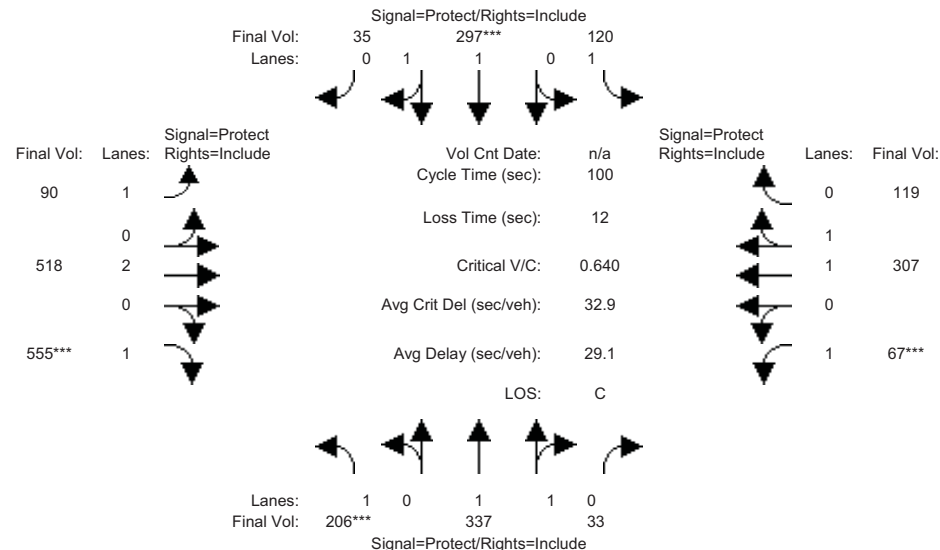
Capacity Analysis Module:												
Vol/Sat:	0.24	0.09	0.09	0.08	0.10	0.10	0.02	0.06	0.09	0.01	0.14	0.14
Crit Moves:	***			***			***			***		
Green Time:	40.8	31.5	31.5	26.3	17.0	17.0	7.0	17.8	17.8	12.4	23.2	23.2
Volume/Cap:	0.60	0.30	0.30	0.32	0.60	0.60	0.24	0.33	0.51	0.06	0.60	0.60
Delay/Veh:	24.6	26.0	26.0	30.0	40.0	40.0	45.0	36.2	38.6	38.7	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	26.0	26.0	30.0	40.0	40.0	45.0	36.2	38.6	38.7	35.4	35.4
LOS by Move:	C	C	C	C	D	D	D	D+	D+	D+	D+	D+
HCM2kAvgQ:	10	4	4	4	6	6	1	3	5	0	8	8

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	194	337	24	95	297	24	64	428	528	43	239	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	337	24	95	297	24	64	428	528	43	239	72
Added Vol:	12	0	9	25	0	11	26	90	27	24	68	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	337	33	120	297	35	90	518	555	67	307	119
User Adj:	1.00	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:	206	337	33	120	297	35	90	518	555	67	307	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	337	33	120	297	35	90	518	555	67	307	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	337	33	120	297	35	90	518	555	67	307	119

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1750	3370	330	1750	3310	390	1750	3800	1750	1750	2666	1033

Capacity Analysis Module:

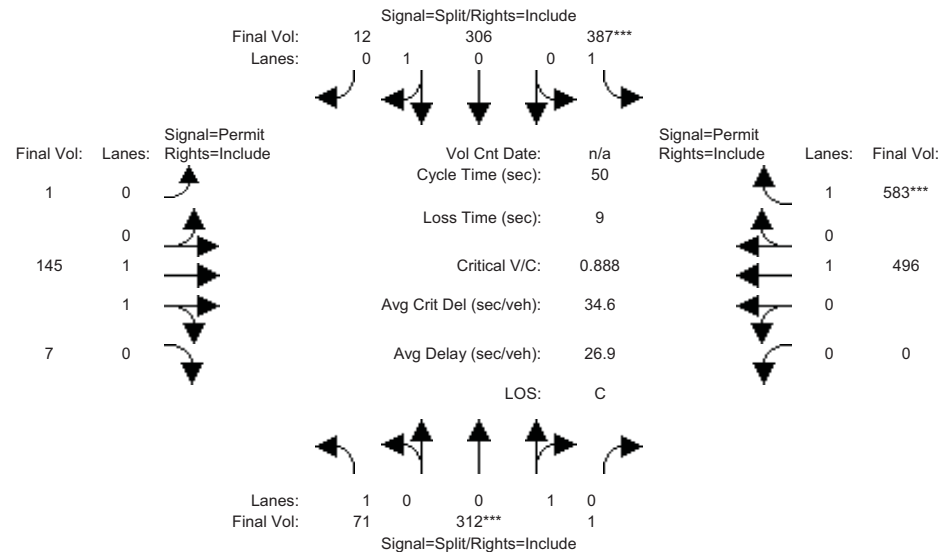
Vol/Sat:	0.12	0.10	0.10	0.07	0.09	0.09	0.05	0.14	0.32	0.04	0.12	0.12
Crit Moves:	***			***					***	***		
Green Time:	18.2	18.8	18.8	13.2	13.9	13.9	21.2	49.0	49.0	7.0	34.8	34.8
Volume/Cap:	0.65	0.53	0.53	0.52	0.65	0.65	0.24	0.28	0.65	0.55	0.33	0.33
Delay/Veh:	42.6	37.4	37.4	42.6	43.7	43.7	33.1	15.2	20.8	50.1	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	37.4	37.4	42.6	43.7	43.7	33.1	15.2	20.8	50.1	24.2	24.2
LOS by Move:	D	D+	D+	D	D	D	C-	B	C+	D	C	C
HCM2kAvgQ:	6	5	5	4	6	6	3	5	14	3	5	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	71	300	1	372	302	12	0	139	7	0	480	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	372	302	12	0	139	7	0	480	542
Added Vol:	0	12	0	15	4	0	1	6	0	0	16	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	312	1	387	306	12	1	145	7	0	496	583
User Adj:	1.00	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:	71	312	1	387	306	12	1	145	7	0	496	583
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	312	1	387	306	12	1	145	7	0	496	583
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	312	1	387	306	12	1	145	7	0	496	583

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.01	1.90	0.09	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1732	68	24	3412	165	0	1900	1750

Capacity Analysis Module:

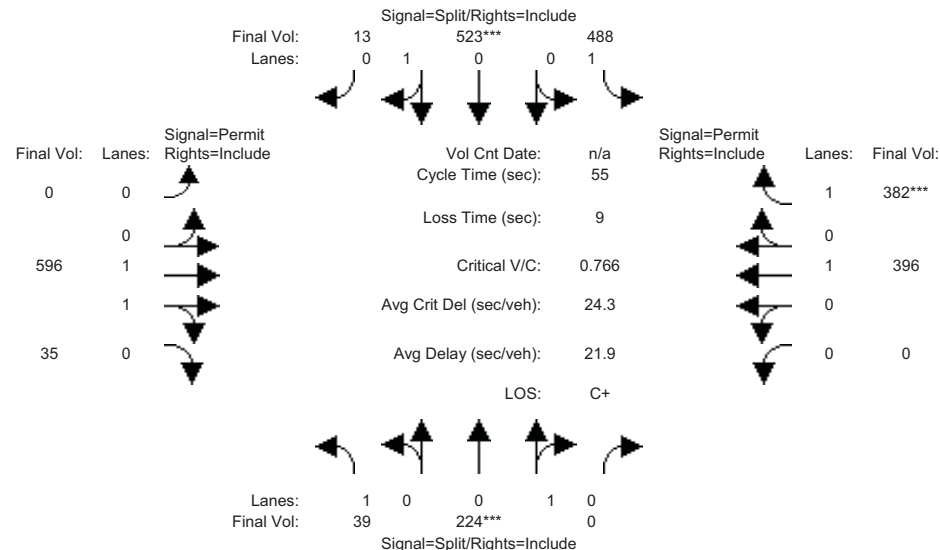
Vol/Sat:	0.04	0.17	0.17	0.22	0.18	0.18	0.04	0.04	0.04	0.00	0.26	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	12.4	12.4	12.4	18.6	18.6	18.6	0.0	18.6	18.6
Volume/Cap:	0.20	0.87	0.87	0.89	0.71	0.71	0.11	0.11	0.11	0.00	0.70	0.89
Delay/Veh:	17.0	39.1	39.1	38.6	22.6	22.6	10.3	10.3	10.3	0.0	16.5	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:	17.0	39.1	39.1	38.6	22.6	22.6	10.3	10.3	10.3	0.0	16.5	29.5
LOS by Move:	B	D	D	D+	C+	C+	B+	B+	B+	A	B	C
HCM2kAvgQ:	1	8	8	7	5	5	1	1	1	0	7	11

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	220	0	450	512	12	0	582	35	0	389	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	220	0	450	512	12	0	582	35	0	389	366
Added Vol:	0	4	0	38	11	1	0	14	0	0	7	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	224	0	488	523	13	0	596	35	0	396	382
User Adj:	1.00	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:	39	224	0	488	523	13	0	596	35	0	396	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	224	0	488	523	13	0	596	35	0	396	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	224	0	488	523	13	0	596	35	0	396	382

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.89	0.11	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1756	44	0	3495	205	0	1900	1750

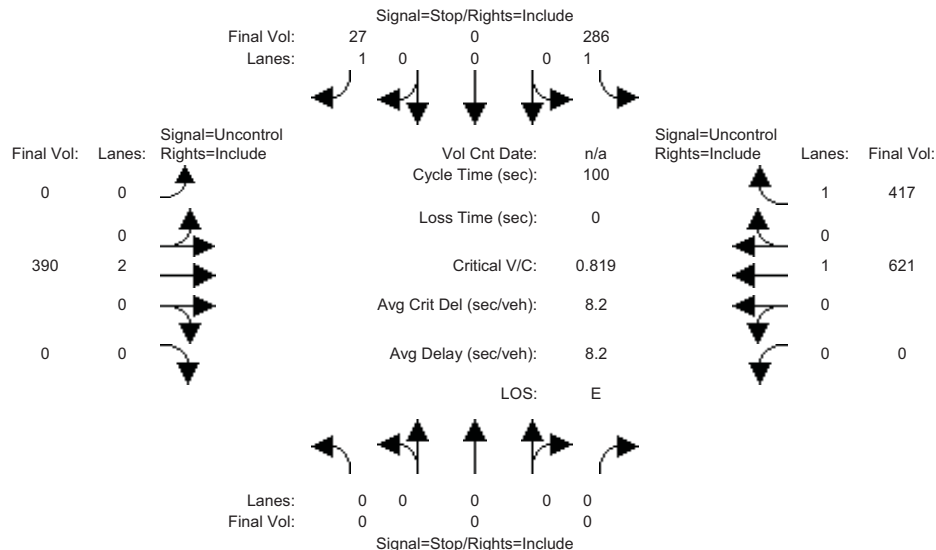
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.28	0.30	0.30	0.00	0.17	0.17	0.00	0.21	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	20.8	20.8	20.8	0.0	15.2	15.2	0.0	15.2	15.2
Volume/Cap:	0.12	0.68	0.00	0.74	0.79	0.79	0.00	0.62	0.62	0.00	0.75	0.79
Delay/Veh:	19.0	26.9	0.0	19.2	21.3	21.3	0.0	18.5	18.5	0.0	24.2	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	26.9	0.0	19.2	21.3	21.3	0.0	18.5	18.5	0.0	24.2	26.8
LOS by Move:	B-	C	A	B-	C+	C+	A	B-	B-	A	C	C
HCM2kAvgQ:	1	5	0	8	9	9	0	6	6	0	7	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #37: Arboretum Rd / Galvez St



Street Name:				Arboretum Road						Galvez Street									
Approach:		North Bound			South Bound			East Bound			West Bound								
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
-----		-----			-----			-----			-----			-----					
Volume Module:																			
Base Vol:		0	0	0	282	0	27	0	381	0	0	592	405						
Growth Adj:		1.00	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	282	0	27	0	381	0	0	592	405						
Added Vol:		0	0	0	4	0	0	0	9	0	0	29	12						
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:		0	0	0	286	0	27	0	390	0	0	621	417						
User Adj:		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	286	0	27	0	390	0	0	621	417						
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:		0	0	0	286	0	27	0	390	0	0	621	417						
-----		-----			-----			-----			-----			-----					
Critical Gap Module:																			
Critical Gp:xxxxx					xxxx	xxxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx				
FollowUpTim:xxxxxx					xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx				
-----		-----			-----			-----			-----			-----					
Capacity Module:																			
Cnflct Vol:					xxxx	xxxx	xxxxxx	816	xxxx	621	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Potent Cap.:					xxxx	xxxx	xxxxxx	349	xxxx	491	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Move Cap.:					xxxx	xxxx	xxxxxx	349	xxxx	491	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Volume/Cap:					xxxx	xxxx	xxxx	0.82	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
-----		-----			-----			-----			-----			-----					
Level Of Service Module:																			
2Way95thQ:					xxxx	xxxx	xxxxxx	7.1	xxxx	0.2	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:					xxxxxx	xxxx	xxxxxx	48.4	xxxx	12.8	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:					*	*	*		E	*		*	*	*	*	*			
Movement:					LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:					xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:					xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shrd ConDel:					xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
Shared LOS:					*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:					xxxxxx			45.4			xxxxxx			xxxxxx					
ApproachLOS:					*			E			*			*					

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

Peak Hour Delay Signal Warrant Report

 Intersection #37 Arboretum Rd / Galvez St

 Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      286 0 0 27      0 390 0 0      0 621 417
ApproachDel:    xxxxxx          45.4          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=313]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1741]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      286 0 0 27      0 390 0 0      0 621 417
-----|-----|-----|-----|-----|

```

Major Street Volume: 1428

Minor Approach Volume: 313

Minor Approach Volume Threshold: 221

SIGNAL WARRANT DISCLAIMER

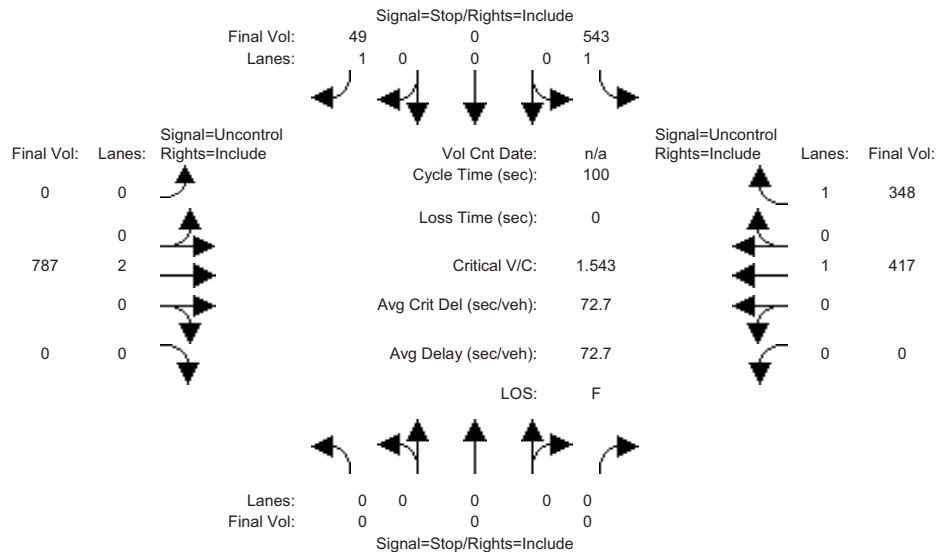
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #37: Arboretum Rd / Galvez St



Street Name:				Arboretum Road						Galvez Street						
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----			-----		
Volume Module:																
Base Vol:		0	0	0	532	0	49	0	760	0	0	406	344			
Growth Adj:		1.00	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	532	0	49	0	760	0	0	406	344			
Added Vol:		0	0	0	11	0	0	0	27	0	0	11	4			
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:		0	0	0	543	0	49	0	787	0	0	417	348			
User Adj:		1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	543	0	49	0	787	0	0	417	348			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:		0	0	0	543	0	49	0	787	0	0	417	348			
-----		-----			-----			-----			-----			-----		
Critical Gap Module:																
Critical Gp:		xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:		xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
-----		-----			-----			-----			-----			-----		
Capacity Module:																
Cnflct Vol:		xxxx	xxxx	xxxxx	811	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:		xxxx	xxxx	xxxxx	352	xxxx	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:		xxxx	xxxx	xxxxx	352	xxxx	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:		xxxx	xxxx	xxxx	1.54	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
-----		-----			-----			-----			-----			-----		
Level Of Service Module:																
2Way95thQ:		xxxx	xxxx	xxxxx	30.6	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:		xxxxx	xxxx	xxxxx	285.9	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:		*	*	*	F	*	B	*	*	*	*	*	*			
Movement:		LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:		*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:		xxxxxx					263.1					xxxxxx				
ApproachLOS:		*					F					*				

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

Peak Hour Delay Signal Warrant Report

 Intersection #37 Arboretum Rd / Galvez St

 Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      543 0 49      0 787 0      0 417 348
ApproachDel:    xxxxxx          263.1          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=43.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=592]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2144]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      543 0 49      0 787 0      0 417 348
-----|-----|-----|-----|-----|

```

Major Street Volume: 1552

Minor Approach Volume: 592

Minor Approach Volume Threshold: 185

SIGNAL WARRANT DISCLAIMER

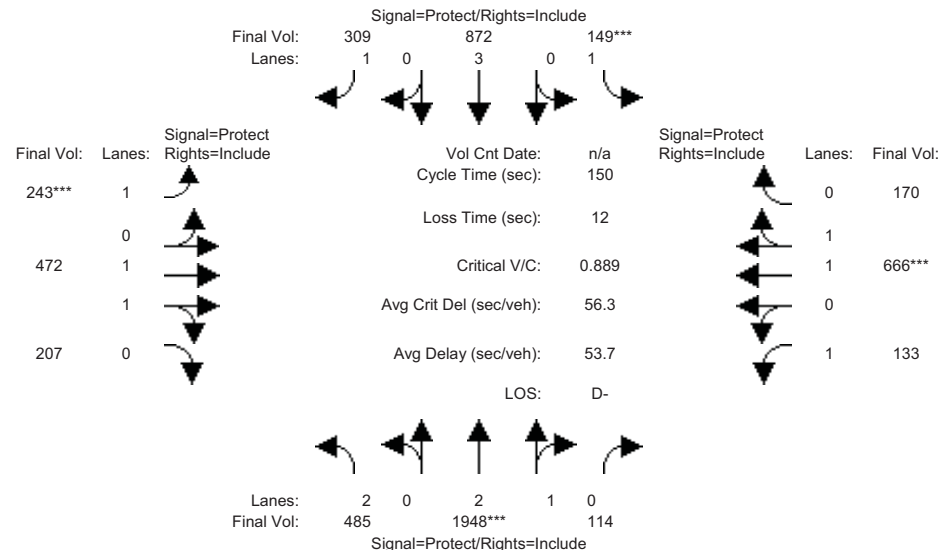
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1910	114	146	860	309	243	472	207	133	666	159
Added Vol:	0	38	0	3	12	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1948	114	149	872	309	243	472	207	133	666	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1948	114	149	872	309	243	472	207	133	666	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1948	114	149	872	309	243	472	207	133	666	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1948	114	149	872	309	243	472	207	133	666	170

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.58	0.42
Final Sat.:	3150	5290	310	1750	5700	1750	1750	2571	1128	1750	2947	752

Capacity Analysis Module:

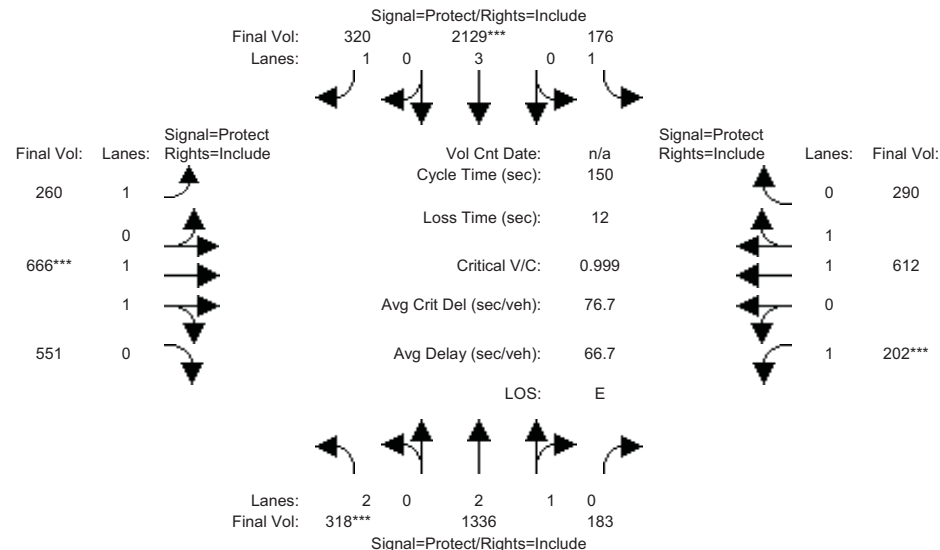
Vol/Sat:	0.15	0.37	0.37	0.09	0.15	0.18	0.14	0.18	0.18	0.08	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.6	62.1	62.1	14.4	40.8	40.8	23.4	43.5	43.5	18.0	38.1	38.1
Volume/Cap:	0.65	0.89	0.89	0.89	0.56	0.65	0.89	0.63	0.63	0.63	0.89	0.89
Delay/Veh:	53.6	45.5	45.5	106.6	47.4	51.4	89.9	47.5	47.5	69.0	64.4	64.4
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	45.5	45.5	106.6	47.4	51.4	89.9	47.5	47.5	69.0	64.4	64.4
LOS by Move:	D-	D	D	F	D	D-	F	D	D	E	E	E
HCM2kAvgQ:	13	32	32	8	11	13	11	13	13	6	18	18

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1323	183	166	2093	320	260	666	551	202	612	286
Added Vol:	0	13	0	10	36	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1336	183	176	2129	320	260	666	551	202	612	290
User Adj:	1.00	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:	318	1336	183	176	2129	320	260	666	551	202	612	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1336	183	176	2129	320	260	666	551	202	612	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1336	183	176	2129	320	260	666	551	202	612	290

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.34	0.66
Final Sat.:	3150	4924	675	1750	5700	1750	1750	2024	1674	1750	2510	1189

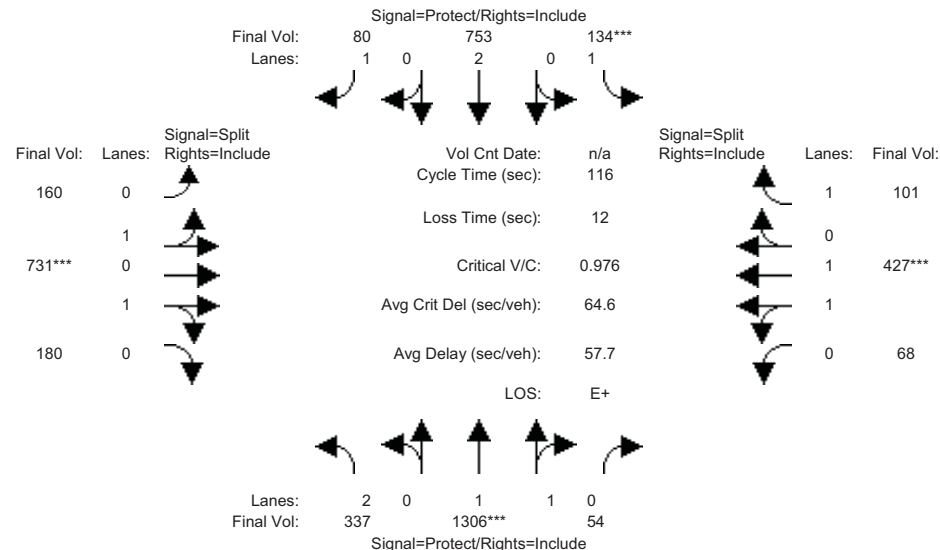
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.10	0.37	0.18	0.15	0.33	0.33	0.12	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	15.2	52.0	52.0	19.3	56.1	56.1	25.3	49.4	49.4	17.3	41.5	41.5
Volume/Cap:	1.00	0.78	0.78	0.78	1.00	0.49	0.88	1.00	1.00	1.00	0.88	0.88
Delay/Veh:	117.5	46.1	46.1	79.6	66.2	36.6	86.0	75.8	75.8	129.3	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	46.1	46.1	79.6	66.2	36.6	86.0	75.8	75.8	129.3	61.0	61.0
LOS by Move:	F	D	D	E-	E	D+	F	E-	E-	F	E	E
HCM2kAvgQ:	13	22	22	8	34	11	12	28	28	10	19	19

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1282	54	134	745	80	160	728	180	68	416	101
Added Vol:	0	24	0	0	8	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1306	54	134	753	80	160	731	180	68	427	101
User Adj:	1.00	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:	337	1306	54	134	753	80	160	731	180	68	427	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1306	54	134	753	80	160	731	180	68	427	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1306	54	134	753	80	160	731	180	68	427	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.36	0.34	0.28	1.72	1.00
Final Sat.:	3150	3553	147	1750	3800	1750	538	2457	605	508	3191	1750

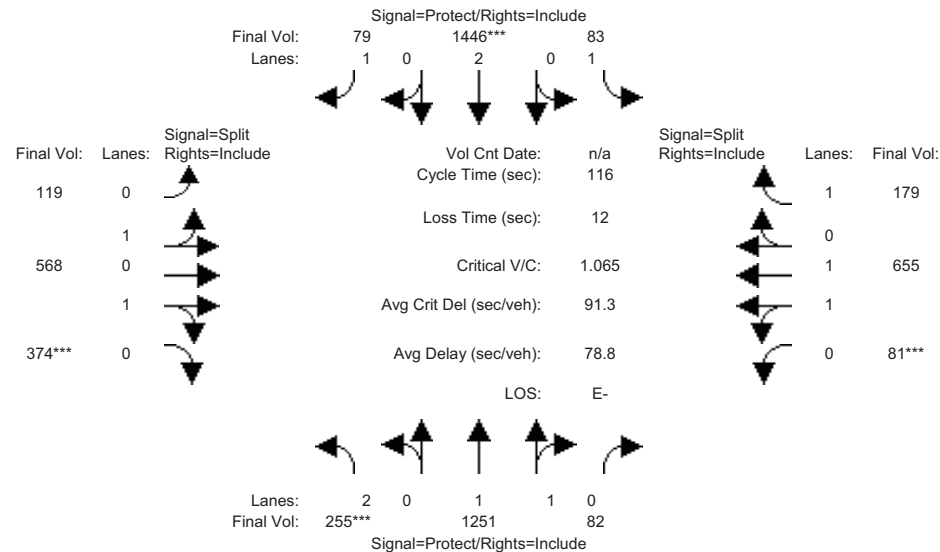
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.08	0.20	0.05	0.30	0.30	0.30	0.13	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.5	43.7	43.7	9.1	34.3	34.3	35.3	35.3	35.3	15.9	15.9	15.9
Volume/Cap:	0.67	0.98	0.98	0.98	0.67	0.15	0.98	0.98	0.98	0.98	0.98	0.42
Delay/Veh:	49.4	54.3	54.3	122.7	37.5	30.3	61.5	61.5	61.5	83.7	83.7	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:	49.4	54.3	54.3	122.7	37.5	30.3	61.5	61.5	61.5	83.7	83.7	47.0
LOS by Move:	D	D-	D-	F	D+	C	E	E	E	F	F	D
HCM2kAvgQ:	8	31	31	9	13	2	23	23	23	11	11	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1243	82	83	1424	79	119	558	374	81	651	179
Added Vol:	0	8	0	0	22	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	1251	82	83	1446	79	119	568	374	81	655	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1251	82	83	1446	79	119	568	374	81	655	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1251	82	83	1446	79	119	568	374	81	655	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	1251	82	83	1446	79	119	568	374	81	655	179

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.22	1.08	0.70	0.23	1.77	1.00
Final Sat.:	3150	3472	228	1750	3800	1750	404	1927	1269	407	3292	1750

Capacity Analysis Module:

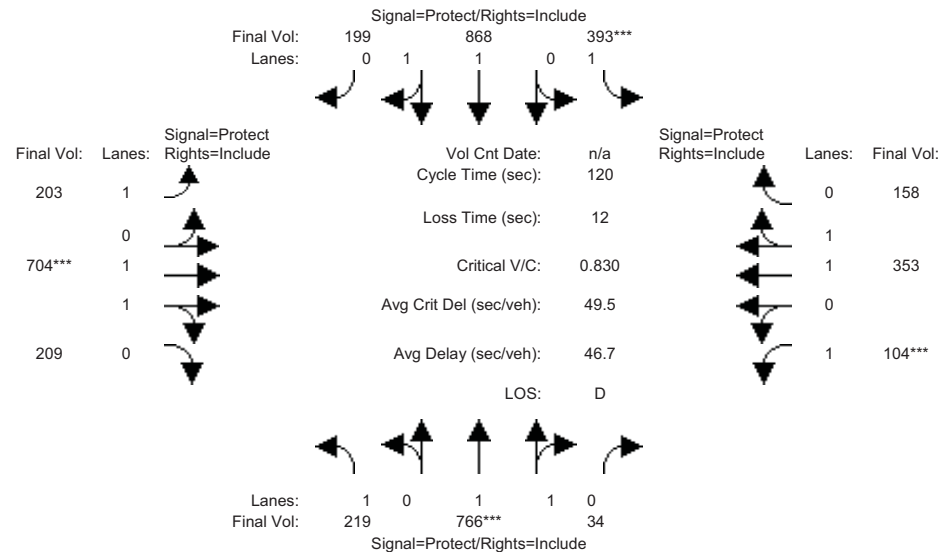
Vol/Sat:	0.08	0.36	0.36	0.05	0.38	0.05	0.29	0.29	0.29	0.20	0.20	0.10
Crit Moves:	***			***			***		***	***		
Green Time:	8.8	43.0	43.0	7.2	41.4	41.4	32.1	32.1	32.1	21.7	21.7	21.7
Volume/Cap:	1.07	0.97	0.97	0.76	1.07	0.13	1.07	1.07	1.07	1.07	1.07	0.55
Delay/Veh:	130.1	53.6	53.6	80.3	81.2	25.2	89.6	89.6	89.6	100.2	100	44.7
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:	130.1	53.6	53.6	80.3	81.2	25.2	89.6	89.6	89.6	100.2	100	44.7
LOS by Move:	F	D-	D-	F	F	C	F	F	F	F	F	D
HCM2kAvgQ:	10	30	30	5	36	2	23	23	23	17	17	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	219	762	34	393	867	199	203	701	209	104	342	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	762	34	393	867	199	203	701	209	104	342	158
Added Vol:	0	4	0	0	1	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	766	34	393	868	199	203	704	209	104	353	158
User Adj:	1.00	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:	219	766	34	393	868	199	203	704	209	104	353	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	766	34	393	868	199	203	704	209	104	353	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	766	34	393	868	199	203	704	209	104	353	158

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.36	0.64
Final Sat.:	1750	3543	157	1750	3009	690	1750	2852	847	1750	2555	1144

Capacity Analysis Module:

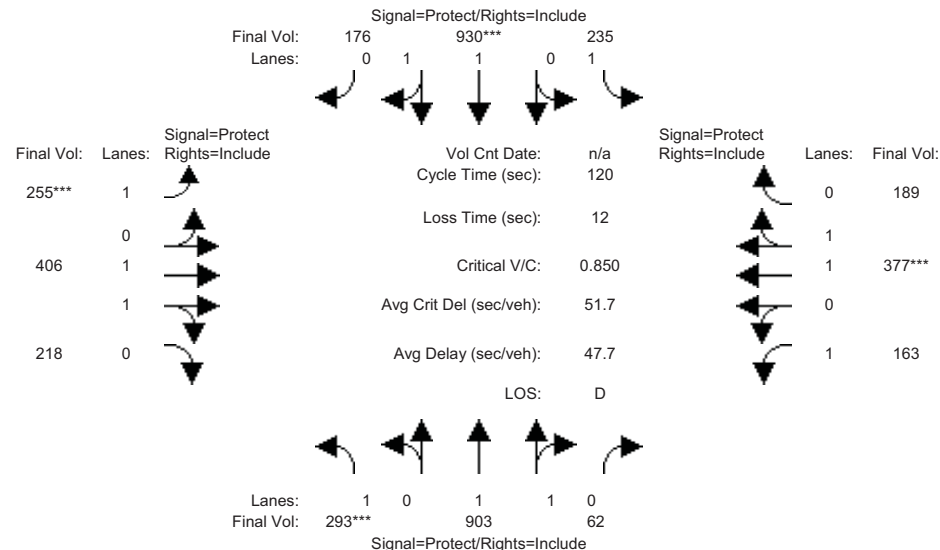
Vol/Sat:	0.13	0.22	0.22	0.22	0.29	0.29	0.12	0.25	0.25	0.06	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.3	31.3	31.3	32.5	44.4	44.4	20.2	35.7	35.7	8.6	24.1	24.1
Volume/Cap:	0.78	0.83	0.83	0.83	0.78	0.78	0.69	0.83	0.83	0.83	0.69	0.69
Delay/Veh:	61.3	48.0	48.0	52.9	36.4	36.4	53.7	44.8	44.8	90.0	47.2	47.2
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:	61.3	48.0	48.0	52.9	36.4	36.4	53.7	44.8	44.8	90.0	47.2	47.2
LOS by Move:	E	D	D	D-	D+	D+	D-	D	D	F	D	D
HCM2kAvgQ:	10	17	17	17	19	19	7	15	15	6	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	293	902	62	235	926	176	255	396	218	163	373	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	902	62	235	926	176	255	396	218	163	373	189
Added Vol:	0	1	0	0	4	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	903	62	235	930	176	255	406	218	163	377	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	903	62	235	930	176	255	406	218	163	377	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	903	62	235	930	176	255	406	218	163	377	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	903	62	235	930	176	255	406	218	163	377	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.28	0.72	1.00	1.31	0.69
Final Sat.:	1750	3462	238	1750	3111	589	1750	2406	1292	1750	2464	1235

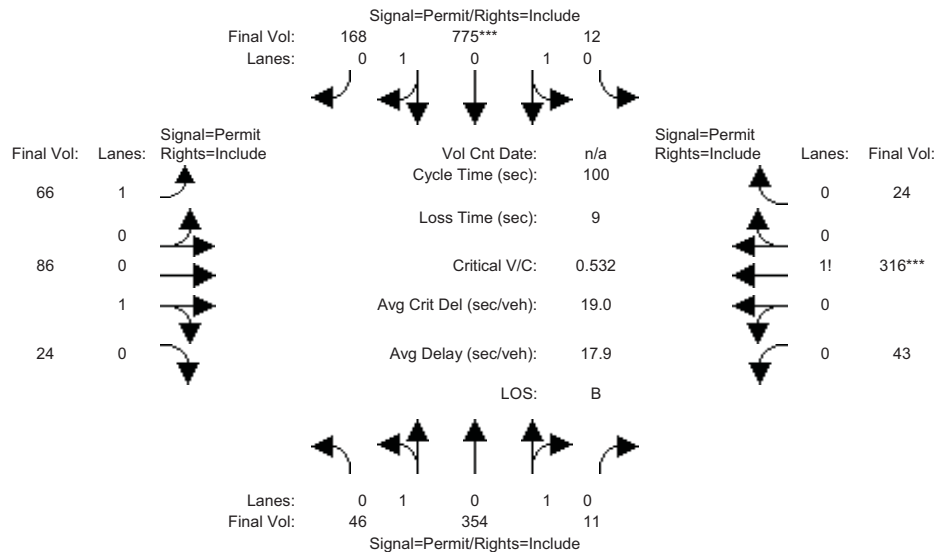
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.13	0.30	0.30	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.6	43.5	43.5	22.4	42.2	42.2	20.6	27.2	27.2	15.0	21.6	21.6
Volume/Cap:	0.85	0.72	0.72	0.72	0.85	0.85	0.85	0.75	0.75	0.75	0.85	0.85
Delay/Veh:	64.3	35.0	35.0	53.5	41.5	41.5	68.2	46.9	46.9	63.7	57.8	57.8
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:	64.3	35.0	35.0	53.5	41.5	41.5	68.2	46.9	46.9	63.7	57.8	57.8
LOS by Move:	E	C-	C-	D-	D	D	E	D	D	E	E+	E+
HCM2kAvgQ:	14	17	17	10	22	22	9	10	10	8	13	13

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #41: Middlefield Rd / Hamilton Ave



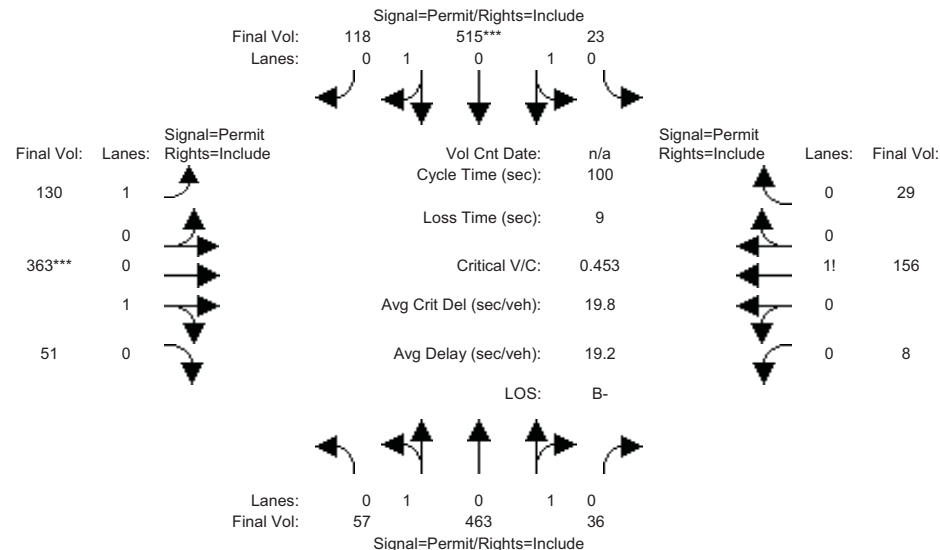
Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	353	11	12	775	168	66	74	24	43	278	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	353	11	12	775	168	66	74	24	43	278	24
Added Vol:	0	1	0	0	0	0	0	12	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	354	11	12	775	168	66	86	24	43	316	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	354	11	12	775	168	66	86	24	43	316	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	354	11	12	775	168	66	86	24	43	316	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	354	11	12	775	168	66	86	24	43	316	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.78	0.22	0.11	0.83	0.06
Final Sat.:	403	3101	96	45	2921	633	1750	1407	393	196	1444	110
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.27	0.27	0.04	0.06	0.06	0.22	0.22	0.22
Crit Moves:	*****											
Green Time:	49.9	49.9	49.9	49.9	49.9	49.9	41.1	41.1	41.1	41.1	41.1	41.1
Volume/Cap:	0.23	0.23	0.23	0.53	0.53	0.53	0.09	0.15	0.15	0.53	0.53	0.53
Delay/Veh:	14.3	14.3	14.3	17.4	17.4	17.4	18.1	18.5	18.5	22.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	17.4	17.4	17.4	18.1	18.5	18.5	22.9	22.9	22.9
LOS by Move:	B	B	B	B	B	B	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	4	4	4	10	10	10	1	2	2	10	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road			Hamilton Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	463	36	23	514	118	130	328	51	8	143	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	463	36	23	514	118	130	328	51	8	143	29
Added Vol:	0	0	0	0	1	0	0	35	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	463	36	23	515	118	130	363	51	8	156	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	463	36	23	515	118	130	363	51	8	156	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	463	36	23	515	118	130	363	51	8	156	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	463	36	23	515	118	130	363	51	8	156	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.88	0.12	0.04	0.81	0.15
Final Sat.:	369	2998	233	126	2826	648	1750	1578	222	73	1415	263

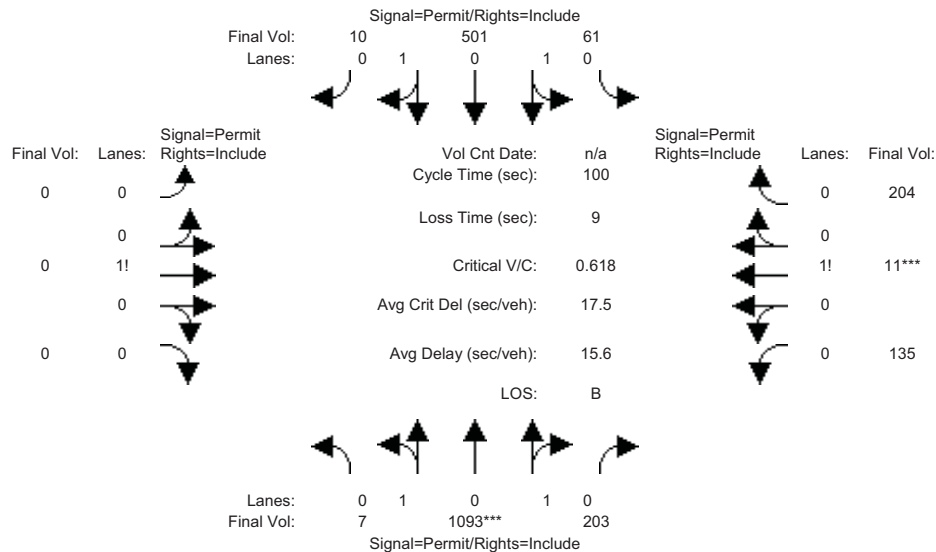
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.07	0.23	0.23	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	50.8	50.8	50.8	50.8	50.8	50.8
Volume/Cap:	0.38	0.38	0.38	0.45	0.45	0.45	0.15	0.45	0.45	0.22	0.22	0.22
Delay/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	13.2	16.1	16.1	13.7	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	13.2	16.1	16.1	13.7	13.7	13.7
LOS by Move:	C+	C+	C+	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	7	7	7	2	8	8	3	3	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #42: Alma St / Hamilton Ave



Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	7	1081	203	49	497	10	0	0	0	135	11	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1081	203	49	497	10	0	0	0	135	11	166
Added Vol:	0	12	0	12	4	0	0	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1093	203	61	501	10	0	0	0	135	11	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1093	203	61	501	10	0	0	0	135	11	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1093	203	61	501	10	0	0	0	135	11	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	1093	203	61	501	10	0	0	0	135	11	204

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.68	0.31	0.21	1.76	0.03	0.00	1.00	0.00	0.39	0.03	0.58
Final Sat.:	19	3020	561	384	3153	63	0	1750	0	675	55	1020

Capacity Analysis Module:

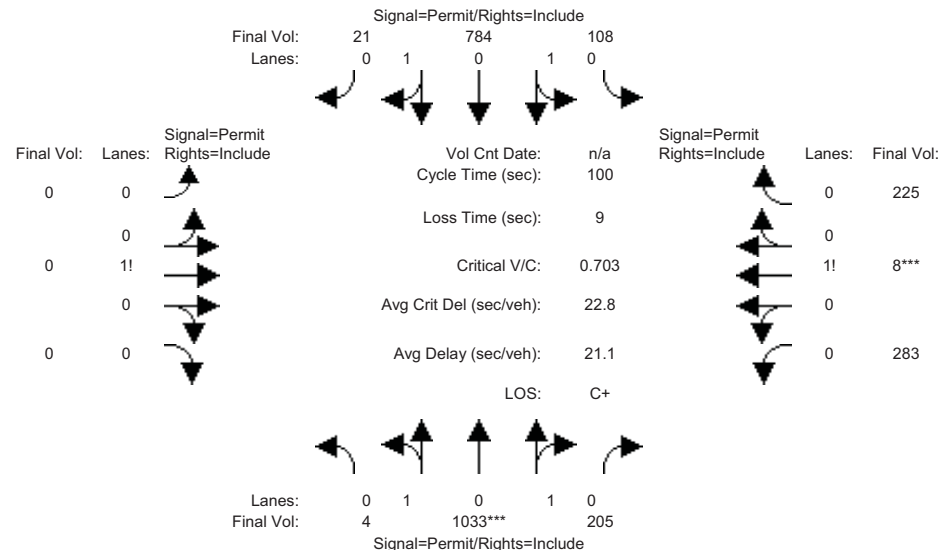
Vol/Sat:	0.36	0.36	0.36	0.16	0.16	0.16	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	****									****		
Green Time:	58.6	58.6	58.6	58.6	58.6	58.6	0.0	0.0	0.0	32.4	32.4	32.4
Volume/Cap:	0.62	0.62	0.62	0.27	0.27	0.27	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	14.0	14.0	14.0	10.3	10.3	10.3	0.0	0.0	0.0	30.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	10.3	10.3	10.3	0.0	0.0	0.0	30.6	30.6	30.6
LOS by Move:	B	B	B	B+	B+	B+	A	A	A	C	C	C
HCM2kAvgQ:	14	14	14	4	4	4	0	0	0	10	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #42: Alma St / Hamilton Ave



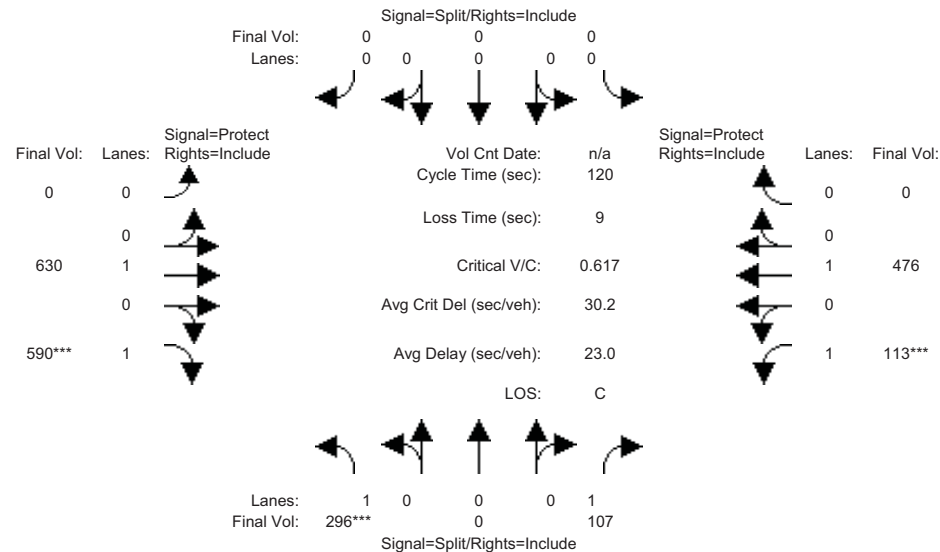
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1029	205	73	773	21	0	0	0	283	8	212
Added Vol:	0	4	0	35	11	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1033	205	108	784	21	0	0	0	283	8	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1033	205	108	784	21	0	0	0	283	8	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1033	205	108	784	21	0	0	0	283	8	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	1033	205	108	784	21	0	0	0	283	8	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.24	1.72	0.04	0.00	1.00	0.00	0.55	0.01	0.44
Final Sat.:	12	2994	594	426	3091	83	0	1750	0	960	27	763
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.25	0.25	0.25	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****									****		
Green Time:	49.1	49.1	49.1	49.1	49.1	49.1	0.0	0.0	0.0	41.9	41.9	41.9
Volume/Cap:	0.70	0.70	0.70	0.52	0.52	0.52	0.00	0.00	0.00	0.70	0.70	0.70
Delay/Veh:	21.1	21.1	21.1	17.6	17.6	17.6	0.0	0.0	0.0	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	21.1	17.6	17.6	17.6	0.0	0.0	0.0	27.0	27.0	27.0
LOS by Move:	C+	C+	C+	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	16	16	16	10	10	10	0	0	0	14	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #43: University Dr / Santa Cruz Avenue



Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	290	0	107	0	0	0	0	628	587	113	475	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:	290	0	107	0	0	0	0	628	587	113	475	0
Added Vol:	6	0	0	0	0	0	0	2	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	107	0	0	0	0	630	590	113	476	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:	296	0	107	0	0	0	0	630	590	113	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	107	0	0	0	0	630	590	113	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	0	107	0	0	0	0	630	590	113	476	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0

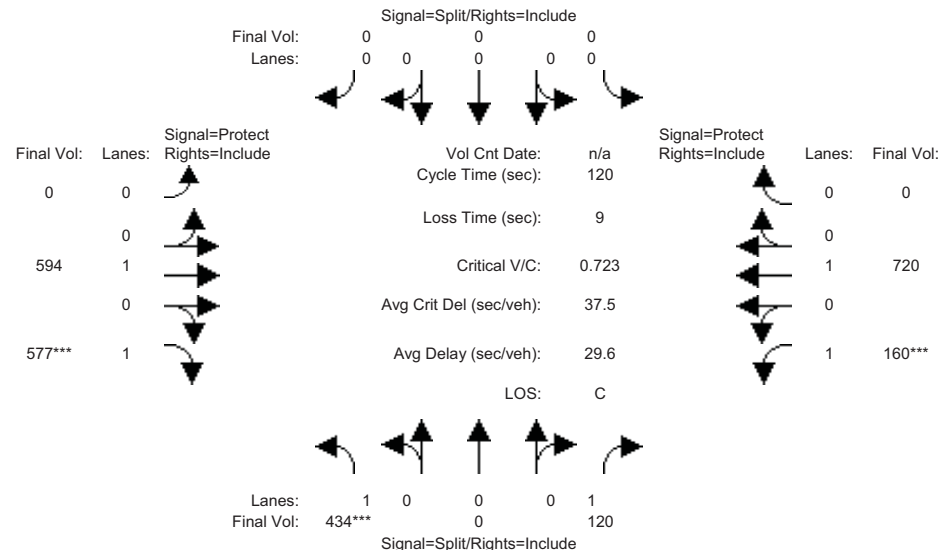
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.34	0.06	0.25	0.00
Crit Moves:	****								****	****		
Green Time:	32.9	0.0	32.9	0.0	0.0	0.0	0.0	65.6	65.6	12.6	78.1	0.0
Volume/Cap:	0.62	0.00	0.22	0.00	0.00	0.00	0.00	0.61	0.62	0.62	0.38	0.00
Delay/Veh:	40.5	0.0	33.9	0.0	0.0	0.0	0.0	19.5	19.9	57.7	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	0.0	33.9	0.0	0.0	0.0	0.0	19.5	19.9	57.7	10.0	0.0
LOS by Move:	D	A	C-	A	A	A	A	B-	B-	E+	A	A
HCM2kAvgQ:	11	0	3	0	0	0	0	16	16	5	8	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #43: University Dr / Santa Cruz Avenue

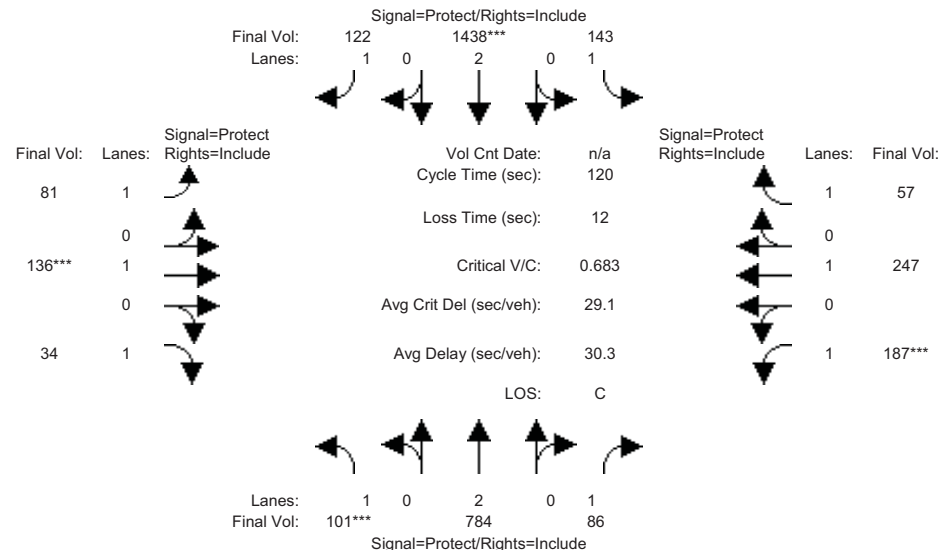


Street Name:			University Drive				Santa Cruz Avenue																		
Approach:			North Bound		South Bound		East Bound			West Bound															
Movement:			L	-	T	-	R	L	-	T	-	R	L	-	T	-	R								
-----			-----				-----				-----														
Min. Green:			10		0		10		0		0		10		7		10		0						
Y+R:			4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0						
-----			-----				-----				-----														
Volume Module:																									
Base Vol:			431		0		120		0		0		0		593		571		160		718		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		
Initial Bse:			431		0		120		0		0		0		593		571		160		718		0		
Added Vol:			3		0		0		0		0		0		1		6		0		2		0		
PasserByVol:			0		0		0		0		0		0		0		0		0		0		0		
Initial Fut:			434		0		120		0		0		0		594		577		160		720		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		
PHF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:			434		0		120		0		0		0		594		577		160		720		0		
Reduct Vol:			0		0		0		0		0		0		0		0		0		0		0		
Reduced Vol:			434		0		120		0		0		0		594		577		160		720		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		
MLF Adj:			1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
FinalVolume:			434		0		120		0		0		0		594		577		160		720		0		
-----			-----				-----				-----														
Saturation Flow Module:																									
Sat/Lane:			1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		
Adjustment:			0.92		1.00		0.92		0.92		1.00		0.92		0.92		1.00		0.92		1.00		0.92		
Lanes:			1.00		0.00		1.00		0.00		0.00		0.00		0.00		1.00		1.00		1.00		0.00		
Final Sat.:			1750		0		1750		0		0		0		1900		1750		1750		1900		0		
-----			-----				-----				-----														
Capacity Analysis Module:																									
Vol/Sat:			0.25		0.00		0.07		0.00		0.00		0.00		0.31		0.33		0.09		0.38		0.00		
Crit Moves:			****														****		****						
Green Time:			41.1		0.0		41.1		0.0		0.0		0.0		0.0		54.7		54.7		15.2		69.9		0.0
Volume/Cap:			0.72		0.00		0.20		0.00		0.00		0.00		0.69		0.72		0.72		0.65		0.00		
Delay/Veh:			38.8		0.0		28.0		0.0		0.0		0.0		0.0		28.2		29.8		61.6		18.3		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:			38.8		0.0		28.0		0.0		0.0		0.0		0.0		28.2		29.8		61.6		18.3		0.0
LOS by Move:			D+		A		C		A		A		A		C		C		E		B-		A		
HCM2kAvgQ:			16		0		3		0		0		0		0		18		19		8		18		0
Note: Queue reported is the number of cars per lane.																									

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	754	86	143	1344	122	81	136	34	187	247	57
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	784	86	143	1438	122	81	136	34	187	247	57
User Adj:	1.00	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:	101	784	86	143	1438	122	81	136	34	187	247	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	784	86	143	1438	122	81	136	34	187	247	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	784	86	143	1438	122	81	136	34	187	247	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

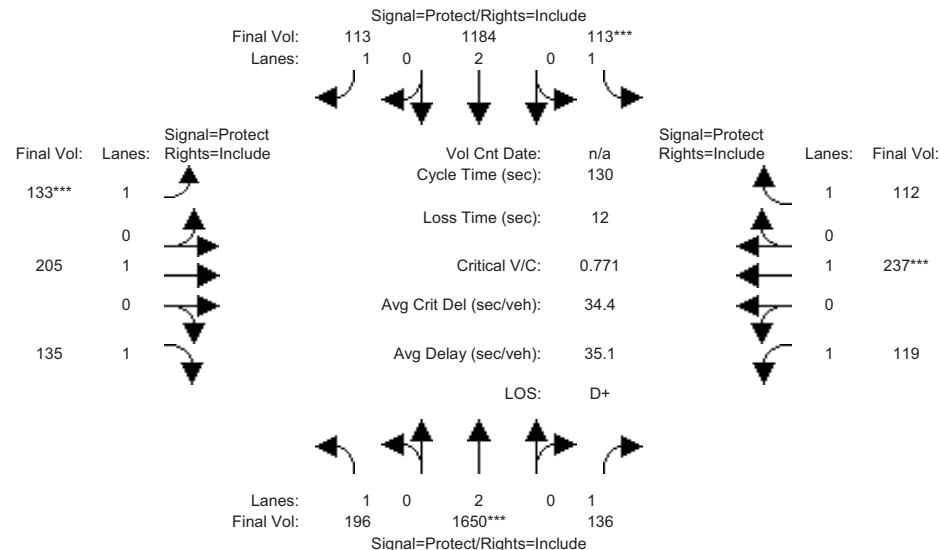
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.05	0.08	0.38	0.07	0.05	0.07	0.02	0.11	0.13	0.03
Crit Moves:	***				***		***			***		
Green Time:	10.1	54.9	54.9	21.7	66.5	66.5	9.7	12.6	12.6	18.8	21.6	21.6
Volume/Cap:	0.68	0.45	0.11	0.45	0.68	0.13	0.57	0.68	0.19	0.68	0.72	0.18
Delay/Veh:	65.7	22.4	18.6	44.8	20.1	12.9	58.7	61.1	49.5	54.7	53.6	41.9
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:	65.7	22.4	18.6	44.8	20.1	12.9	58.7	61.1	49.5	54.7	53.6	41.9
LOS by Move:	E	C+	B-	D	C+	B	E+	E	D	D-	D-	D
HCM2kAvgQ:	4	10	2	5	18	2	4	6	1	8	10	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1563	136	113	1151	113	133	205	135	119	237	112
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1650	136	113	1184	113	133	205	135	119	237	112
User Adj:	1.00	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:	196	1650	136	113	1184	113	133	205	135	119	237	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1650	136	113	1184	113	133	205	135	119	237	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1650	136	113	1184	113	133	205	135	119	237	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

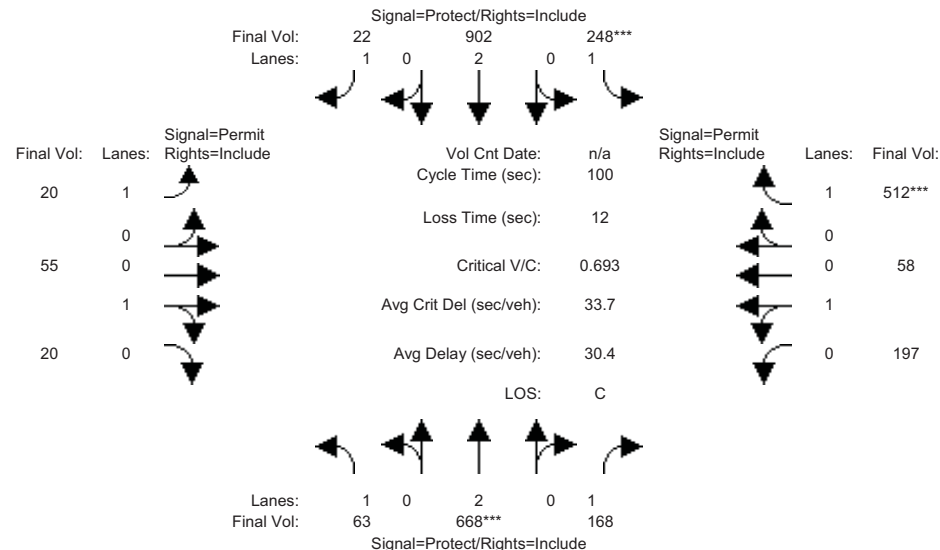
Vol/Sat:	0.11	0.43	0.08	0.06	0.31	0.06	0.08	0.11	0.08	0.07	0.12	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	73.2	73.2	10.9	61.9	61.9	12.8	20.8	20.8	13.1	21.0	21.0
Volume/Cap:	0.65	0.77	0.14	0.77	0.65	0.14	0.77	0.68	0.48	0.68	0.77	0.40
Delay/Veh:	55.4	23.7	13.5	80.1	26.8	19.1	76.1	57.4	51.0	66.4	63.5	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:	55.4	23.7	13.5	80.1	26.8	19.1	76.1	57.4	51.0	66.4	63.5	49.7
LOS by Move:	E+	C	B	F	C	B-	E-	E+	D-	E	E	D
HCM2kAvgQ:	8	25	3	5	17	3	7	9	6	6	11	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	679	168	247	901	22	20	55	20	197	58	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	679	168	247	901	22	20	55	20	197	58	510
Added Vol:	0	-11	0	1	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	668	168	248	902	22	20	55	20	197	58	512
User Adj:	1.00	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:	63	668	168	248	902	22	20	55	20	197	58	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	668	168	248	902	22	20	55	20	197	58	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	668	168	248	902	22	20	55	20	197	58	512

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1391	409	1750

Capacity Analysis Module:

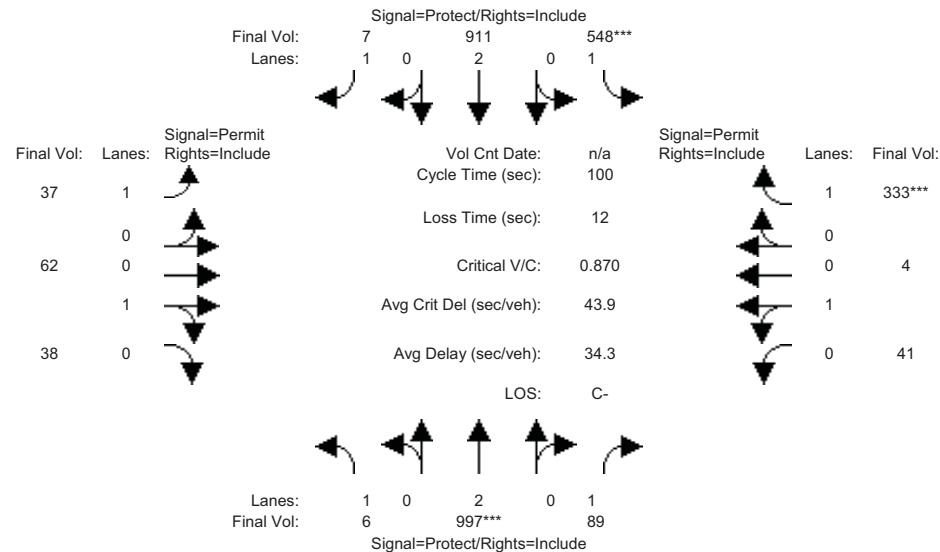
Vol/Sat:	0.04	0.18	0.10	0.14	0.24	0.01	0.01	0.04	0.04	0.14	0.14	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.4	25.4	25.4	20.4	35.4	35.4	42.2	42.2	42.2	42.2	42.2	42.2
Volume/Cap:	0.35	0.69	0.38	0.69	0.67	0.04	0.03	0.10	0.10	0.34	0.34	0.69
Delay/Veh:	42.8	36.0	31.4	42.7	28.7	21.2	16.9	17.5	17.5	19.7	19.7	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	36.0	31.4	42.7	28.7	21.2	16.9	17.5	17.5	19.7	19.7	26.5
LOS by Move:	D	D+	C	D	C	C+	B	B	B	B-	B-	C
HCM2kAvgQ:	2	10	5	7	11	0	0	1	1	6	6	15

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	6	996	89	546	922	7	37	62	38	41	4	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	996	89	546	922	7	37	62	38	41	4	332
Added Vol:	0	1	0	2	-11	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	997	89	548	911	7	37	62	38	41	4	333
User Adj:	1.00	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:	6	997	89	548	911	7	37	62	38	41	4	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	997	89	548	911	7	37	62	38	41	4	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	997	89	548	911	7	37	62	38	41	4	333

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1640	160	1750

Capacity Analysis Module:

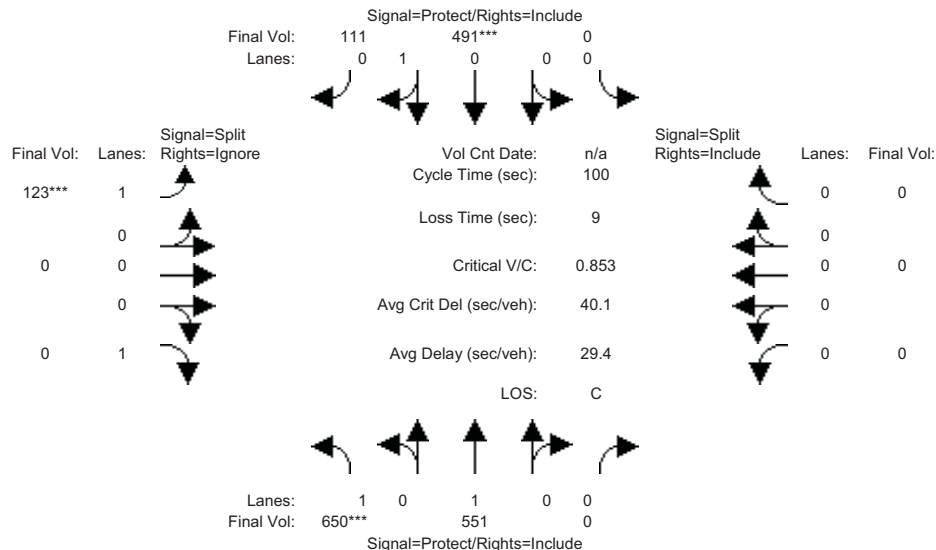
Vol/Sat:	0.00	0.26	0.05	0.31	0.24	0.00	0.02	0.06	0.06	0.03	0.03	0.19
Crit Moves:	****			****								****
Green Time:	14.9	30.1	30.1	36.0	51.2	51.2	21.9	21.9	21.9	21.9	21.9	21.9
Volume/Cap:	0.02	0.87	0.17	0.87	0.47	0.01	0.10	0.25	0.25	0.11	0.11	0.87
Delay/Veh:	36.3	40.5	25.9	42.3	15.8	12.0	31.3	32.7	32.7	31.4	31.4	56.6
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:	36.3	40.5	25.9	42.3	15.8	12.0	31.3	32.7	32.7	31.4	31.4	56.6
LOS by Move:	D+	D	C	D	B	B+	C	C-	C-	C	C	E+
HCM2kAvgQ:	0	18	2	16	8	0	1	3	3	1	1	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #46: Middlefield Rd / Ravenswood Ave



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	659	551	0	0	490	95	118	0	680	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:	659	551	0	0	490	95	118	0	680	0	0	0
Added Vol:	-9	0	0	0	1	16	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	551	0	0	491	111	123	0	681	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	650	551	0	0	491	111	123	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	551	0	0	491	111	123	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	650	551	0	0	491	111	123	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1468	332	1750	0	1750	0	0	0

Capacity Analysis Module:

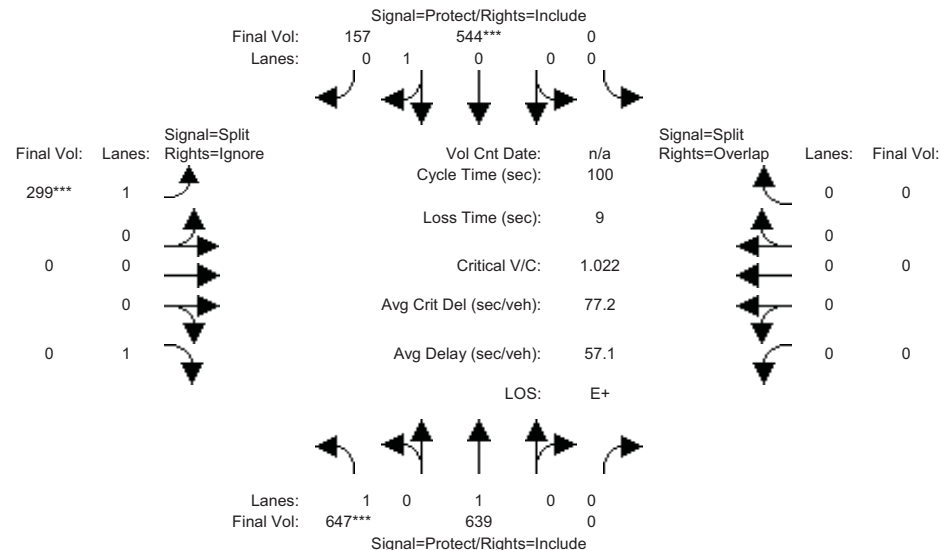
Vol/Sat:	0.37	0.29	0.00	0.00	0.33	0.33	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	42.6	81.0	0.0	0.0	38.4	38.4	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.87	0.36	0.00	0.00	0.87	0.87	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	37.1	2.7	0.0	0.0	40.2	40.2	55.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	2.7	0.0	0.0	40.2	40.2	55.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D+	A	A	A	D	D	E+	A	A	A	A	A
HCM2kAvgQ:	20	4	0	0	21	21	4	0	0	0	0	0

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

Stanford EIR

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Intersection #46: Middlefield Rd / Ravenswood Ave



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	646	638	0	0	544	151	284	0	767	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:	646	638	0	0	544	151	284	0	767	0	0	0
Added Vol:	1	1	0	0	0	6	15	0	-10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	639	0	0	544	157	299	0	757	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	647	639	0	0	544	157	299	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	639	0	0	544	157	299	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	647	639	0	0	544	157	299	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1397	403	1750	0	1750	0	0	0

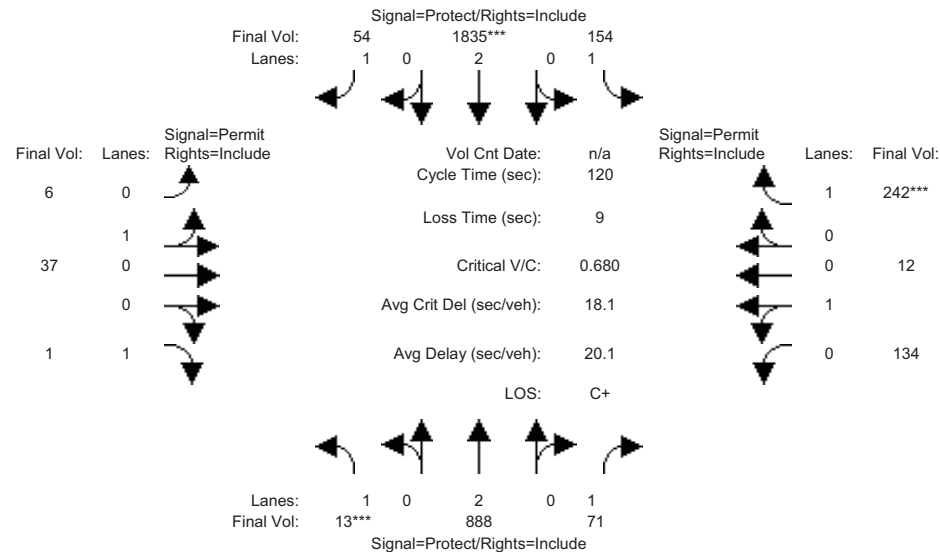
Capacity Analysis Module:												
Vol/Sat:	0.37	0.34	0.00	0.00	0.39	0.39	0.17	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	36.2	74.3	0.0	0.0	38.1	38.1	16.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.02	0.45	0.00	0.00	1.02	1.02	1.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	73.4	5.2	0.0	0.0	71.0	71.0	100.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	5.2	0.0	0.0	71.0	71.0	100.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	25	7	0	0	31	31	11	0	0	0	0	0

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

Stanford EIR

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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
Growth Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Added Vol:	0	24	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	888	71	154	1835	54	6	37	1	134	12	242
User Adj:	1.00	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	888	71	154	1835	54	6	37	1	134	12	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	888	71	154	1835	54	6	37	1	134	12	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	888	71	154	1835	54	6	37	1	134	12	242

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	251	1549	1750	1652	148	1750

Capacity Analysis Module:

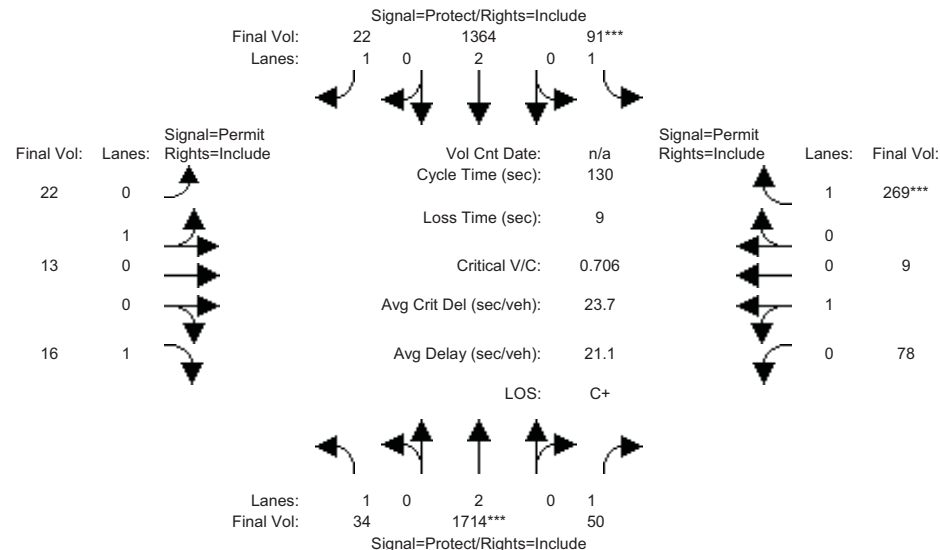
Vol/Sat:	0.01	0.23	0.04	0.09	0.48	0.03	0.02	0.02	0.00	0.08	0.08	0.14
Crit Moves:	****			****								****
Green Time:	7.0	63.8	63.8	24.0	80.8	80.8	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.13	0.44	0.08	0.44	0.72	0.05	0.12	0.12	0.00	0.42	0.42	0.72
Delay/Veh:	54.2	17.3	13.7	43.0	13.3	6.6	40.2	40.2	39.1	43.4	43.4	52.5
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:	54.2	17.3	13.7	43.0	13.3	6.6	40.2	40.2	39.1	43.4	43.4	52.5
LOS by Move:	D-	B	B	D	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	0	10	1	6	22	1	1	1	0	5	5	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1643	50	91	1337	22	22	13	16	78	9	269
Added Vol:	0	71	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1714	50	91	1364	22	22	13	16	78	9	269
User Adj:	1.00	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	1714	50	91	1364	22	22	13	16	78	9	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1714	50	91	1364	22	22	13	16	78	9	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1714	50	91	1364	22	22	13	16	78	9	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1614	186	1750

Capacity Analysis Module:

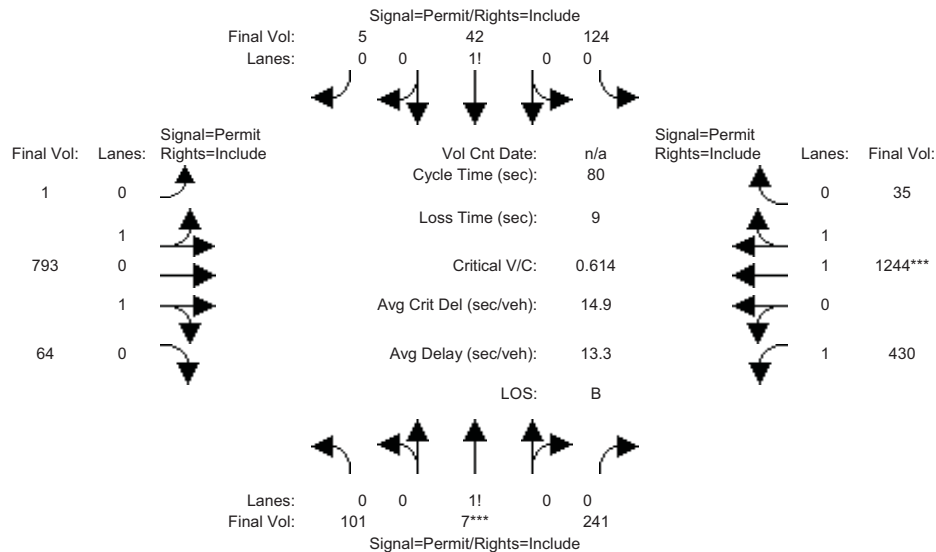
Vol/Sat:	0.02	0.45	0.03	0.05	0.36	0.01	0.02	0.02	0.01	0.05	0.05	0.15
Crit Moves:	****			****						****		
Green Time:	12.1	83.1	83.1	9.6	80.6	80.6	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.21	0.71	0.04	0.71	0.58	0.02	0.09	0.09	0.04	0.22	0.22	0.71
Delay/Veh:	55.2	16.4	8.7	75.2	15.0	9.5	40.7	40.7	40.2	42.1	42.1	52.9
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:	55.2	16.4	8.7	75.2	15.0	9.5	40.7	40.7	40.2	42.1	42.1	52.9
LOS by Move:	E+	B	A	E-	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	21	1	5	16	0	1	1	1	3	3	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	7	240	124	42	5	1	785	64	428	1220	35
Added Vol:	0	0	1	0	0	0	0	8	0	2	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	7	241	124	42	5	1	793	64	430	1244	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	7	241	124	42	5	1	793	64	430	1244	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	7	241	124	42	5	1	793	64	430	1244	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	7	241	124	42	5	1	793	64	430	1244	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.72	0.25	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	506	35	1208	1269	430	51	4	3327	269	1750	3599	101

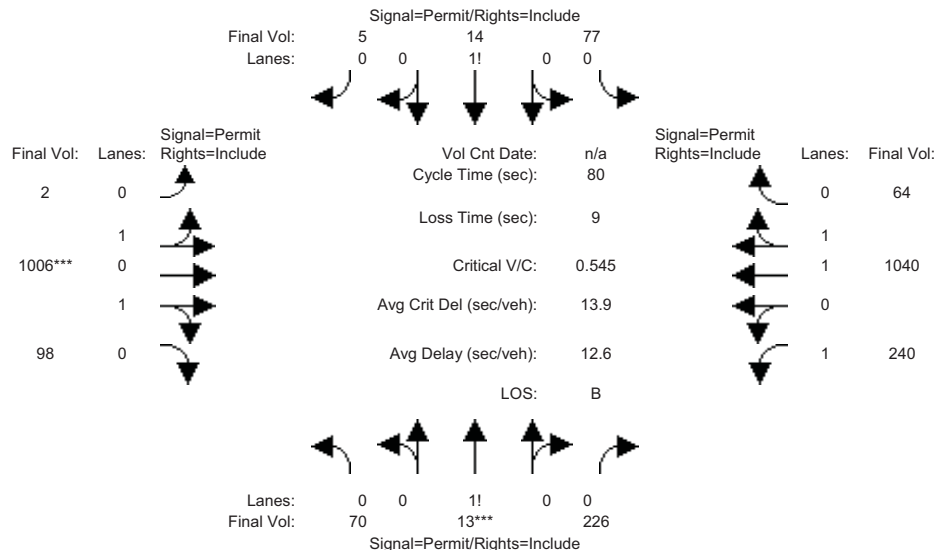
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.24	0.24	0.24	0.25	0.35	0.35
Crit Moves:	****									****		
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.30	0.42	0.42	0.42	0.44	0.61	0.61
Delay/Veh:	24.8	24.8	24.8	20.5	20.5	20.5	10.2	10.2	10.2	10.4	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:	24.8	24.8	24.8	20.5	20.5	20.5	10.2	10.2	10.2	10.4	12.2	12.2
LOS by Move:	C	C	C	C+	C+	C+	B+	B+	B+	B+	B	B
HCM2kAvgQ:	9	9	9	4	4	4	7	7	7	7	11	11

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	13	224	77	14	5	2	984	98	239	1032	64
Added Vol:	0	0	2	0	0	0	0	22	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	13	226	77	14	5	2	1006	98	240	1040	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	13	226	77	14	5	2	1006	98	240	1040	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	13	226	77	14	5	2	1006	98	240	1040	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	13	226	77	14	5	2	1006	98	240	1040	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.82	0.17	1.00	1.88	0.12
Final Sat.:	396	74	1280	1404	255	91	7	3275	319	1750	3485	214

Capacity Analysis Module:

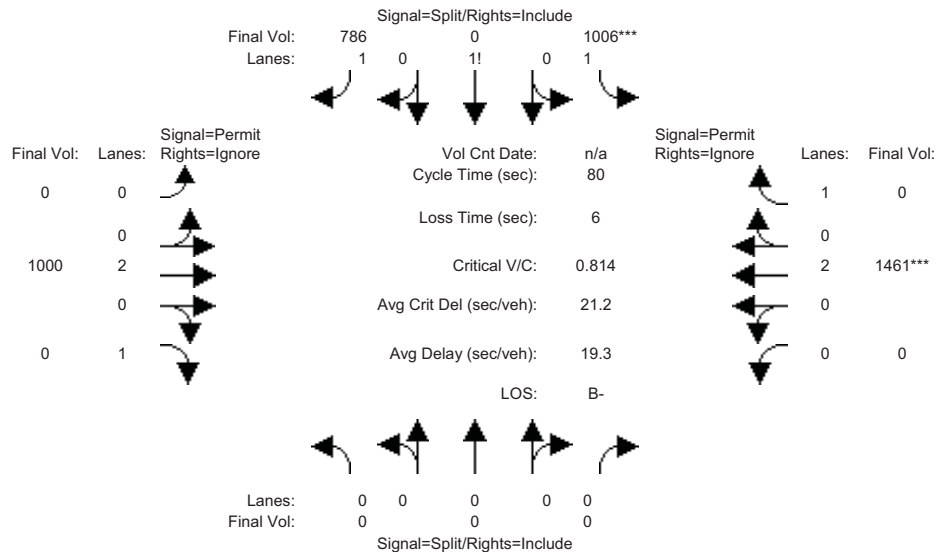
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.31	0.31	0.31	0.14	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	45.1	45.1	45.1	45.1	45.1	45.1
Volume/Cap:	0.55	0.55	0.55	0.17	0.17	0.17	0.55	0.55	0.55	0.24	0.53	0.53
Delay/Veh:	23.3	23.3	23.3	19.5	19.5	19.5	11.3	11.3	11.3	9.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	23.3	19.5	19.5	19.5	11.3	11.3	11.3	9.0	11.1	11.1
LOS by Move:	C	C	C	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	7	7	7	2	2	2	9	9	9	3	9	9

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp							Marsh Road							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----				-----			-----				-----			
Min. Green:	0	0	0		10	0	10		0	10	10		0	10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1006	0	760	0	992	679	0	1461	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:	0	0	0	1006	0	760	0	992	679	0	1461	194
Added Vol:	0	0	0	0	0	26	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	0	786	0	1000	679	0	1461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	0	786	0	1000	0	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	0	786	0	1000	0	0	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	1006	0	786	0	1000	0	0	1461	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2732	0	2518	0	3800	1750	0	3800	1750

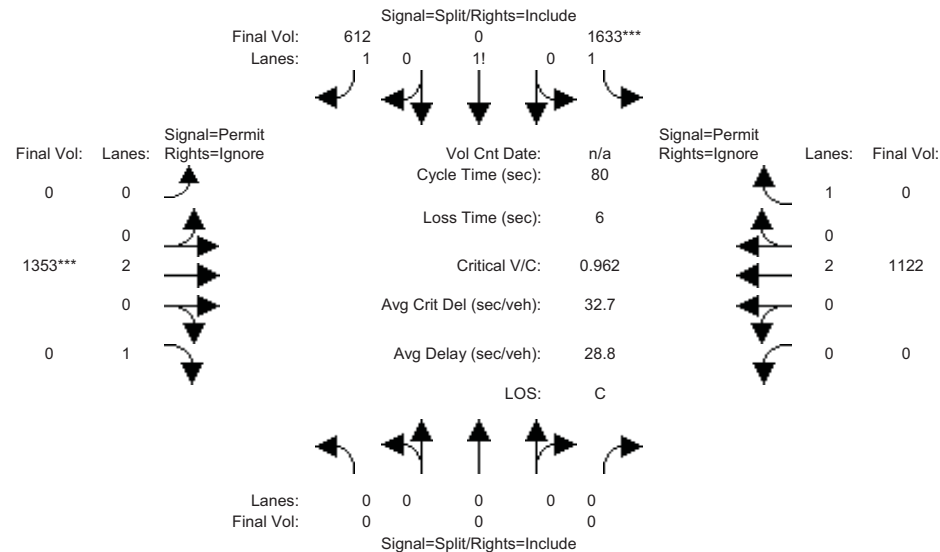
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.26	0.00	0.00	0.38	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.2	0.0	36.2	0.0	37.8	0.0	0.0	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.69	0.00	0.56	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.2	0.0	15.5	0.0	0.0	21.0	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	21.4	0.0	18.2	0.0	15.5	0.0	0.0	21.0	0.0
LOS by Move:	A	A	A	C+	A	B-	A	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	17	0	13	0	9	0	0	16	0

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

Stanford EIR

Level Of Service Computation Report
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Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1633	0	603	0	1329	942	0	1122	349
Growth Adj:	1.00	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	1633	0	603	0	1329	942	0	1122	349
Added Vol:	0	0	0	0	0	9	0	24	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1633	0	612	0	1353	942	0	1122	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1633	0	612	0	1353	0	0	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1633	0	612	0	1353	0	0	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	0	0	1633	0	612	0	1353	0	0	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.72	0.00	1.28	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3061	0	2232	0	3800	1750	0	3800	1750

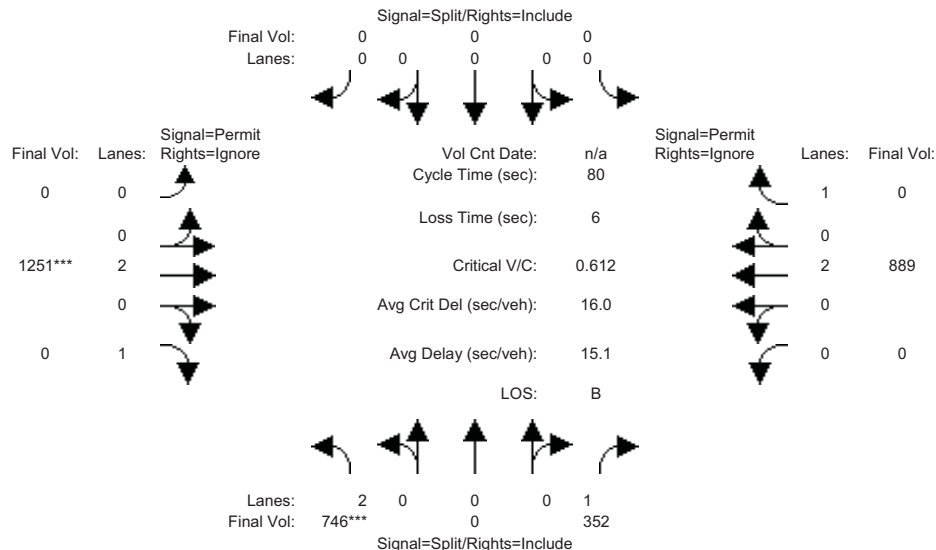
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.00	0.27	0.00	0.36	0.00	0.00	0.30	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	44.4	0.0	44.4	0.0	29.6	0.0	0.0	29.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.49	0.00	0.96	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	28.1	0.0	11.0	0.0	40.4	0.0	0.0	25.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.1	0.0	11.0	0.0	40.4	0.0	0.0	25.8	0.0
LOS by Move:	A	A	A	C	A	B+	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	31	0	8	0	20	0	0	13	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	746	0	352	0	0	0	0	1251	734	0	889	2009
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	0	352	0	0	0	0	1251	734	0	889	2009
Added Vol:	0	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	0	352	0	0	0	0	1251	742	0	889	2009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	746	0	352	0	0	0	0	1251	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	352	0	0	0	0	1251	0	0	889	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	746	0	352	0	0	0	0	1251	0	0	889	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

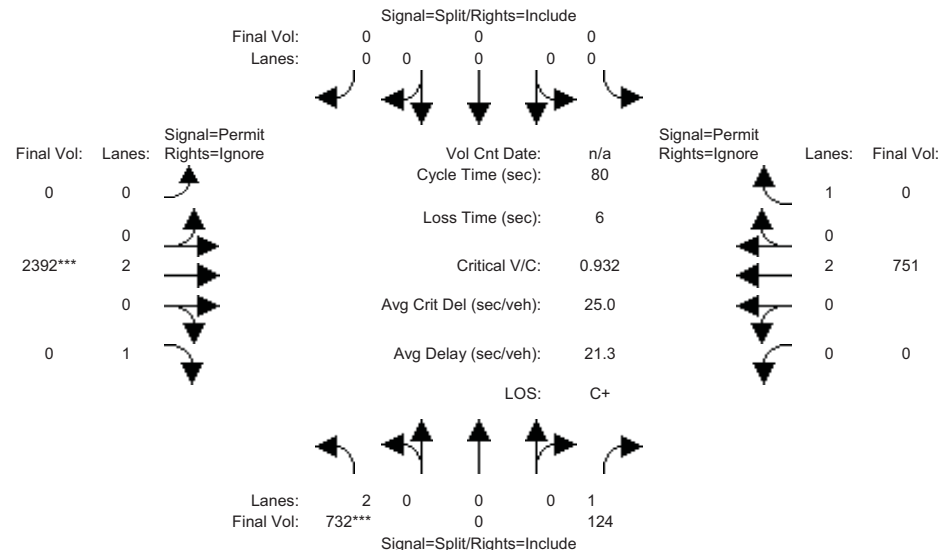
Vol/Sat:	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Crit Moves:	****							****				
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.61	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.43	0.00
Delay/Veh:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
User 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:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
LOS by Move:	C+	A	B-	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	10	0	8	0	0	0	0	10	0	0	6	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	732	0	124	0	0	0	0	2392	528	0	751	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	732	0	124	0	0	0	0	2392	528	0	751	1208
Added Vol:	0	0	0	0	0	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	732	0	124	0	0	0	0	2392	552	0	751	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	732	0	124	0	0	0	0	2392	0	0	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	732	0	124	0	0	0	0	2392	0	0	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	732	0	124	0	0	0	0	2392	0	0	751	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

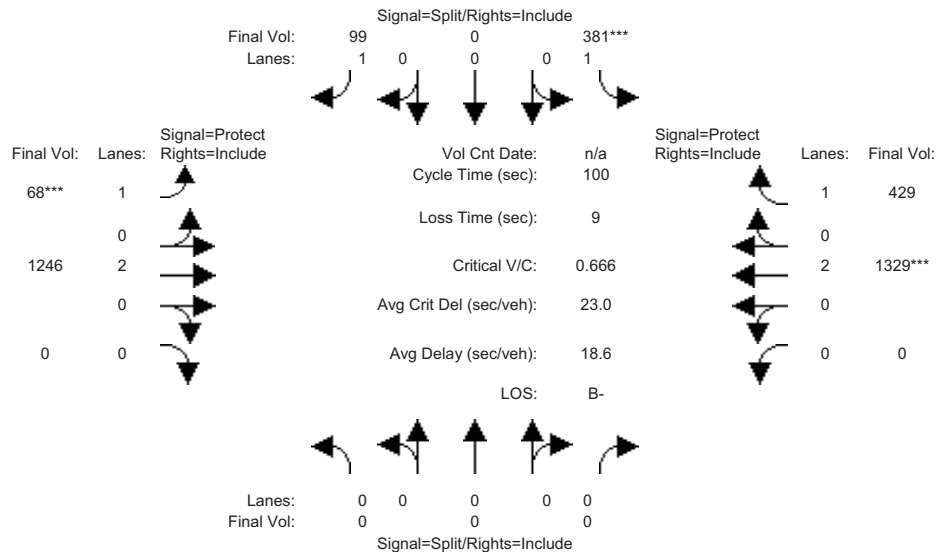
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.20	0.00
Crit Moves:	****							****				
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.93	0.00	0.28	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.29	0.00
Delay/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	15	0	3	0	0	0	0	25	0	0	4	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
Growth Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Added Vol:	0	0	0	0	0	0	0	20	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	99	68	1246	0	0	1329	429
User Adj:	1.00	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	381	0	99	68	1246	0	0	1329	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	99	68	1246	0	0	1329	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	381	0	99	68	1246	0	0	1329	429

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:

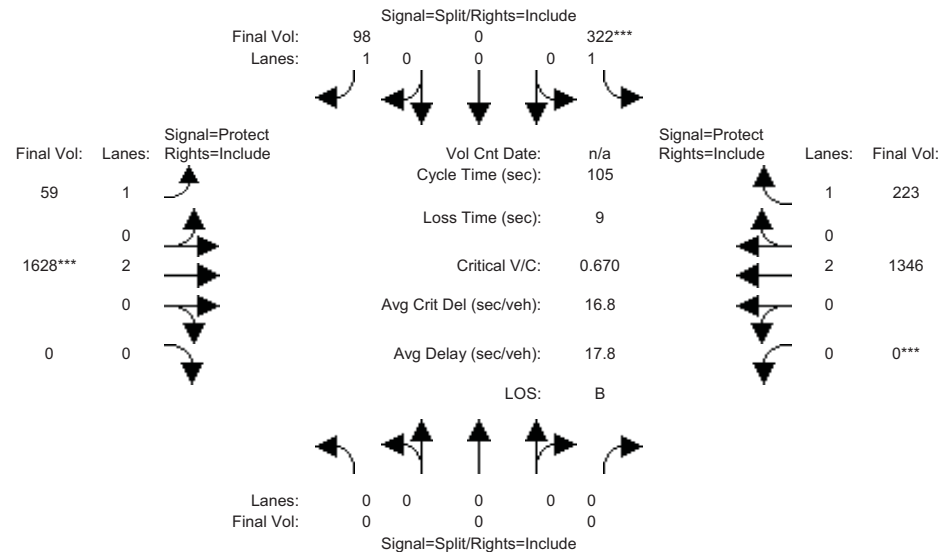
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.04	0.33	0.00	0.00	0.35	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	7.0	58.8	0.0	0.0	51.8	51.8
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.18	0.56	0.56	0.00	0.00	0.68	0.47
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	24.5	50.5	13.0	0.0	0.0	18.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	24.5	50.5	13.0	0.0	0.0	18.8	15.8
LOS by Move:	A	A	A	C-	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	12	0	2	2	12	0	0	16	9

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
Growth Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Added Vol:	0	0	0	0	0	0	0	58	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	98	59	1628	0	0	1346	223
User Adj:	1.00	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	322	0	98	59	1628	0	0	1346	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	98	59	1628	0	0	1346	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	322	0	98	59	1628	0	0	1346	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:

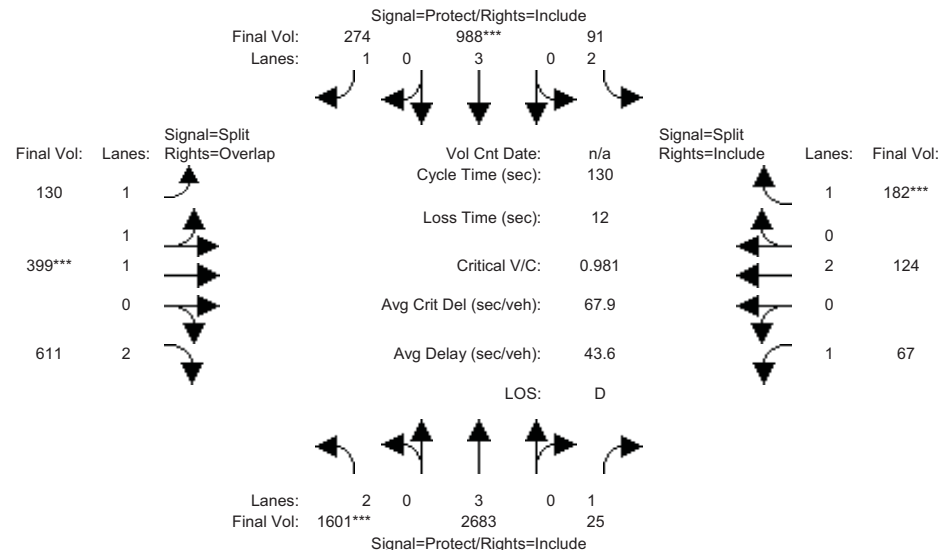
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.03	0.43	0.00	0.00	0.35	0.13
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	28.8	0.0	28.8	10.6	67.2	0.0	0.0	56.5	56.5
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.20	0.33	0.67	0.00	0.00	0.66	0.24
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	29.5	45.0	12.7	0.0	0.0	18.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	29.5	45.0	12.7	0.0	0.0	18.1	13.0
LOS by Move:	A	A	A	D+	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	3	2	17	0	0	16	4

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1567	2683	25	91	988	274	130	399	600	67	124	182
Added Vol:	34	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1601	2683	25	91	988	274	130	399	611	67	124	182
User Adj:	1.00	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:	1601	2683	25	91	988	274	130	399	611	67	124	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1601	2683	25	91	988	274	130	399	611	67	124	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1601	2683	25	91	988	274	130	399	611	67	124	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750

Capacity Analysis Module:

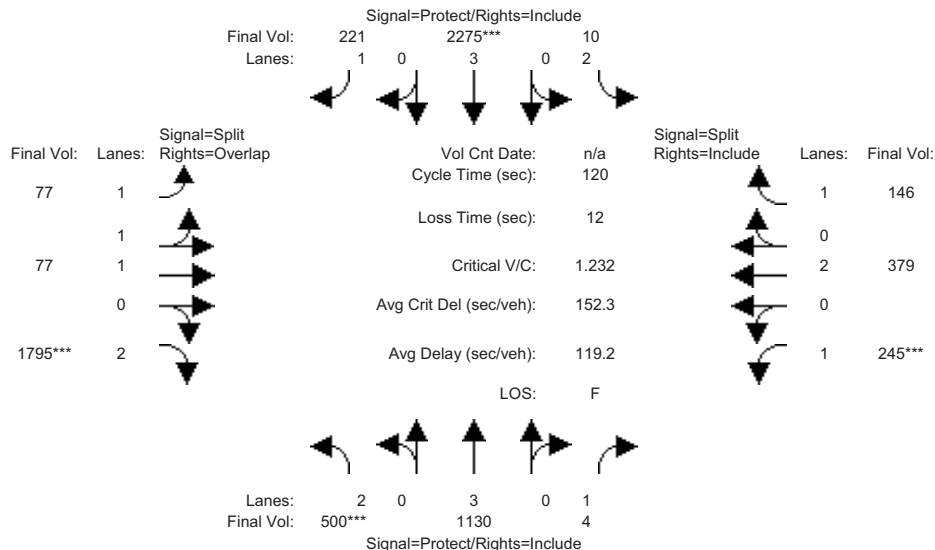
Vol/Sat:	0.51	0.47	0.01	0.03	0.17	0.16	0.07	0.11	0.19	0.04	0.03	0.10
Crit Moves:	***			***			***					***
Green Time:	67.3	81.0	81.0	9.3	23.0	23.0	13.9	13.9	81.3	13.8	13.8	13.8
Volume/Cap:	0.98	0.76	0.02	0.41	0.98	0.89	0.69	0.98	0.31	0.36	0.31	0.98
Delay/Veh:	48.6	18.4	9.4	58.9	77.1	77.2	58.8	91.7	11.4	55.2	54.1	118.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	18.4	9.4	58.9	77.1	77.2	58.8	91.7	11.4	55.2	54.1	118.3
LOS by Move:	D	B-	A	E+	E-	E-	E+	F	B+	E+	D-	F
HCM2kAvgQ:	40	24	0	3	18	15	6	10	7	3	3	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Added Vol:	12	0	0	0	0	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	1130	4	10	2275	221	77	77	1795	245	379	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1130	4	10	2275	221	77	77	1795	245	379	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1130	4	10	2275	221	77	77	1795	245	379	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	1130	4	10	2275	221	77	77	1795	245	379	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750

Capacity Analysis Module:

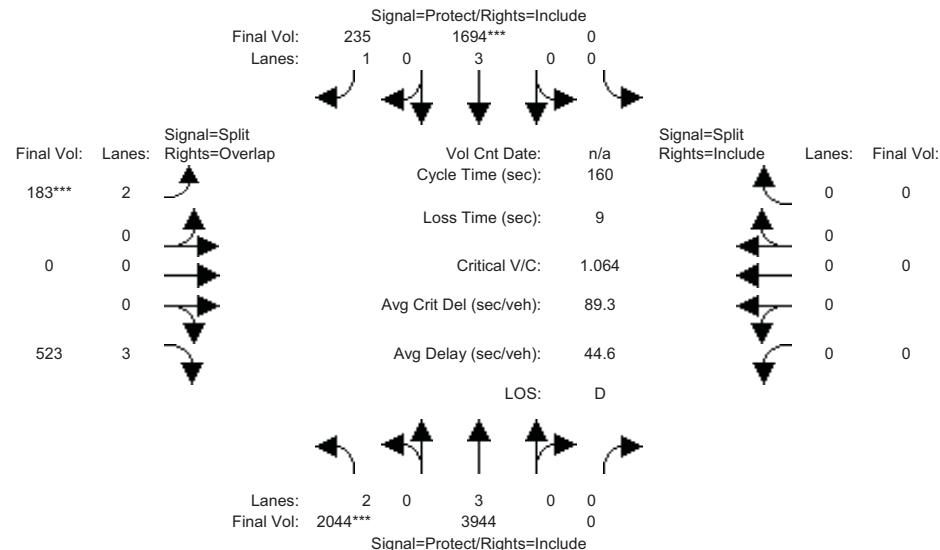
Vol/Sat:	0.16	0.20	0.00	0.00	0.40	0.13	0.03	0.03	0.57	0.14	0.10	0.08
Crit Moves:	***				***				***	***		
Green Time:	15.5	42.0	42.0	12.4	38.9	38.9	40.0	40.0	55.5	13.6	13.6	13.6
Volume/Cap:	1.23	0.57	0.01	0.03	1.23	0.39	0.08	0.08	1.23	1.23	0.88	0.73
Delay/Veh:	176.5	32.0	25.4	48.5	150	31.8	27.4	27.4	142.9	193.5	70.5	64.7
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:	176.5	32.0	25.4	48.5	150	31.8	27.4	27.4	142.9	193.5	70.5	64.7
LOS by Move:	F	C-	C	D	F	C	C	C	F	F	E	E
HCM2kAvgQ:	19	11	0	0	47	7	1	1	65	19	10	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2030	3910	0	0	1683	235	183	0	518	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:	2030	3910	0	0	1683	235	183	0	518	0	0	0
Added Vol:	14	34	0	0	11	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2044	3944	0	0	1694	235	183	0	523	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:	2044	3944	0	0	1694	235	183	0	523	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2044	3944	0	0	1694	235	183	0	523	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2044	3944	0	0	1694	235	183	0	523	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

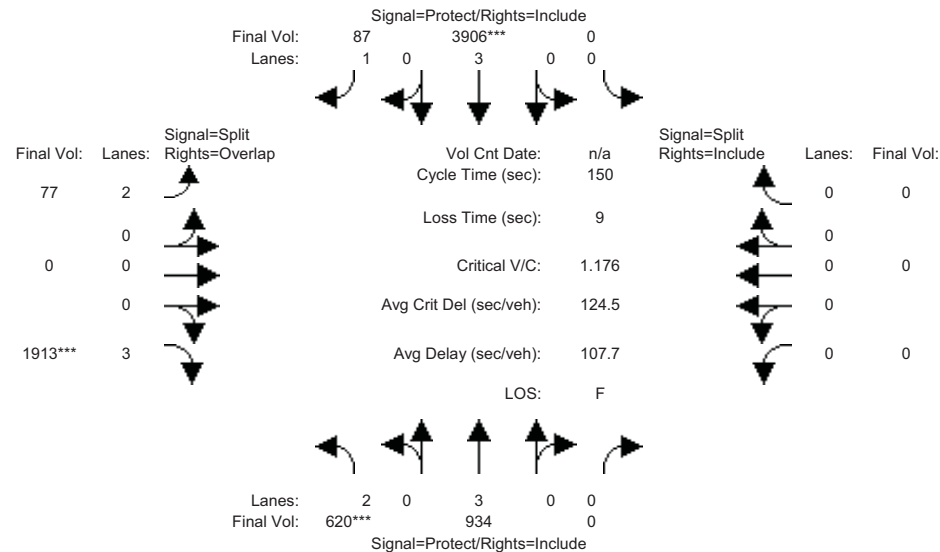
Vol/Sat:	0.65	0.69	0.00	0.00	0.30	0.13	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	96.7	141	0.0	0.0	44.3	44.3	10.0	0.0	106.7	0.0	0.0	0.0
Volume/Cap:	1.07	0.79	0.00	0.00	1.07	0.49	0.93	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	75.2	4.5	0.0	0.0	103	49.1	119.2	0.0	10.1	0.0	0.0	0.0
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:	75.2	4.5	0.0	0.0	103	49.1	119.2	0.0	10.1	0.0	0.0	0.0
LOS by Move:	E-	A	A	A	F	D	F	A	B+	A	A	A
HCM2kAvgQ:	74	26	0	0	31	10	6	0	4	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0
Added Vol:	5	12	0	0	31	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	934	0	0	3906	87	77	0	1913	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:	620	934	0	0	3906	87	77	0	1913	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	934	0	0	3906	87	77	0	1913	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	620	934	0	0	3906	87	77	0	1913	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

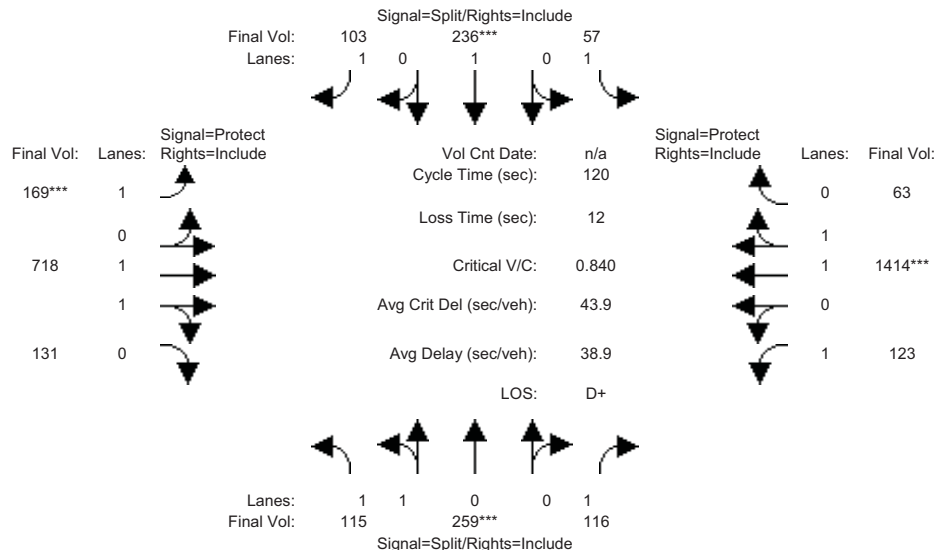
Vol/Sat:	0.20	0.16	0.00	0.00	0.69	0.05	0.02	0.00	0.42	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	25.1	112	0.0	0.0	87.4	87.4	28.5	0.0	53.6	0.0	0.0	0.0
Volume/Cap:	1.18	0.22	0.00	0.00	1.18	0.09	0.13	0.00	1.18	0.00	0.00	0.00
Delay/Veh:	160.2	5.6	0.0	0.0	114	13.8	50.5	0.0	134.3	0.0	0.0	0.0
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:	160.2	5.6	0.0	0.0	114	13.8	50.5	0.0	134.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	B	D	A	F	A	A	A
HCM2kAvgQ:	27	4	0	0	79	2	2	0	49	0	0	0

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC with Undercrossings

Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	259	116	57	236	103	169	713	131	123	1400	63
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	259	116	57	236	103	169	718	131	123	1414	63
User Adj:	1.00	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:	115	259	116	57	236	103	169	718	131	123	1414	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	116	57	236	103	169	718	131	123	1414	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	259	116	57	236	103	169	718	131	123	1414	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3129	571	1750	3542	158

Capacity Analysis Module:

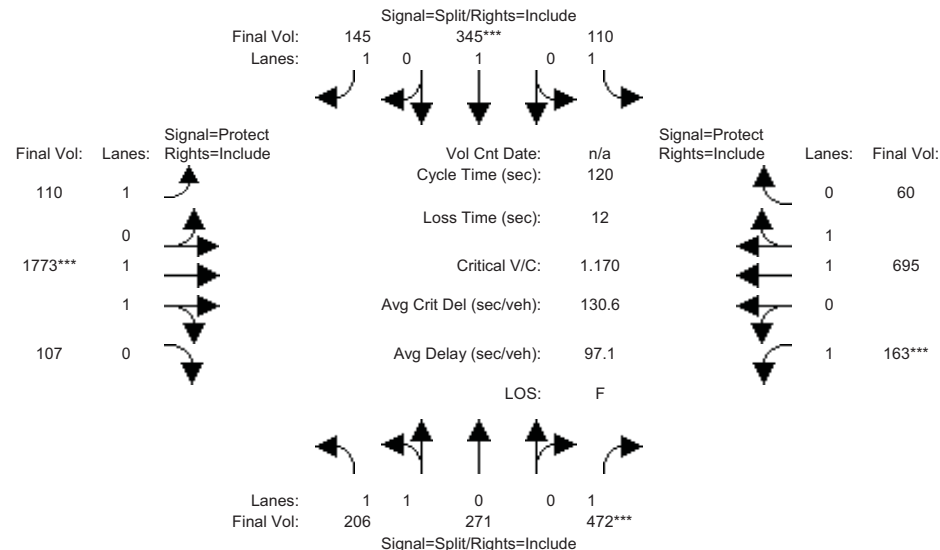
Vol/Sat:	0.07	0.14	0.07	0.03	0.12	0.06	0.10	0.23	0.23	0.07	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.5	19.5	19.5	17.7	17.7	17.7	13.8	54.2	54.2	16.6	57.0	57.0
Volume/Cap:	0.41	0.84	0.41	0.22	0.84	0.40	0.84	0.51	0.51	0.51	0.84	0.84
Delay/Veh:	45.4	62.1	46.1	45.5	69.5	47.3	77.8	23.7	23.7	49.7	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	62.1	46.1	45.5	69.5	47.3	77.8	23.7	23.7	49.7	31.3	31.3
LOS by Move:	D	E	D	D	E	D	E	C	C	D	C	C
HCM2kAvgQ:	4	12	4	2	11	4	7	11	11	4	26	26

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025PM+SUMC with Undercrossings

Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	271	472	110	345	145	110	1760	107	163	690	60
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	271	472	110	345	145	110	1773	107	163	695	60
User Adj:	1.00	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:	206	271	472	110	345	145	110	1773	107	163	695	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	271	472	110	345	145	110	1773	107	163	695	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	271	472	110	345	145	110	1773	107	163	695	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3489	211	1750	3406	294

Capacity Analysis Module:

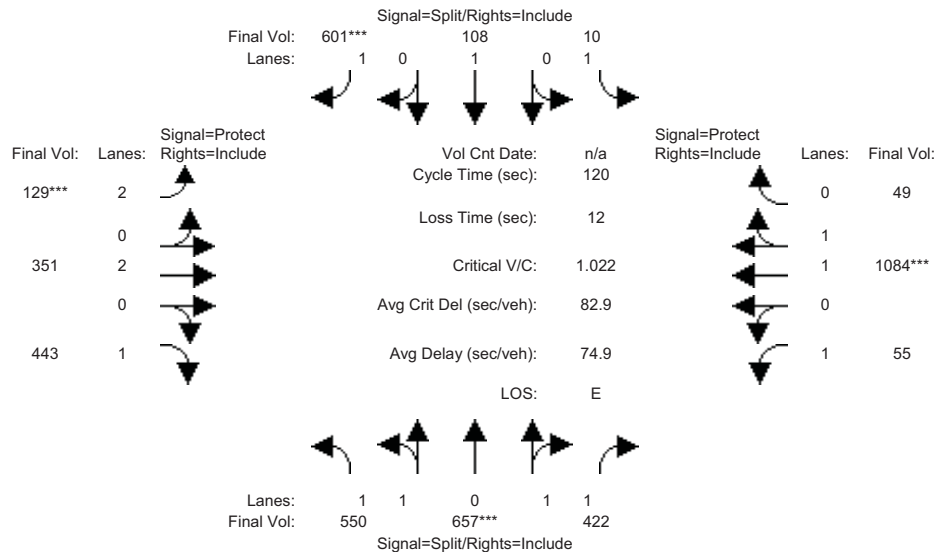
Vol/Sat:	0.12	0.14	0.27	0.06	0.18	0.08	0.06	0.51	0.51	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	27.7	27.7	27.7	18.6	18.6	18.6	14.5	52.1	52.1	9.6	47.2	47.2
Volume/Cap:	0.51	0.62	1.17	0.40	1.17	0.53	0.52	1.17	1.17	1.17	0.52	0.52
Delay/Veh:	40.7	43.0	146.0	46.7	157	48.7	51.7	117	117.3	184.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	43.0	146.0	46.7	157	48.7	51.7	117	117.3	184.2	28.1	28.1
LOS by Move:	D	D	F	D	F	D	D	F	F	F	C	C
HCM2kAvgQ:	8	10	31	4	22	6	4	53	53	10	11	11

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	657	422	10	108	601	129	346	443	55	1070	49
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	657	422	10	108	601	129	351	443	55	1084	49
User Adj:	1.00	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:	550	657	422	10	108	601	129	351	443	55	1084	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	657	422	10	108	601	129	351	443	55	1084	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	657	422	10	108	601	129	351	443	55	1084	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2397	2863	1839	1750	1900	1750	3150	3800	1750	1750	3540	160

Capacity Analysis Module:

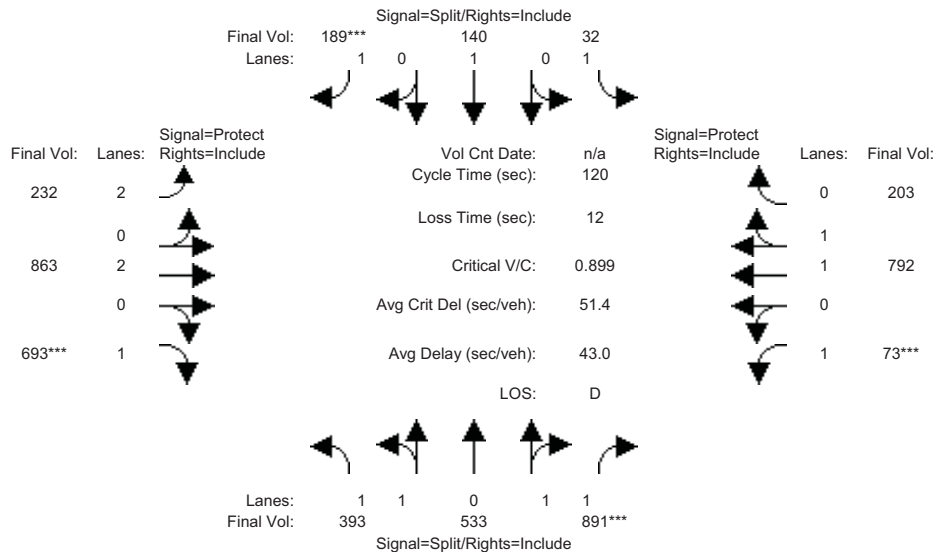
Vol/Sat:	0.23	0.23	0.23	0.01	0.06	0.34	0.04	0.09	0.25	0.03	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	26.4	26.4	39.5	39.5	39.5	7.0	34.3	34.3	7.9	35.2	35.2
Volume/Cap:	1.04	1.04	1.04	0.02	0.17	1.04	0.70	0.32	0.89	0.48	1.04	1.04
Delay/Veh:	82.2	82.2	82.2	27.2	28.8	89.9	67.0	33.9	58.2	57.2	82.1	82.1
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:	82.2	82.2	82.2	27.2	28.8	89.9	67.0	33.9	58.2	57.2	82.1	82.1
LOS by Move:	F	F	F	C	C	F	E	C-	E+	E+	F	F
HCM2kAvgQ:	23	23	23	0	3	33	4	5	20	2	25	25

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	533	891	32	140	189	232	863	693	73	792	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:	393	533	891	32	140	189	232	863	693	73	792	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	533	891	32	140	189	232	863	693	73	792	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
Final Volume:	393	533	891	32	140	189	232	863	693	73	792	203

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2025	3385	1750	1900	1750	3150	3800	1750	1750	2945	755

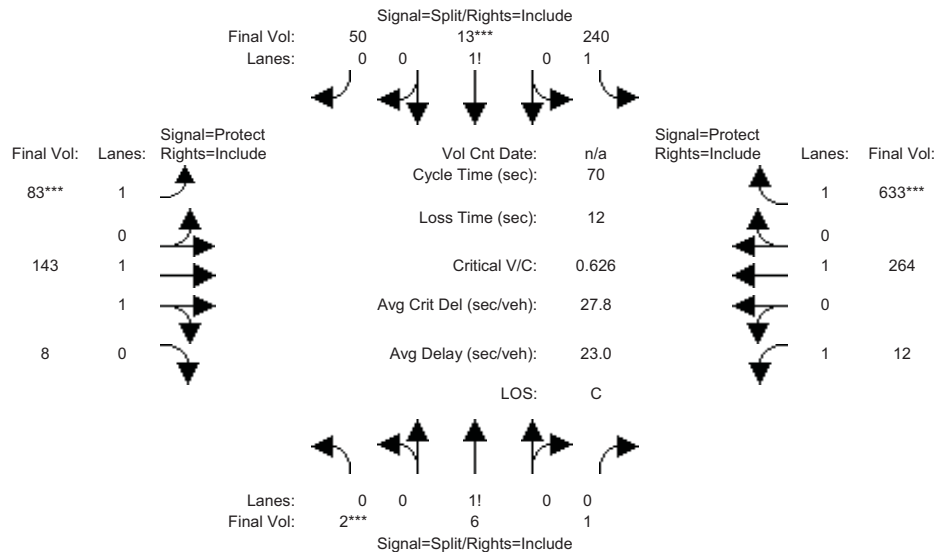
Capacity Analysis Module:												
Vol/Sat:	0.22	0.26	0.26	0.02	0.07	0.11	0.07	0.23	0.40	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.7	34.7	34.7	14.2	14.2	14.2	12.7	52.1	52.1	7.0	46.4	46.4
Volume/Cap:	0.78	0.91	0.91	0.15	0.62	0.91	0.70	0.52	0.91	0.72	0.70	0.70
Delay/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	58.0	25.1	46.9	76.8	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	58.0	25.1	46.9	76.8	32.4	32.4
LOS by Move:	D	D	D	D	E+	F	E+	C	D	E-	C-	C-
HCM2kAvgQ:	16	22	22	1	6	11	6	12	30	3	16	16

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	6	1	197	13	49	79	105	8	12	199	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	197	13	49	79	105	8	12	199	539
Added Vol:	0	0	0	43	0	1	4	38	0	0	65	94
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	240	13	50	83	143	8	12	264	633
User Adj:	1.00	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	6	1	240	13	50	83	143	8	12	264	633
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	1	240	13	50	83	143	8	12	264	633
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	6	1	240	13	50	83	143	8	12	264	633

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.22	0.67	0.11	1.66	0.07	0.27	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	389	1167	194	2898	124	478	1750	3504	196	1750	1900	1750

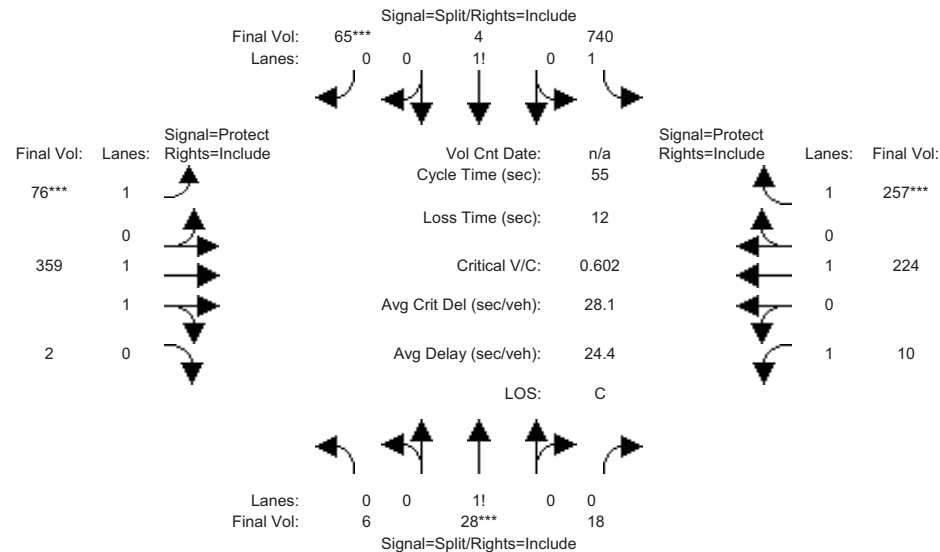
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.10	0.10	0.05	0.04	0.04	0.01	0.14	0.36
Crit Moves:	***			***			***					***
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.04	0.04	0.04	0.58	0.73	0.73	0.47	0.13	0.13	0.03	0.31	0.82
Delay/Veh:	25.9	25.9	25.9	29.7	35.3	35.3	31.8	17.0	17.0	21.3	12.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	29.7	35.3	35.3	31.8	17.0	17.0	21.3	12.8	23.8
LOS by Move:	C	C	C	C	D+	D+	C	B	B	C+	B	C
HCM2kAvgQ:	0	0	0	4	6	6	3	1	1	0	4	14

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	28	18	648	4	61	74	304	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	648	4	61	74	304	2	10	182	212
Added Vol:	0	0	0	92	0	4	2	55	0	0	42	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	740	4	65	76	359	2	10	224	257
User Adj:	1.00	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:	6	28	18	740	4	65	76	359	2	10	224	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	740	4	65	76	359	2	10	224	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	28	18	740	4	65	76	359	2	10	224	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.84	0.01	0.15	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3225	16	259	1750	3679	20	1750	1900	1750

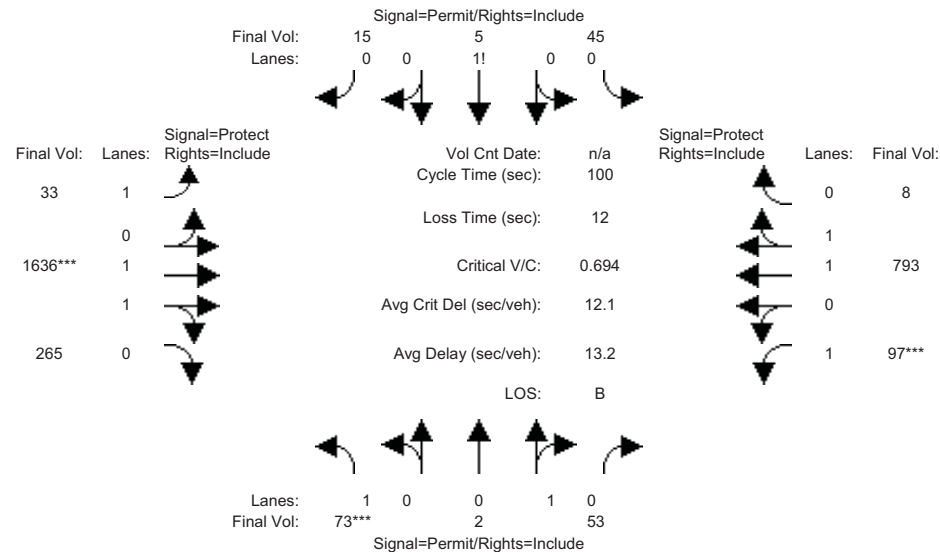
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.23	0.25	0.25	0.04	0.10	0.10	0.01	0.12	0.15
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.79	0.86	0.86	0.34	0.54	0.54	0.04	0.65	0.81
Delay/Veh:	19.2	19.2	19.2	22.1	26.7	26.7	22.8	21.3	21.3	21.1	25.1	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:	19.2	19.2	19.2	22.1	26.7	26.7	22.8	21.3	21.3	21.1	25.1	35.7
LOS by Move:	B-	B-	B-	C+	C	C	C+	C+	C+	C+	C	D+
HCM2kAvgQ:	1	1	1	9	11	11	2	4	4	0	4	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	69	2	44	45	5	15	33	1597	253	71	742	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:	69	2	44	45	5	15	33	1597	253	71	742	8
Added Vol:	4	0	9	0	0	0	0	39	12	26	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2	53	45	5	15	33	1636	265	97	793	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:	73	2	53	45	5	15	33	1636	265	97	793	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2	53	45	5	15	33	1636	265	97	793	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	2	53	45	5	15	33	1636	265	97	793	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.69	0.08	0.23	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	1750	65	1735	1212	135	404	1750	3184	516	1750	3663	37

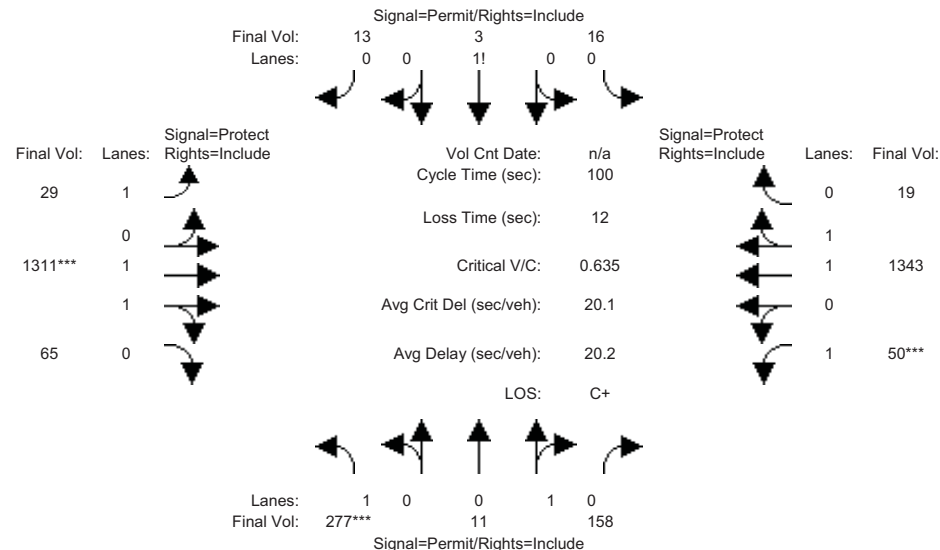
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.04	0.04	0.04	0.02	0.51	0.51	0.06	0.22	0.22
Crit Moves:	****							****		****		
Green Time:	6.0	6.0	6.0	6.0	6.0	6.0	20.0	74.0	74.0	8.0	62.0	62.0
Volume/Cap:	0.69	0.51	0.51	0.62	0.62	0.62	0.09	0.69	0.69	0.69	0.35	0.35
Delay/Veh:	64.3	49.5	49.5	56.6	56.6	56.6	32.7	7.7	7.7	58.9	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.3	49.5	49.5	56.6	56.6	56.6	32.7	7.7	7.7	58.9	9.3	9.3
LOS by Move:	E	D	D	E+	E+	E+	C-	A	A	E+	A	A
HCM2kAvgQ:	3	2	2	3	3	3	1	15	15	3	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	266	11	135	16	3	13	29	1263	60	40	1303	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	11	135	16	3	13	29	1263	60	40	1303	19
Added Vol:	11	0	23	0	0	0	0	48	5	10	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	11	158	16	3	13	29	1311	65	50	1343	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	11	158	16	3	13	29	1311	65	50	1343	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	11	158	16	3	13	29	1311	65	50	1343	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	11	158	16	3	13	29	1311	65	50	1343	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.07	0.93	0.50	0.09	0.41	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	1750	117	1683	875	164	711	1750	3525	175	1750	3648	52

Capacity Analysis Module:

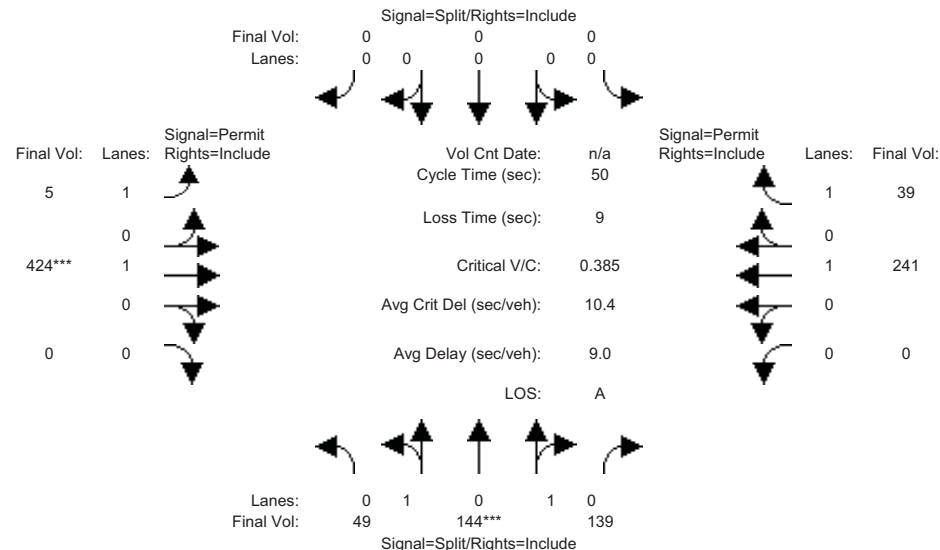
Vol/Sat:	0.16	0.09	0.09	0.02	0.02	0.02	0.02	0.37	0.37	0.03	0.37	0.37
Crit Moves:	****							****		****		
Green Time:	24.2	24.2	24.2	24.2	24.2	24.2	10.2	56.8	56.8	7.0	53.6	53.6
Volume/Cap:	0.65	0.39	0.39	0.08	0.08	0.08	0.16	0.65	0.65	0.41	0.69	0.69
Delay/Veh:	37.8	32.3	32.3	29.4	29.4	29.4	41.4	15.6	15.6	46.7	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	32.3	32.3	29.4	29.4	29.4	41.4	15.6	15.6	46.7	18.0	18.0
LOS by Move:	D+	C-	C-	C	C	C	D	B	B	D	B-	B-
HCM2kAvgQ:	8	4	4	1	1	1	1	14	14	2	16	16

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	46	126	136	0	0	0	5	389	0	0	225	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	126	136	0	0	0	5	389	0	0	225	35
Added Vol:	3	18	3	0	0	0	0	35	0	0	16	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	144	139	0	0	0	5	424	0	0	241	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	144	139	0	0	0	5	424	0	0	241	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	144	139	0	0	0	5	424	0	0	241	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	144	139	0	0	0	5	424	0	0	241	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.87	0.84	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	531	1561	1507	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

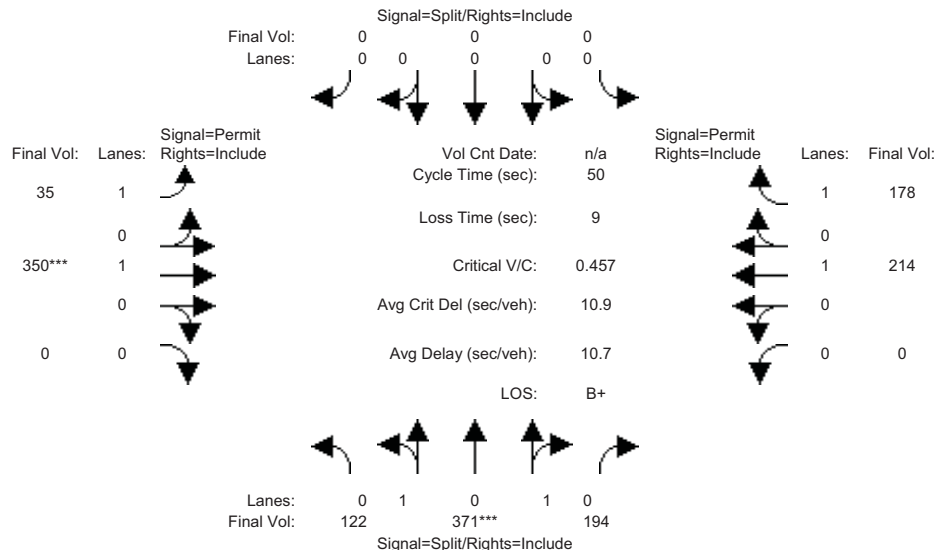
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.02
Crit Moves:	****						****					
Green Time:	12.0	12.0	12.0	0.0	0.0	0.0	29.0	29.0	0.0	0.0	29.0	29.0
Volume/Cap:	0.38	0.38	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.22	0.04
Delay/Veh:	16.2	16.2	16.2	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.1	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.1	4.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	3	0	0	2	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	319	186	0	0	0	35	338	0	0	188	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	319	186	0	0	0	35	338	0	0	188	168
Added Vol:	9	52	8	0	0	0	0	12	0	0	26	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	371	194	0	0	0	35	350	0	0	214	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	371	194	0	0	0	35	350	0	0	214	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	371	194	0	0	0	35	350	0	0	214	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	371	194	0	0	0	35	350	0	0	214	178

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.36	1.08	0.56	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	639	1944	1017	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

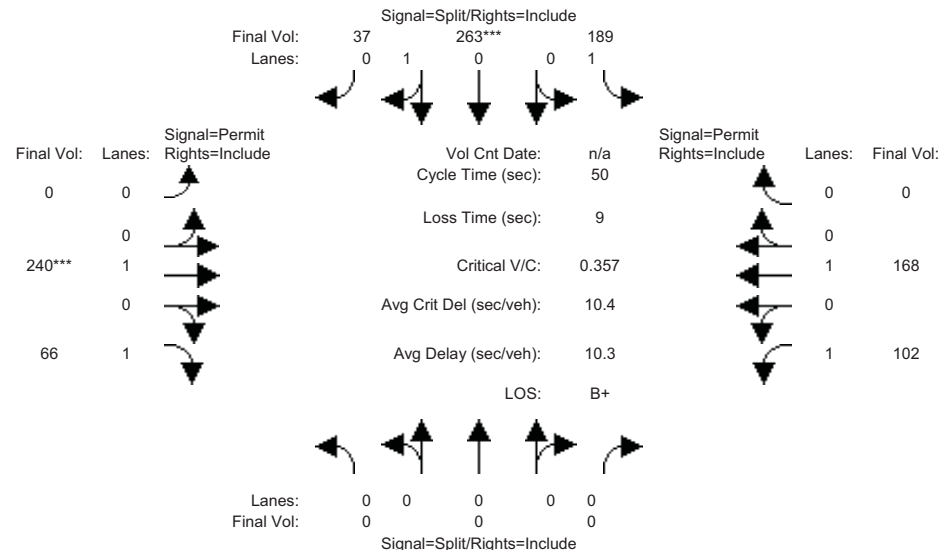
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.11	0.10
Crit Moves:	****						****					
Green Time:	20.9	20.9	20.9	0.0	0.0	0.0	20.1	20.1	0.0	0.0	20.1	20.1
Volume/Cap:	0.46	0.46	0.46	0.00	0.00	0.00	0.05	0.46	0.00	0.00	0.28	0.25
Delay/Veh:	10.7	10.7	10.7	0.0	0.0	0.0	9.1	11.4	0.0	0.0	10.3	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	0.0	0.0	0.0	9.1	11.4	0.0	0.0	10.3	10.1
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	B+	B+
HCM2kAvgQ:	4	4	4	0	0	0	0	4	0	0	2	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #59: Pasteur Dr SB / Welch Rd



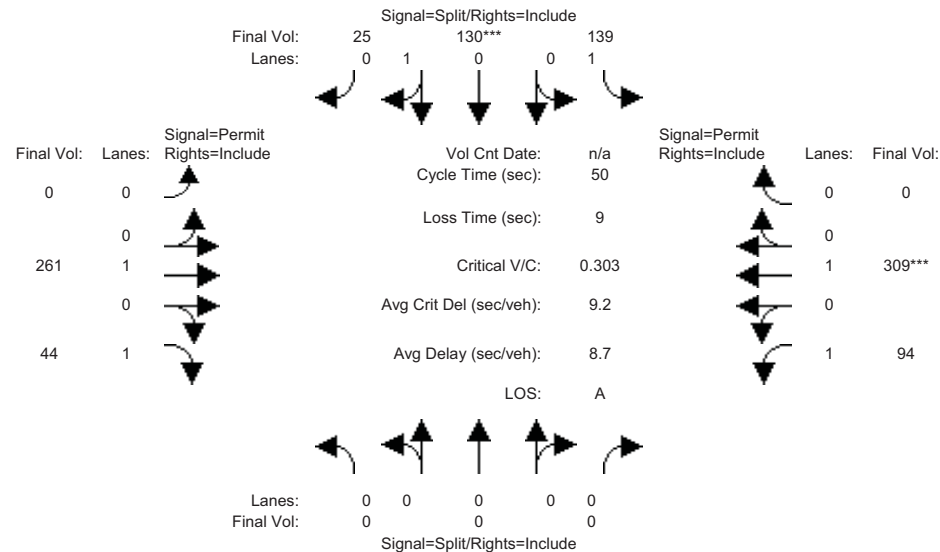
Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	177	207	37	0	217	56	93	157	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	177	207	37	0	217	56	93	157	0
Added Vol:	0	0	0	12	56	0	0	23	10	9	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	189	263	37	0	240	66	102	168	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	263	37	0	240	66	102	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	263	37	0	240	66	102	168	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	263	37	0	240	66	102	168	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.88	0.12	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1578	222	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.17	0.17	0.00	0.13	0.04	0.06	0.09	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	23.3	23.3	23.3	0.0	17.7	17.7	17.7	17.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.36	0.36	0.00	0.36	0.11	0.16	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	8.1	8.8	8.8	0.0	12.3	10.9	11.2	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.1	8.8	8.8	0.0	12.3	10.9	11.2	11.7	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B+	B+	B+	A
HCM2kAvgQ:	0	0	0	2	3	3	0	3	1	1	2	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Added Vol:	0	0	0	4	21	0	0	8	4	4	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	130	25	0	261	44	94	309	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	139	130	25	0	261	44	94	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	130	25	0	261	44	94	309	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	139	130	25	0	261	44	94	309	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1510	290	0	1900	1750	1750	1900	0

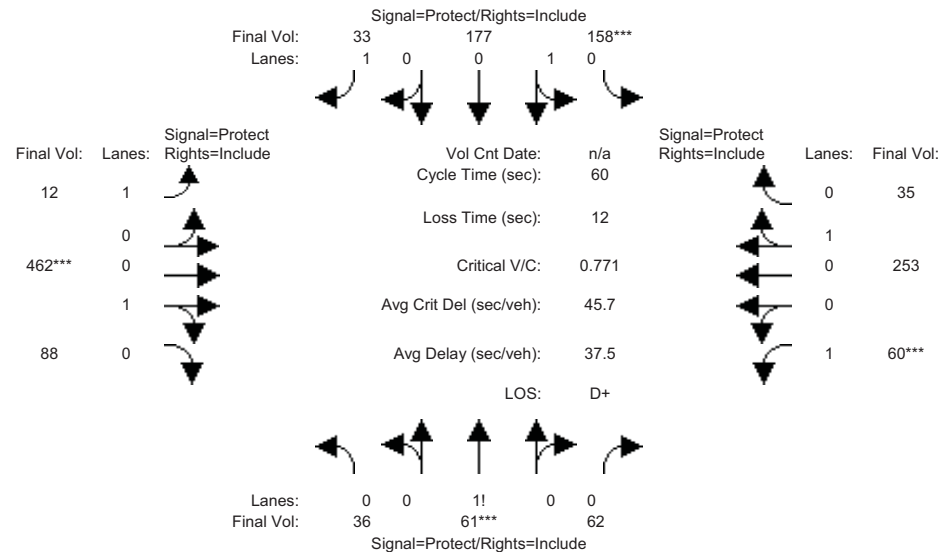
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.09	0.09	0.00	0.14	0.03	0.05	0.16	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	26.8	26.8	26.8	26.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.30	0.30	0.00	0.26	0.05	0.10	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.4	14.4	0.0	6.4	5.5	5.7	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	14.2	14.4	14.4	0.0	6.4	5.5	5.7	6.6	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	3	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	60	60	144	174	13	5	435	85	55	231	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	60	60	144	174	13	5	435	85	55	231	30
Added Vol:	1	1	2	14	3	20	7	27	3	5	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	61	62	158	177	33	12	462	88	60	253	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	61	62	158	177	33	12	462	88	60	253	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	61	62	158	177	33	12	462	88	60	253	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	61	62	158	177	33	12	462	88	60	253	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.23	0.38	0.39	0.47	0.53	1.00	1.00	0.84	0.16	1.00	0.88	0.12
Final Sat.:	396	671	682	849	951	1750	1750	1512	288	1750	1581	219

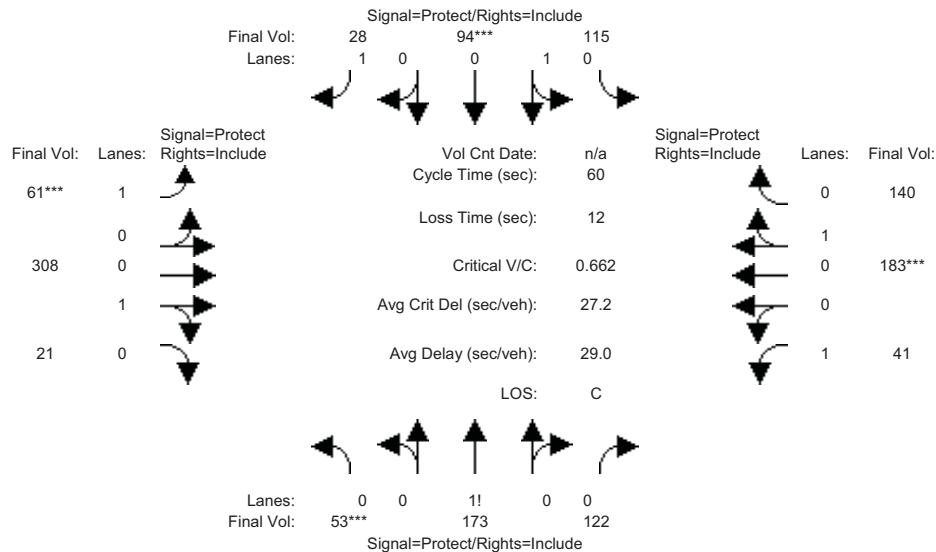
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.19	0.02	0.01	0.31	0.31	0.03	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.4	10.0	10.0	11.7	13.4	13.4	10.8	19.3	19.3	7.0	15.5	15.5
Volume/Cap:	0.65	0.55	0.55	0.95	0.84	0.08	0.04	0.95	0.95	0.29	0.62	0.62
Delay/Veh:	30.5	25.1	25.1	59.2	36.4	18.6	20.3	45.8	45.8	25.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	25.1	25.1	59.2	36.4	18.6	20.3	45.8	45.8	25.0	22.3	22.3
LOS by Move:	C	C	C	E+	D+	B-	C+	D	D	C	C+	C+
HCM2kAvgQ:	4	4	4	8	7	0	0	16	16	1	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	170	118	110	93	20	42	287	20	39	157	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	118	110	93	20	42	287	20	39	157	127
Added Vol:	3	3	4	5	1	8	19	21	1	2	26	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	173	122	115	94	28	61	308	21	41	183	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	173	122	115	94	28	61	308	21	41	183	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	173	122	115	94	28	61	308	21	41	183	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	173	122	115	94	28	61	308	21	41	183	140

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.50	0.35	0.55	0.45	1.00	1.00	0.94	0.06	1.00	0.57	0.43
Final Sat.:	267	870	614	990	810	1750	1750	1685	115	1750	1020	780

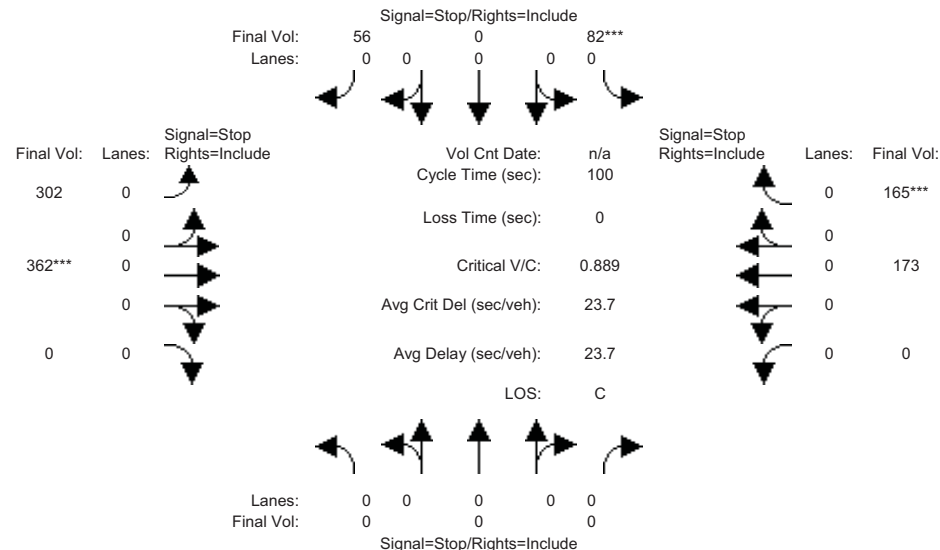
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.12	0.12	0.02	0.03	0.18	0.18	0.02	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	16.3	16.6	16.6	9.7	10.0	10.0	7.0	13.2	13.2	8.5	14.7	14.7
Volume/Cap:	0.73	0.72	0.72	0.72	0.70	0.10	0.30	0.83	0.83	0.17	0.73	0.73
Delay/Veh:	25.6	24.8	24.8	32.1	30.6	21.3	25.1	35.7	35.7	23.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	24.8	24.8	32.1	30.6	21.3	25.1	35.7	35.7	23.0	27.0	27.0
LOS by Move:	C	C	C	C-	C	C+	C	D+	D+	C+	C	C
HCM2kAvgQ:	8	8	8	4	4	0	1	9	9	1	8	8

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #61: Bowdoin St / Stanford Ave



Street Name:				Bowdoin Street				Stanford Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Min. Green:	0		0		0	0		0		0	0		0		0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0		0		0	81		0		56	301		362		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	81		0		56	301		362		0
Added Vol:	0		0		0	1		0		0	1		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	82		0		56	302		362		0
User Adj:	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
PHF Volume:	0		0		0	82		0		56	302		362		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	82		0		56	302		362		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	82		0		56	302		362		0
----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	0.59		0.00		0.41	0.45		0.55		0.00
Final Sat.:	0		0		0	343		0		234	340		407		0
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.24		xxxx		0.24	0.89		0.89		xxxx
Crit Moves:						****							****		
Delay/Veh:	0.0		0.0		0.0	10.6		0.0		10.6	32.6		32.6		0.0
Delay Adj:	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	10.6		0.0		10.6	32.6		32.6		0.0
LOS by Move:	*		*		*	B		*		B	D		D		*
ApproachDel:	xxxxxx							10.6					32.6		
Delay Adj:	xxxxxx							1.00					1.00		
ApprAdjDel:	xxxxxx							10.6					32.6		
LOS by Appr:			*					B					D		
AllWayAvgQ:	0.0		0.0		0.0	0.3		0.3		0.3	5.1		5.1		5.1
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      82    0    56      302  362    0      0  173  165
-----|-----|-----|-----|-----|
Major Street Volume:                1002
Minor Approach Volume:                138
Minor Approach Volume Threshold: 219
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

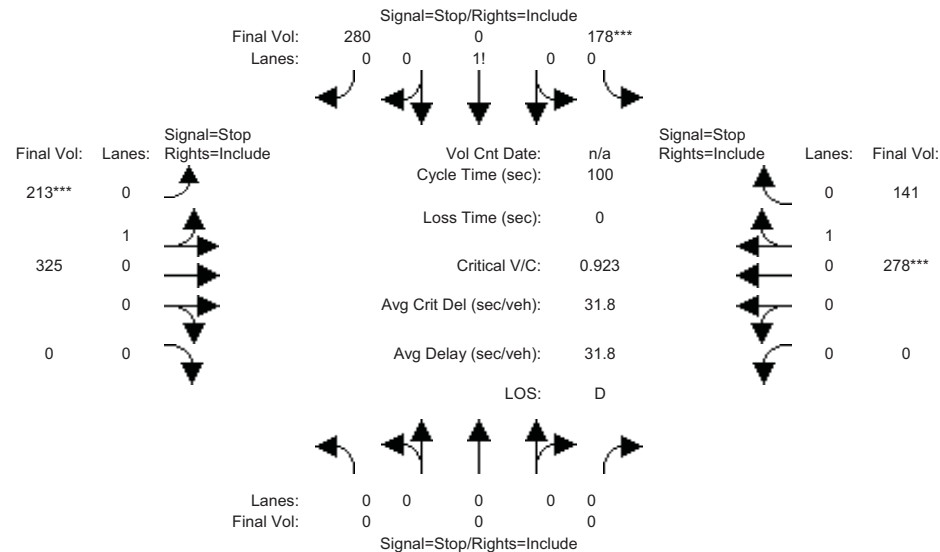
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #61: Bowdoin St / Stanford Ave



Street Name:				Bowdoin Street				Stanford Avenue				
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T - R	L	-	T - R	L	-	T - R	L	-	T - R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	176	0	279	213	325	0	0	278	140
Growth Adj:	1.00	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	176	0	279	213	325	0	0	278	140
Added Vol:	0	0	0	2	0	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	178	0	280	213	325	0	0	278	141
User Adj:	1.00	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	178	0	280	213	325	0	0	278	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	280	213	325	0	0	278	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	178	0	280	213	325	0	0	278	141
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	0.40	0.60	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	225	0	353	231	352	0	0	383	194
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.79	xxxx	0.79	0.92	0.92	xxxx	xxxx	0.73	0.73
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	26.4	43.9	43.9	0.0	0.0	22.3	22.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	26.4	43.9	43.9	0.0	0.0	22.3	22.3
LOS by Move:	*	*	*	D	*	D	E	E	*	*	C	C
ApproachDel:	xxxxxx				26.4			43.9			22.3	
Delay Adj:	xxxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				26.4			43.9			22.3	
LOS by Appr:		*			D			E			C	
AllWayAvgQ:	0.0	0.0	0.0	2.8	2.8	2.8	5.6	5.6	5.6	2.1	2.1	2.1
Note: Queue reported is the number of cars per lane.												

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      178    0    280      213  325    0      0  278  141
-----|-----|-----|-----|-----|
Major Street Volume:                957
Minor Approach Volume:              458
Minor Approach Volume Threshold: 231
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

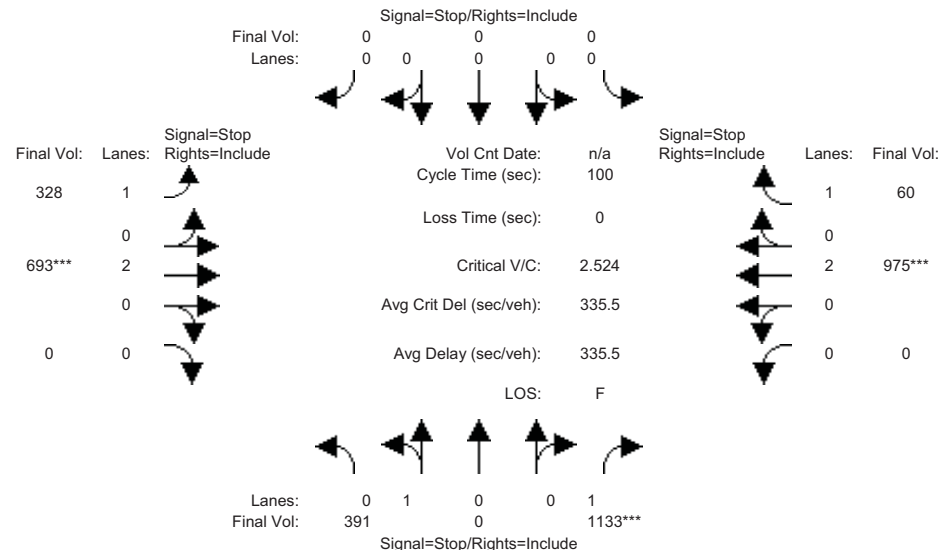
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name:				I-280 NB Off-Ramp				Alpine Road								
Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----		-----			-----			-----			-----					
Min. Green:		0		0		0	0		0		0	0		0		0
-----		-----			-----			-----			-----					
Volume Module:																
Base Vol:		391		0		1111	0		0		0	328	685		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	1.00
Initial Bse:		391		0		1111	0		0		0	328	685		0	
Added Vol:		0		0		22	0		0		0	0	8		0	
PasserByVol:		0		0		0	0		0		0	0	0		0	
Initial Fut:		391		0		1133	0		0		0	328	693		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	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	1.00
PHF Volume:		391		0		1133	0		0		0	328	693		0	
Reduct Vol:		0		0		0	0		0		0	0	0		0	
Reduced Vol:		391		0		1133	0		0		0	328	693		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	1.00
MLF Adj:		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:		391		0		1133	0		0		0	328	693		0	
-----		-----			-----			-----			-----					
Saturation Flow Module:																
Adjustment:		1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:		1.00	0.00		1.00	0.00	0.00	0.00	1.00	2.00		0.00	0.00	2.00	1.00	1.00
Final Sat.:		392		0		449	0		0		0	346	728		0	
-----		-----			-----			-----			-----					
Capacity Analysis Module:																
Vol/Sat:		1.00	xxxx		2.52	xxxx	xxxx	xxxx	0.95	0.95		xxxx	xxxx	1.58	0.19	0.19
Crit Moves:					****					****				****		
Delay/Veh:		75.7	0.0		708.5	0.0	0.0	0.0	68.7	67.8		0.0	0.0	306	16.2	16.2
Delay Adj:		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		75.7	0.0		708.5	0.0	0.0	0.0	68.7	67.8		0.0	0.0	306	16.2	16.2
LOS by Move:		F	*		F	*	*	*	F	F		*	*	F	C	C
ApproachDel:		546.1				xxxxxx			68.1			289.3				
Delay Adj:		1.00				xxxxxx			1.00			1.00				
ApprAdjDel:		546.1				xxxxxx			68.1			289.3				
LOS by Appr:		F				*			F			F				
AllWayAvgQ:		6.9	6.9		87.0	0.0	0.0	0.0	5.4	5.6		0.0	0.0	24.9	0.2	0.2
Note: Queue reported is the number of cars per lane.																

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    391    0  1133      0    0    0      328  693    0      0  975    60
-----|-----|-----|-----|-----|
Major Street Volume:                2056
Minor Approach Volume:              1524
Minor Approach Volume Threshold: 64 [less than minimum of 150]
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

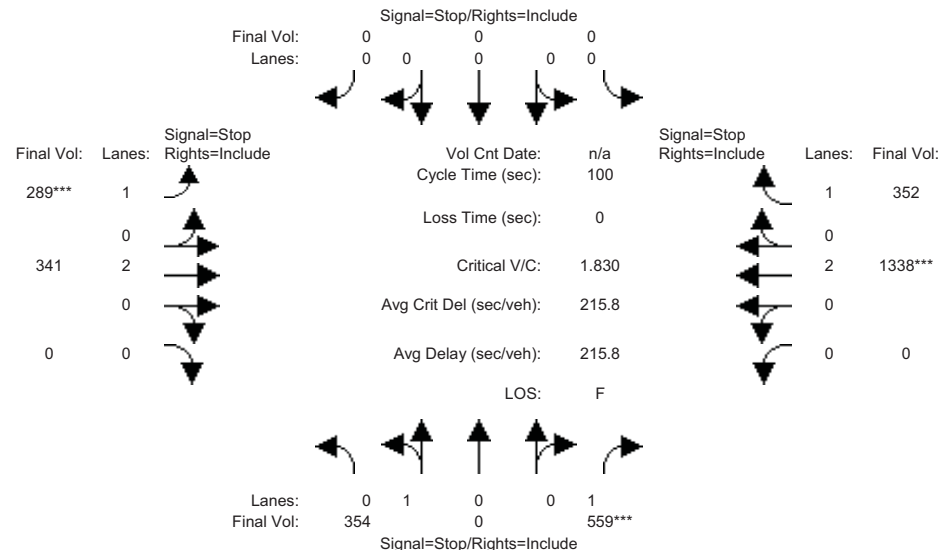
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name:	I-280 NB Off-Ramp						Alpine Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	354	0	551	0	0	0	289	338	0	0	1310	352			
Growth Adj:	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:	354	0	551	0	0	0	289	338	0	0	1310	352			
Added Vol:	0	0	8	0	0	0	0	3	0	0	28	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	354	0	559	0	0	0	289	341	0	0	1338	352			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00		
PHF Volume:	354	0	559	0	0	0	289	341	0	0	1338	352			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	354	0	559	0	0	0	289	341	0	0	1338	352			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	354	0	559	0	0	0	289	341	0	0	1338	352			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	393	0	451	0	0	0	298	611	0	0	731	391			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.90	xxxx	1.24	xxxx	xxxx	xxxx	0.97	0.56	xxxx	xxxx	1.83	0.90			
Crit Moves:			****				****				****				
Delay/Veh:	54.4	0.0	150.2	0.0	0.0	0.0	80.4	27.4	0.0	0.0	406	53.1			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	54.4	0.0	150.2	0.0	0.0	0.0	80.4	27.4	0.0	0.0	406	53.1			
LOS by Move:	F	*	F	*	*	*	F	D	*	*	F	F			
ApproachDel:	113.1			xxxxxx			51.7			332.4					
Delay Adj:	1.00			xxxxxx			1.00			1.00					
ApprAdjDel:	113.1			xxxxxx			51.7			332.4					
LOS by Appr:	F			*			F			F					
AllWayAvgQ:	4.6	4.6	17.5	0.0	0.0	0.0	5.4	1.1	0.0	0.0	39.9	4.5			
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	354				559	0				0	289	341			0	0	1338			352
Major Street Volume:	2320																			
Minor Approach Volume:	913																			
Minor Approach Volume Threshold:	12 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

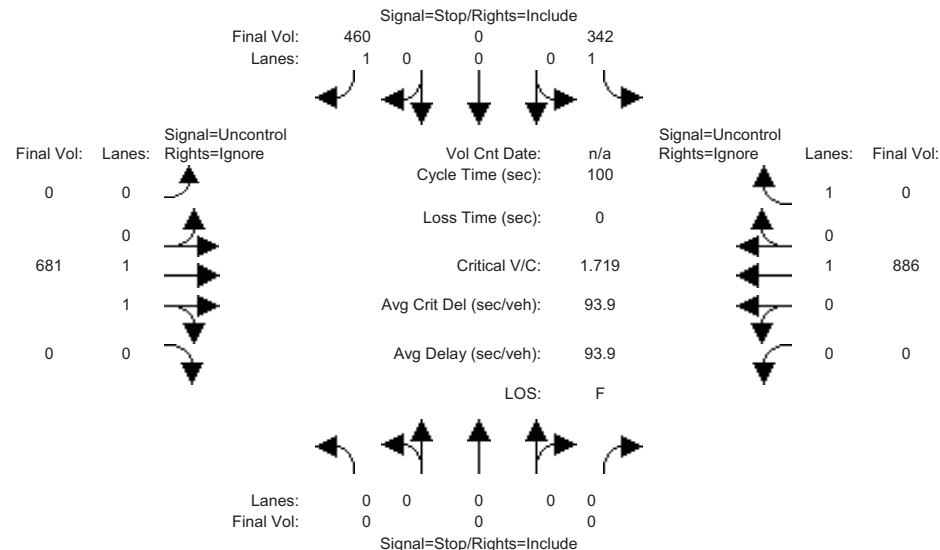
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	342	0	460	0	673	167	0	884	430
Growth Adj:	1.00	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	342	0	460	0	673	167	0	884	430
Added Vol:	0	0	0	0	0	0	0	8	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	460	0	681	167	0	886	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	342	0	460	0	681	0	0	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	342	0	460	0	681	0	0	886	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1227	xxxx	886	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	199	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	199	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.72	xxxx	1.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	23.4	xxxx	22.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	385.2	xxxx	197.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			277.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #63 I-280 SB Off-Ramp / Alpine Rd

 Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      342 0 460      0 681 167      0 886 437
ApproachDel:    xxxxxx          277.3          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=802]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2973]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      342 0 460      0 681 167      0 886 437
-----|-----|-----|-----|-----|

```

Major Street Volume: 2171

Minor Approach Volume: 802

Minor Approach Volume Threshold: 41 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

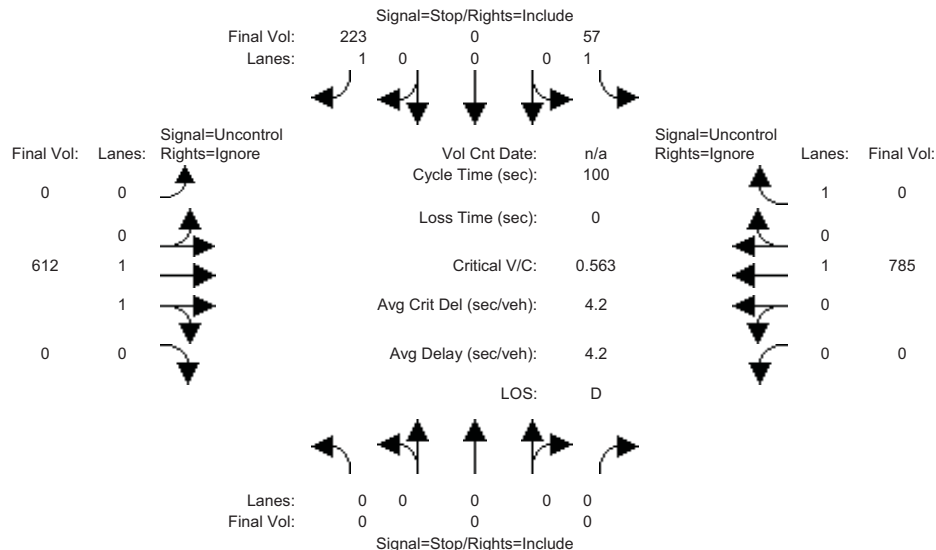
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name:	I-280 SB Off-Ramp						Alpine Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	0	0	57	0	223	0	609	219	0	778	879			
Growth Adj:	1.00	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	57	0	223	0	609	219	0	778	879			
Added Vol:	0	0	0	0	0	0	0	3	0	0	7	21			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	57	0	223	0	612	219	0	785	900			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	57	0	223	0	612	0	0	785	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	57	0	223	0	612	0	0	785	0			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	1091	xxxx	785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx	240	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx	240	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.56	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	3.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	24.6	xxxx	25.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*		C	D	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			25.1			xxxxxx			xxxxxx					
ApproachLOS:	*			D			*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      57 0 223      0 612 219      0 785 900
ApproachDel:    xxxxxx          25.1          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=280]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2796]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0 0      57 0 223      0 612 219      0 785 900
-----|-----|-----|-----|-----|

```

Major Street Volume: 2516

Minor Approach Volume: 280

Minor Approach Volume Threshold: -23 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

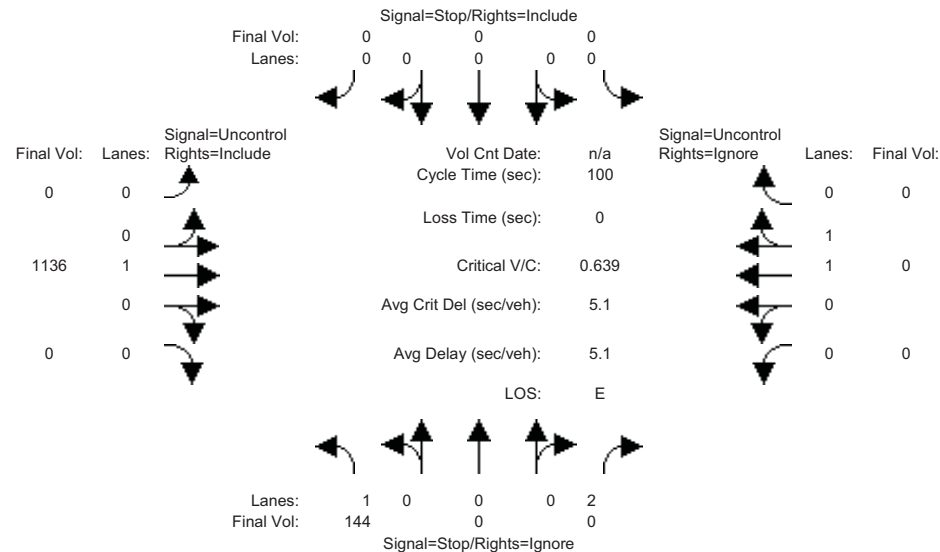
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	0	2072	0	0	0	0	1129	0	0	633	796
Growth Adj:	1.00	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	0	2072	0	0	0	0	1129	0	0	633	796
Added Vol:	0	0	21	0	0	0	0	7	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	2093	0	0	0	0	1136	0	0	642	796
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	144	0	0	0	0	0	0	1136	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	0	0	0	0	0	0	1136	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	1136	xxxx	1136	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	225	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	225	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.64	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	45.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	45.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    144    0 2093      0    0    0    0      0 1136    0      0  642  796
ApproachDel:    45.5              xxxxxx          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=28.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2237]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4811]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    144    0 2093      0    0    0    0      0 1136    0      0  642  796
-----|-----|-----|-----|-----|

```

Major Street Volume: 2574

Minor Approach Volume: 2237

Minor Approach Volume Threshold: -32 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

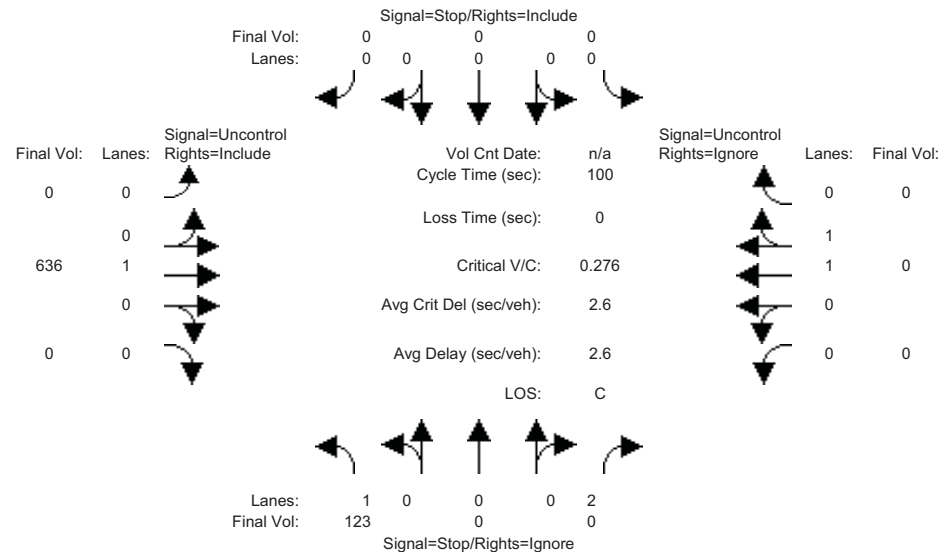
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	123	0	671	0	0	0	0	634	0	0	1765	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	671	0	0	0	0	634	0	0	1765	1320
Added Vol:	0	0	7	0	0	0	0	2	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	678	0	0	0	0	636	0	0	1790	1320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	0	0	0	0	0	636	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	0	0	0	0	0	636	0	0	0	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	636	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	C		*			*			*			*

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

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    123    0    678      0    0    0    0      0  636    0      0 1790 1320
ApproachDel:    16.1            xxxxxx            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=801]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4547]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    123    0    678      0    0    0    0      0  636    0      0 1790 1320
-----|-----|-----|-----|-----|

```

Major Street Volume: 3746

Minor Approach Volume: 801

Minor Approach Volume Threshold: -194 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

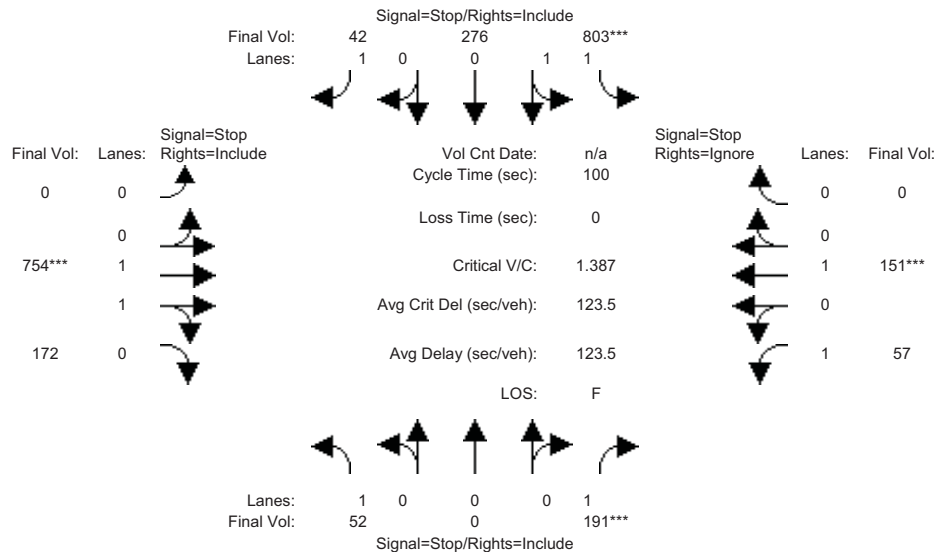
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC with Undercrossings

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	52 0 191	803 276 42	0 747 172	57 149 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 0 191	803 276 42	0 747 172	57 149 0
Added Vol	0 0 0	0 0 0	0 7 0	0 2 7
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	52 0 191	803 276 42	0 754 172	57 151 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 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	52 0 191	803 276 42	0 754 172	57 151 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	52 0 191	803 276 42	0 754 172	57 151 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	52 0 191	803 276 42	0 754 172	57 151 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.49 0.51 1.00	0.00 1.63 0.37	1.00 1.00 0.00
Final Sat	363 0 415	579 203 436	0 733 171	362 382 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.14 xxxx	0.46 1.39 1.36 0.10	xxxx 1.03 1.01 0.16 0.40 xxxx	
Crit Moves		****	****	****
Delay/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.5 72.1 14.4 18.0 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	
AdjDel/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.5 72.1 14.4 18.0 0.0	
LOS by Move	B *	C F F B	* F F B C *	
ApproachDel	17.5	204.4	77.3	17.0
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	17.5	204.4	77.3	17.0
LOS by Appr	C	F	F	C
AllWayAvgQ	0.2 0.0	0.8 21.1 21.1 0.1	0.0 8.9 7.9 0.2 0.6 0.6	

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          1  0  0  0  1      1  1  0  0  1      0  0  1  1  0      1  0  0  1  0
Initial Vol:    52    0   191      803 276   42      0  754  172      57 151    7
-----|-----|-----|-----|-----|
Major Street Volume:                1364
Minor Approach Volume:                926
Minor Approach Volume Threshold: 241
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

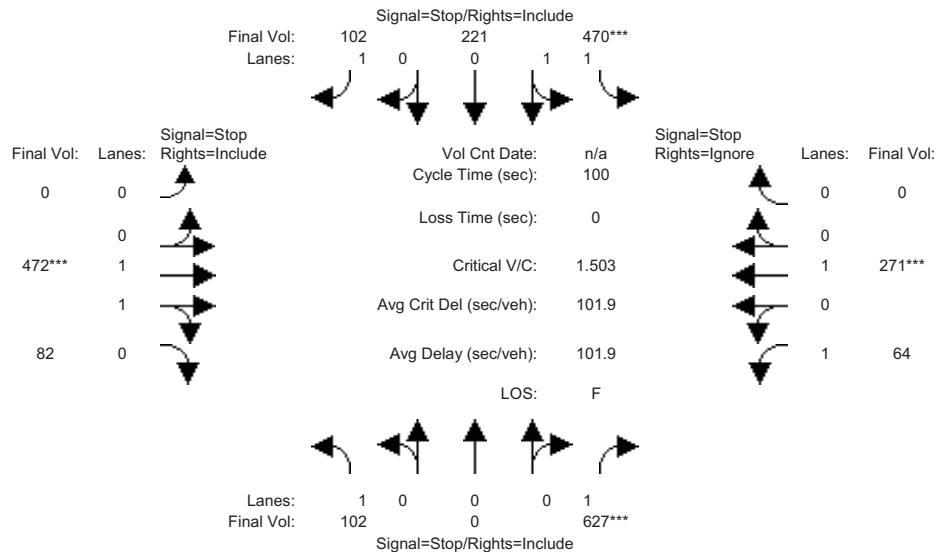
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

	North Bound	South Bound	East Bound	West Bound
Base Vol:	102 0 627	470 221 102	0 470 82	64 265 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:	102 0 627	470 221 102	0 470 82	64 265 0
Added Vol:	0 0 0	0 0 0	0 2 0	0 6 19
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	102 0 627	470 221 102	0 472 82	64 271 19
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	102 0 627	470 221 102	0 472 82	64 271 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	102 0 627	470 221 102	0 472 82	64 271 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume:	102 0 627	470 221 102	0 472 82	64 271 0

Saturation Flow Module:

	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	1.36 0.64 1.00	0.00 1.70 0.30	1.00 1.00 0.00
Final Sat.:	358 0 417	479 231 385	0 662 116	345 366 0

Capacity Analysis Module:

	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.29 xxxx 1.50	0.98 0.96 0.26	xxxx 0.71 0.70	0.19 0.74 xxxx
Crit Moves:	xxxx	xxxx	xxxx	xxxx
Delay/Veh:	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 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
AdjDel/Veh:	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 0.0
LOS by Move:	C * F	F F B	* D D	C D *
ApproachDel:	227.0	66.2	31.3	31.2
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	227.0	66.2	31.3	31.2
LOS by Appr:	F	F	D	D
AllWayAvgQ:	0.4 0.0 29.0	5.7 5.7 0.3	0.0 2.2 2.0	0.2 2.3 2.3

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	102		0		627	470	221			102	0	472			82	64	271			19
Major Street Volume:					1522															
Minor Approach Volume:					554															
Minor Approach Volume Threshold:					193															

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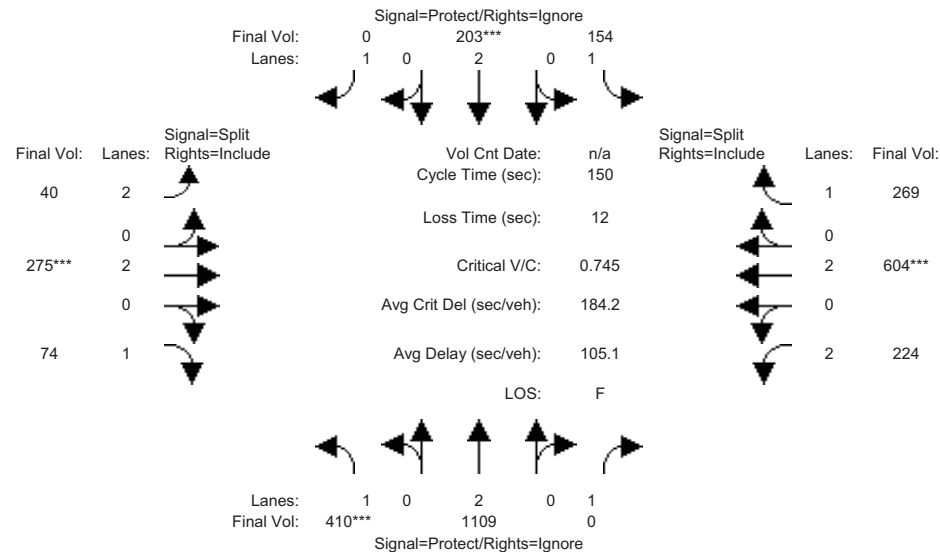
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC with Undercrossings

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	410	1085	450	154	195	25	40	275	74	224	604	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1085	450	154	195	25	40	275	74	224	604	269
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	1109	450	154	203	25	40	275	74	224	604	269
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:	410	1109	0	154	203	0	40	275	74	224	604	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1109	0	154	203	0	40	275	74	224	604	269
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
Final Volume:	410	1109	0	154	203	0	40	275	74	224	604	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

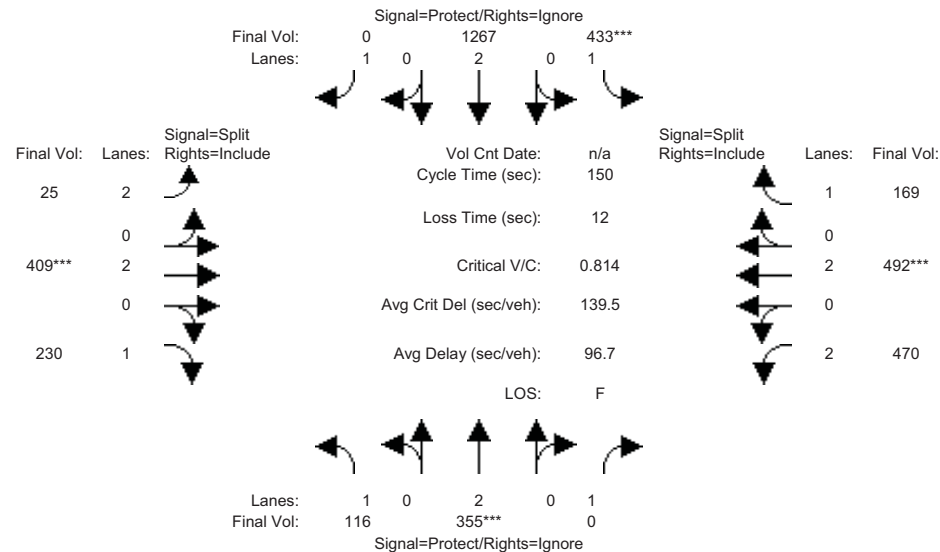
Vol/Sat:	0.23	0.29	0.00	0.09	0.05	0.00	0.02	0.12	0.04	0.10	0.27	0.15
Crit Moves:	***			***			***			***		
Green Time:	27.4	72.9	0.0	18.5	64.0	0.0	14.5	14.5	14.5	32.1	32.1	32.1
Volume/Cap:	1.28	0.60	0.00	0.71	0.13	0.00	0.19	1.28	0.44	0.48	1.28	0.72
Delay/Veh:	209.9	28.6	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
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:	209.9	28.6	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
LOS by Move:	F	C	A	E	C	A	E	F	E	D-	F	E
HCM2kAvgQ:	34	18	0	7	3	0	1	12	4	5	21	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC with Undercrossings

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	116	347	475	433	1245	22	25	409	230	470	492	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	347	475	433	1245	22	25	409	230	470	492	169
Added Vol:	0	8	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	355	475	433	1267	22	25	409	230	470	492	169
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:	116	355	0	433	1267	0	25	409	230	470	492	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	355	0	433	1267	0	25	409	230	470	492	169
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
Final Volume:	116	355	0	433	1267	0	25	409	230	470	492	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.00	0.25	0.33	0.00	0.01	0.18	0.13	0.21	0.22	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.5	55.0	0.0	31.4	70.9	0.0	23.4	23.4	23.4	28.3	28.3	28.3
Volume/Cap:	0.64	0.25	0.00	1.18	0.71	0.00	0.07	1.18	0.84	1.13	1.18	0.51
Delay/Veh:	72.2	33.3	0.0	166.5	32.6	0.0	54.2	172	82.2	145.5	166	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	33.3	0.0	166.5	32.6	0.0	54.2	172	82.2	145.5	166	56.0
LOS by Move:	E	C-	A	F	C-	A	D-	F	F	F	F	E+
HCM2kAvgQ:	7	6	0	29	21	0	1	16	14	17	16	7

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

APPENDIX T-4

TRAFFIX RESULTS FOR 2025 CONDITIONS -

WITH TDM (GO-PASS)

+ PEDESTRIAN UNDERCROSSINGS

+ SIGNAL ADAPTIVE

LOS Comparison
Based on MP / PA Criteria

TDM + Signal Adaptive
+ Ped / Bike Undercrossings

	2025 No Build				2025 + SUMC_TDM + crossings				2025 + SUMC_TDM + crossings				2025 + SUMC_TDM + crossings											
	AM				+ Signal Adaptive				Compare				PM				+ Signal Adaptive				Compare			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?		
# Intersection																								
1 ECR/Valparaiso	D	39	0.806	42.7	C-	34.3	0.8	37.7	-5.0	0.001	N	D-	51.6	0.912	60.8	D	45.4	0.9	53.4	-7.4	-0.001	N		
2 ECR/Santa Cruz	B	15.8	0.552	15	B	13.8	0.6	13.2	-1.8	0.002	N	C+	21.5	0.614	21.6	B-	18.9	0.6	19.1	-2.5	-0.001	N		
3 ECR/Ravenswood	D	46.5	0.902	51.6	D	39.9	0.9	43.7	-7.9	-0.014	N	E+	58.9	0.962	76.8	D-	51.6	0.9	57.1	-19.7	-0.019	N		
4 ECR/Roble	A	9.5	0.535	9	A	8.4	0.5	8.0	-1.0	-0.016	N	B	12.6	0.528	11.3	B+	11.4	0.5	12.3	1.0	-0.008	N		
5 ECR/Middle	C	26.1	0.81	33.1	C+	22.7	0.8	29.0	-4.1	-0.015	N	D	41.6	0.925	46.7	D+	36.5	0.9	40.3	-6.4	-0.008	N		
6 ECR/Cambridge	B	15.3	0.687	18.6	B	13.0	0.7	15.8	-2.8	-0.024	N	B	13.9	0.573	20.4	B	12.3	0.6	17.9	-2.5	0.008	N		
7 ECR/Sand Hill-Alma	C	25.5	0.607	35.6	C	23.1	0.6	31.9	-3.7	0.01	N	D+	36.7	0.726	45.1	C-	32.2	0.7	39.2	-5.9	-0.02	N		
8 ECR/Quarry Rd	B	14.1	0.497	17.9	B	13.3	0.5	16.5	-1.4	0.008	N	C+	22.8	0.579	16	B-	19.5	0.6	13.0	-3.0	-0.001	N		
9 Alma/Lytton	B-	18.1	0.628	18.9	B	15.9	0.6	16.7	-2.2	0.005	N	D+	38.4	0.975	51.5	C-	34.1	1.0	45.8	-5.7	0.002	N		
10 ECR/University-Palm (Single Int)	E-	79.5	1.107	98.3	E	66.2	1.1	84.1	-14.2	-0.009	N	D-	51.6	0.943	61.3	D	42.7	0.9	49.1	-12.2	-0.011	N		
11 ECR/Embarcadero-Galvez	D	49.9	0.853	55	D	44.2	0.9	48.8	-6.2	0.006	N	E+	55.5	0.936	63.3	D	49.3	0.9	56.4	-6.9	0.006	N		
12 ECR/Churchill	C	24.5	0.667	30.8	C+	21.6	0.7	27.3	-3.5	0.003	N	C	23.1	0.757	34.8	C+	20.5	0.8	30.7	-4.1	0.008	N		
13 ECR/Serra-Park	B-	18.7	0.536	24.5	B	16.5	0.5	21.5	-3.0	0.006	N	C	26.5	0.727	31.6	C	23.3	0.7	27.8	-3.8	-0.001	N		
14 ECR/Stanford Ave	C	23.8	0.54	17.9	C+	20.9	0.5	15.8	-2.1	0.001	N	C	27.7	0.733	33	C	24.4	0.7	29.1	-3.9	0	N		
15 ECR/California	C	25.8	0.698	28	C+	22.6	0.7	24.6	-3.4	0	N	C	28.1	0.756	29.7	C	24.6	0.8	26.1	-3.6	0	N		
16 ECR/Page Mill-Oregon	E	66.6	1.032	82.9	E+	59.5	1.0	74.5	-8.4	0.006	N	E	67.2	1.038	84.4	E+	59.8	1.0	75.2	-9.2	0.003	N		
17 Woodland/University	D	40.6	0.843	41.4	D	40.7	0.8	41.5	0.1	0.002	N	D-	51.6	0.962	66.7	D-	51.6	1.0	66.9	0.2	0.001	N		
18 Middlefield/Willow	D+	36.4	0.657	40.3	D+	36.7	0.7	40.7	0.4	0.012	N	E	60.1	0.922	67.6	E	61.2	0.9	69.1	1.5	0.01	Y		
19 Middlefield/Lytton	D	41.7	0.874	44.8	D+	37.4	0.9	40.2	-4.6	0.005	N	D-	54.5	0.955	60.1	D	48.7	1.0	53.8	-6.3	0.005	N		
20 Middlefield/University	C	28.7	0.608	31	C	25.2	0.6	27.4	-3.6	0.002	N	C-	33.3	0.815	38.5	C	29.4	0.8	34.0	-4.5	0.001	N		
21 Middlefield/Embarcadero	D	41.3	0.666	43.4	D+	36.3	0.7	38.2	-5.2	0.001	N	D+	38.8	0.672	41.2	C-	34.1	0.7	36.3	-4.9	0	N		
22 Alma/Churchill	C	23.5	0.773	30.1	C	23.6	0.8	30.2	0.1	0.001	N	D+	36	0.93	45.3	D+	36.2	0.9	45.8	0.5	0.002	N		
23 Junipero-Foothill/Page Mill Road	F	126	1.23	177	F	125.9	1.2	177.1	0.1	0	N	F	109.2	1.136	151.4	F	109.9	1.1	152.6	1.2	0.003	N		
24 Junipero/Stanford	B	14.2	0.721	20.6	B	14.2	0.7	20.6	0.0	0.001	N	C+	20.6	0.794	25.6	C+	20.8	0.8	26.3	0.7	0.011	N		
25 Junipero/Campus East	B	14	0.606	19.8	B	14.0	0.6	19.8	0.0	0.001	N	B	13.6	0.618	16.9	B	13.7	0.6	17.0	0.1	0.011	N		
26 Junipero/Campus West	D	50.8	0.687	62.3	D-	51.2	0.7	62.9	0.6	0.01	N	E-	79.8	0.995	103.8	F	80.4	1.0	105.8	2.0	0.00	N		
27 Junipero/Alpine-Santa Cruz	D+	36.6	0.902	41.5	D+	36.9	0.9	41.9	0.4	0.004	N	D	48.8	0.963	50.7	D	49.7	1.0	51.9	1.2	0.006	N		
28 Sand Hill Cir I-280/Sand Hill	D+	36.9	0.723	31.5	D+	37.4	0.7	31.9	0.4	0.001	N	C+	22.4	0.722	25.1	C+	22.3	0.7	25.2	0.1	0	N		
29 Sharon Park/Sand Hill	C	30.7	0.842	29.6	C	30.7	0.8	29.7	0.1	0.001	N	C	27.8	0.892	32.8	C	27.7	0.9	32.8	0.0	0	N		
30 Santa Cruz/Sand Hill	D-	52.5	1.067	82.1	D-	53.7	1.1	84.6	2.5	0.007	N	D	44.7	0.832	44.8	D	44.9	0.8	44.8	0.0	-0.001	N		
31 Oak/Sand Hill	A	9	0.702	10.3	A	9.0	0.7	10.3	0.0	0.002	N	A	9	0.847	11.1	A	8.9	0.8	11.1	0.0	-0.001	N		
32 Stock Farm/Sand Hill	B	17	0.627	19.6	B	17.2	0.6	19.9	0.3	0.007	N	C-	34.4	0.833	42.7	C-	34.0	0.8	42.3	-0.4	-0.001	N		
33 Pasteur/Sand Hill	B-	18.5	0.585	20	B	16.3	0.6	17.4	-2.6	0.001	N	C	26.8	0.678	31	C	23.4	0.7	27.2	-3.8	-0.001	N		

LOS Comparison
Based on MP / PA Criteria

TDM + Signal Adaptive
+ Ped / Bike Undercrossings

#	Intersection	2025 No Build				2025 + SUMC_TDM + crossings				2025 No Build				2025 + SUMC_TDM + crossings				2025 + SUMC_TDM + crossings			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
34	Arboretum/Sand Hill	C+	20.5	0.52	23.4	B-	18.2	0.5	21.0	C	28.1	0.5	28.5	C	28.1	0.5	28.5	C	28.1	0.5	28.5
35	Arboretum/Quarry	C	31.6	0.517	32.3	C	28.1	0.5	28.5	C	28.1	0.5	28.5	C	28.1	0.5	28.5	C	28.1	0.5	28.5
36	Arboretum/Palm	C	24.6	0.856	30.5	C+	21.3	0.9	26.5	C+	21.3	0.9	26.5	C+	21.3	0.9	26.5	B-	18.7	0.8	20.9
37	Arboretum/Galvez *	E	38.8	0.772	38.8	E	40.8	0.8	40.8	F	230.5	1.463	230.5	F	239.0	1.5	239.0	F	239.0	1.5	239.0
38	ECR/Charleston	D-	53.1	0.877	55.3	D	46.9	0.9	49.0	E	65.4	0.992	75	E+	57.6	1.0	66.0	E+	57.6	1.0	66.0
39	Alma/Charleston	E+	55.8	0.965	62	D	49.4	1.0	54.9	E-	76.2	1.055	87.8	E	67.6	1.1	77.5	E	67.6	1.1	77.5
40	Middlefield/Charleston	D	46.6	0.828	49.4	D	41.1	0.8	43.5	D	47.5	0.848	51.5	D	41.9	0.8	45.4	D	41.9	0.8	45.4
41	Middlefield/Hamilton	B	17	0.508	17.9	B	15.1	0.5	15.9	B-	18.7	0.431	19.3	B	16.5	0.4	17.0	B	16.5	0.4	17.0
42	Alma/Hamilton	B	14.3	0.59	16.1	B	12.8	0.6	14.3	C+	22.8	0.6	30.1	C	29.6	0.7	37.3	B-	18.4	0.7	20.1
43	University/Santa Cruz	C+	22.8	0.612	30	C+	22.8	0.6	30.1	C	29.5	0.718	37.3	C	29.6	0.7	37.3	C	29.6	0.7	37.3
44	ECR/Oak Grove	C	30.4	0.655	29.2	C	26.7	0.7	25.7	D+	35	0.745	34	C	30.8	0.7	29.9	C	30.8	0.7	29.9
45	Middlefield/Ringwood	C	30.4	0.704	34	C	30.4	0.7	33.7	C-	33.8	0.868	43.6	C-	34.2	0.9	43.7	C-	34.2	0.9	43.7
46	Middlefield/Ravenwood	C	30.6	0.865	41.6	C	28.4	0.8	38.9	D-	54.1	1.008	73.4	D-	54.9	1.0	74.4	D-	54.9	1.0	74.4
47	ECR/Encinal	C+	20.2	0.658	18	B	17.7	0.7	15.8	C+	21.3	0.686	23.7	B-	18.7	0.7	20.9	B-	18.7	0.7	20.9
48	Bay/Marsh	B	13.3	0.606	14.9	B	13.3	0.6	14.9	B	12.6	0.537	13.9	B	12.7	0.5	13.9	B	12.7	0.5	13.9
49	US 101SB/Marsh	B-	19.2	0.812	21.2	B-	19.2	0.8	21.2	C	28.1	0.954	31.3	C	28.1	1.0	31.4	C	28.1	1.0	31.4
50	US 101NB/Marsh	B	15.1	0.612	16	B	15.1	0.6	16.0	C+	21.3	0.932	25	C+	21.3	0.9	25.0	C+	21.3	0.9	25.0
51	Bay/Willow	B-	18.8	0.648	23	B-	18.8	0.7	23.0	B	17.5	0.619	21.2	B	18.0	0.7	16.7	B	18.0	0.7	16.7
52	Bayfront Expy/Willow	D	42.5	0.969	65.3	D	42.8	1.0	66.0	F	115.6	1.221	147.7	F	116.7	1.2	149.0	F	116.7	1.2	149.0
53	Bayfront Expy/University	D	43.5	1.057	86.8	D	43.9	1.1	87.6	F	104.6	1.167	120.8	F	105.5	1.2	121.9	F	105.5	1.2	121.9
54	Bay/University	D+	38.8	0.836	43.7	D+	38.8	0.8	43.8	F	96.1	1.166	129.2	F	96.4	1.2	129.6	F	96.4	1.2	129.6
55	Donohoe/University	E	73.9	1.018	81.6	E	74.2	1.0	82.0	D	43	0.899	51.4	D	43.0	0.9	51.4	D	43.0	0.9	51.4
56	Weich/Quarry	C+	20.9	0.558	24.1	C+	21.0	0.6	24.7	C+	21.4	0.541	23.1	C+	22.3	0.6	23.9	C+	22.3	0.6	23.9
57	Durand/Sand Hill	B	12.1	0.662	10.4	B+	10.7	0.9	9.2	B-	19.5	0.617	19.4	B	17.3	0.6	17.2	B	17.3	0.6	17.2
58	Pasteur NB/Weich	A	8.8	0.354	10.3	A	9.0	0.4	10.5	B+	10.5	0.433	10.9	B+	10.5	0.4	11.0	B+	10.5	0.4	11.0
59	Pasteur SB/Weich	B+	10.1	0.31	10.1	B+	10.0	0.3	10.1	A	8.5	0.272	9	A	8.8	0.3	9.3	A	8.8	0.3	9.3
60	Durand/Weich	C-	32.5	0.732	37.9	C-	33.1	0.7	38.9	C	26.8	0.631	26.4	C	27.2	0.6	26.5	C	27.2	0.6	26.5
61	Bowdoin St/Stanford Ave *	C	23.5	0.887	23.5	C	23.6	0.9	23.6	D	31.4	0.921	31.4	D	31.5	0.9	31.5	D	31.5	0.9	31.5
62	I-280 NB Off-Ramp / Alpine Road *	F	323.6	2.474	323.6	F	325.8	2.5	325.8	F	205.7	1.789	205.7	F	207.0	1.8	207.0	F	207.0	1.8	207.0
63	I-280 SB Off-Ramp / Alpine Road *	F	273.7	1.705	273.7	F	275.5	1.7	275.5	C	24.7	0.558	24.7	C	24.7	0.6	24.7	C	24.7	0.6	24.7
64	I-280 NB Off-Ramp / Page Mill Road *	E	44.6	0.632	44.6	E	44.6	0.6	44.6	C	16.1	0.276	16.1	C	16.1	0.3	16.1	C	16.1	0.3	16.1
65	I-280 SB Off-Ramp / Page Mill Road *	F	122.6	1.386	122.6	F	122.8	1.4	122.8	F	100.9	1.497	100.9	F	101.1	1.5	101.1	F	101.1	1.5	101.1
66	Footfall Expy / Arastradero Road	F	105.8	0.743	185	F	105.6	0.7	184.2	F	97	0.811	140	F	96.9	0.8	139.4	F	96.9	0.8	139.4

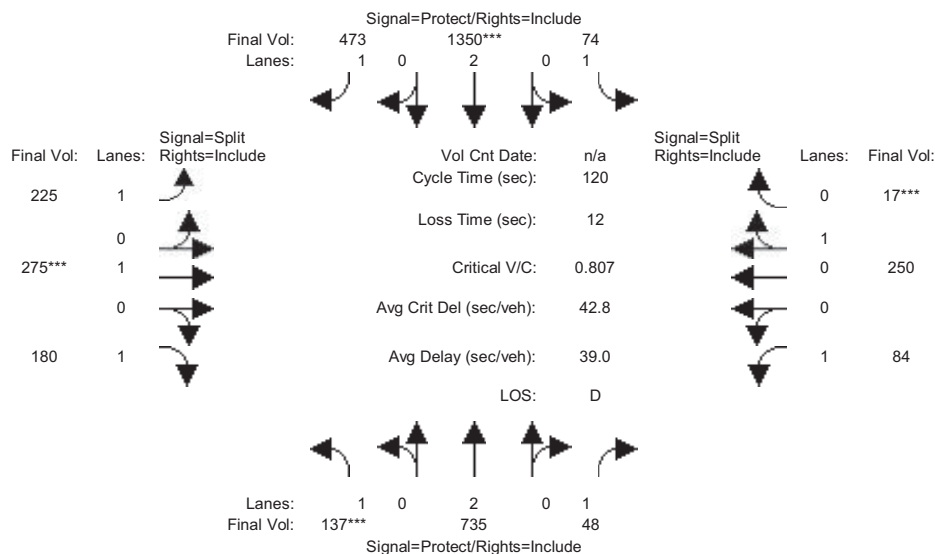
TDM = GO Pass + remote parking at East Bay (Ardenwood)

* Unsignalized

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC_TDM

Intersection #1: El Camino Real / Valparaiso Ave



Street Name:	El Camino Real						Valparaiso Avenue - Glenwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	136	710	44	74	1346	473	225	275	180	83	250	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	710	44	74	1346	473	225	275	180	83	250	17
Added Vol:	1	25	4	0	4	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	735	48	74	1350	473	225	275	180	84	250	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	735	48	74	1350	473	225	275	180	84	250	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	735	48	74	1350	473	225	275	180	84	250	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	735	48	74	1350	473	225	275	180	84	250	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.94	0.06
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1685	115

Capacity Analysis Module:

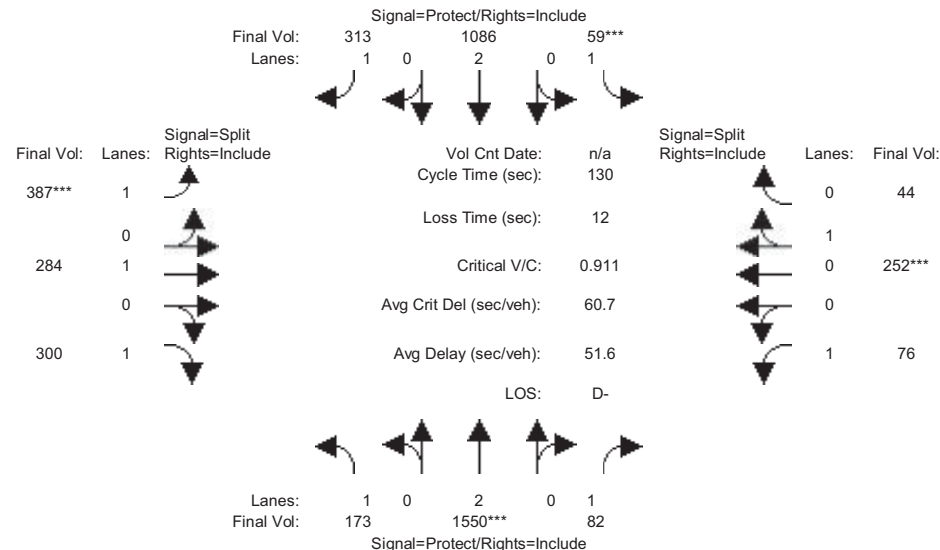
Vol/Sat:	0.08	0.19	0.03	0.04	0.36	0.27	0.13	0.14	0.10	0.05	0.15	0.15
Crit Moves:	****				****		****					****
Green Time:	11.6	45.0	45.0	19.4	52.8	52.8	21.5	21.5	21.5	22.0	22.0	22.0
Volume/Cap:	0.81	0.52	0.07	0.26	0.81	0.61	0.72	0.81	0.57	0.26	0.81	0.81
Delay/Veh:	77.2	29.4	24.1	44.5	32.2	27.3	54.1	60.5	47.6	42.4	60.6	60.6
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:	77.2	29.4	24.1	44.5	32.2	27.3	54.1	60.5	47.6	42.4	60.6	60.6
LOS by Move:	E-	C	C	D	C-	C	D-	E	D	D	E	E
HCM2kAvgQ:	6	10	1	2	21	14	10	12	7	3	12	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	173	1552	82	59	1058	313	387	284	299	71	252	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1552	82	59	1058	313	387	284	299	71	252	44
Added Vol:	0	-2	0	0	28	0	0	0	1	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1550	82	59	1086	313	387	284	300	76	252	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1550	82	59	1086	313	387	284	300	76	252	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1550	82	59	1086	313	387	284	300	76	252	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	173	1550	82	59	1086	313	387	284	300	76	252	44

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1532	268

Capacity Analysis Module:

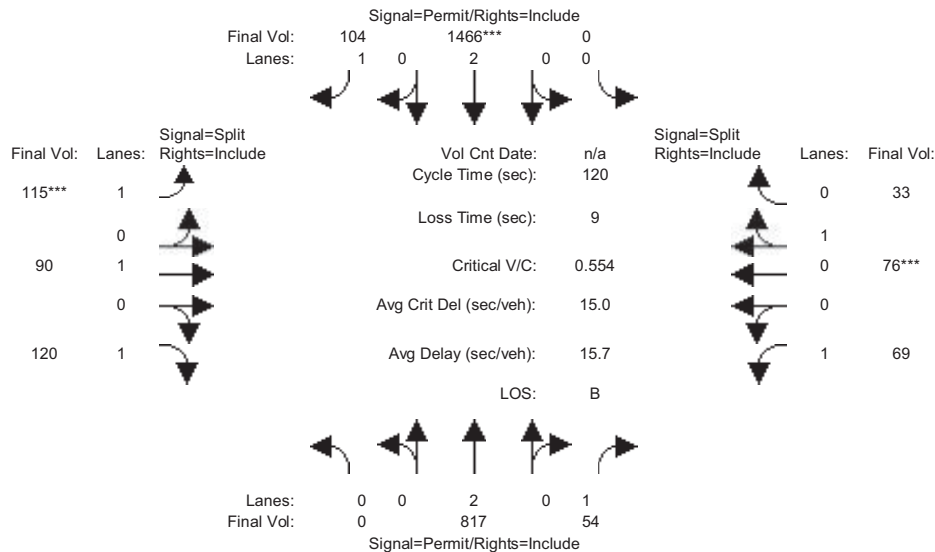
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.10	0.41	0.05	0.03	0.29	0.18	0.22	0.15	0.17	0.04	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	16.8	55.5	55.5	10.0	48.7	48.7	30.1	30.1	30.1	22.4	22.4	22.4
Volume/Cap:	0.76	0.96	0.11	0.44	0.76	0.48	0.96	0.65	0.74	0.25	0.96	0.96
Delay/Veh:	68.8	49.3	22.5	59.6	38.1	31.5	82.5	48.4	53.5	47.0	92.4	92.4
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:	68.8	49.3	22.5	59.6	38.1	31.5	82.5	48.4	53.5	47.0	92.4	92.4
LOS by Move:	E	D	C+	E+	D+	C	F	D	D-	D	F	F
HCM2kAvgQ:	7	32	2	2	19	10	21	11	13	3	17	17

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	787	54	0	1461	104	115	90	120	69	76	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	787	54	0	1461	104	115	90	120	69	76	33
Added Vol:	0	30	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	54	0	1466	104	115	90	120	69	76	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	817	54	0	1466	104	115	90	120	69	76	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	817	54	0	1466	104	115	90	120	69	76	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	817	54	0	1466	104	115	90	120	69	76	33

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1255	545

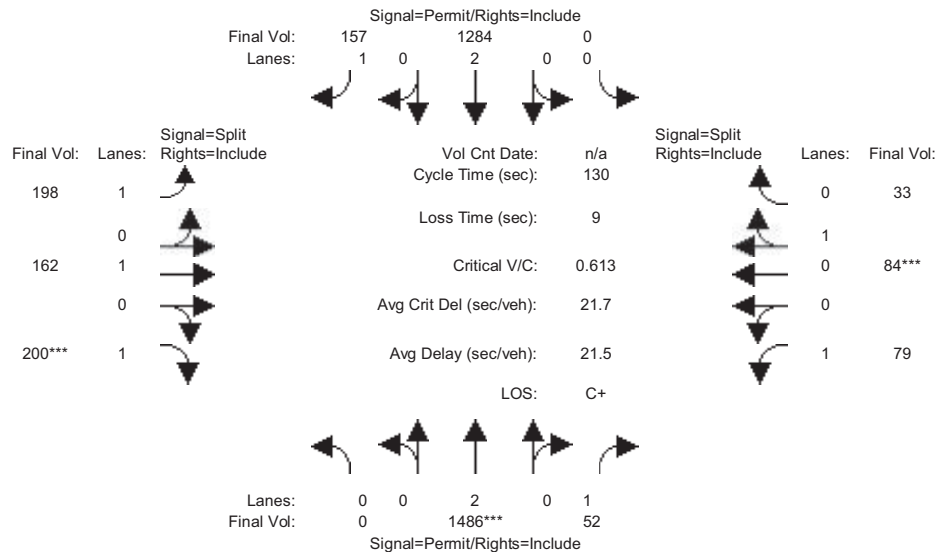
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.03	0.00	0.39	0.06	0.07	0.05	0.07	0.04	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	0.0	83.6	83.6	0.0	83.6	83.6	14.9	14.9	14.9	13.1	13.1	13.1
Volume/Cap:	0.00	0.31	0.04	0.00	0.55	0.09	0.53	0.38	0.55	0.36	0.55	0.55
Delay/Veh:	0.0	7.1	5.7	0.0	9.2	5.9	51.8	49.4	52.5	50.7	54.1	54.1
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	7.1	5.7	0.0	9.2	5.9	51.8	49.4	52.5	50.7	54.1	54.1
LOS by Move:	A	A	A	A	A	A	D-	D	D-	D	D-	D-
HCM2kAvgQ:	0	6	1	0	13	1	5	3	5	3	5	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	52	0	1250	157	198	162	200	79	84	33
Added Vol:	0	-3	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1486	52	0	1284	157	198	162	200	79	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1486	52	0	1284	157	198	162	200	79	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1486	52	0	1284	157	198	162	200	79	84	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1486	52	0	1284	157	198	162	200	79	84	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1292	508

Capacity Analysis Module:

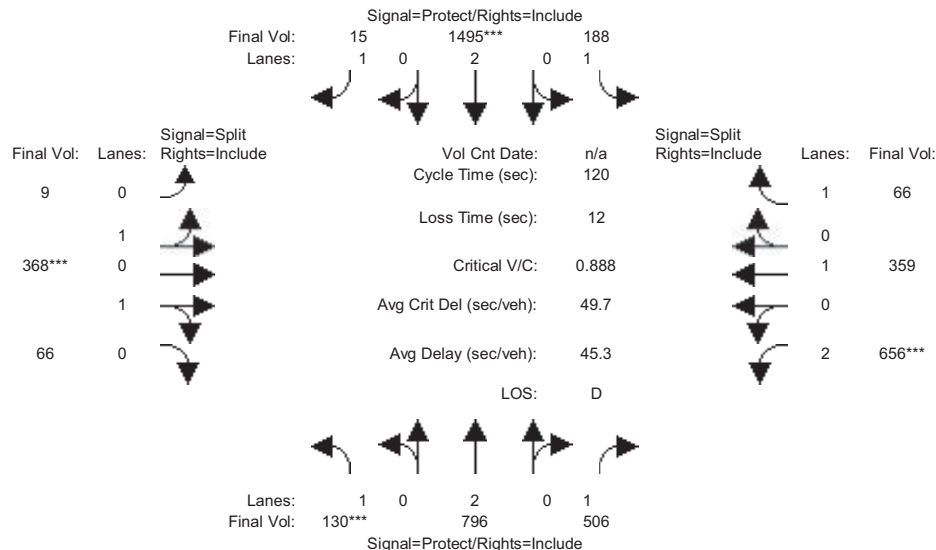
Vol/Sat:	0.00	0.39	0.03	0.00	0.34	0.09	0.11	0.09	0.11	0.05	0.07	0.07
Crit Moves:	****						****			****		
Green Time:	0.0	83.0	83.0	0.0	83.0	83.0	24.2	24.2	24.2	13.8	13.8	13.8
Volume/Cap:	0.00	0.61	0.05	0.00	0.53	0.14	0.61	0.46	0.61	0.43	0.61	0.61
Delay/Veh:	0.0	14.4	8.8	0.0	13.1	9.4	51.8	48.0	52.0	56.0	61.3	61.3
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	14.4	8.8	0.0	13.1	9.4	51.8	48.0	52.0	56.0	61.3	61.3
LOS by Move:	A	B	A	A	B	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	16	1	0	13	3	9	6	9	4	6	6

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

Stanford EIR

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Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	130	766	500	188	1490	15	9	368	66	667	359	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	766	500	188	1490	15	9	368	66	667	359	66
Added Vol:	0	30	6	0	5	0	0	0	0	-11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	796	506	188	1495	15	9	368	66	656	359	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	796	506	188	1495	15	9	368	66	656	359	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	796	506	188	1495	15	9	368	66	656	359	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	796	506	188	1495	15	9	368	66	656	359	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	73	2991	536	3150	1900	1750

Capacity Analysis Module:

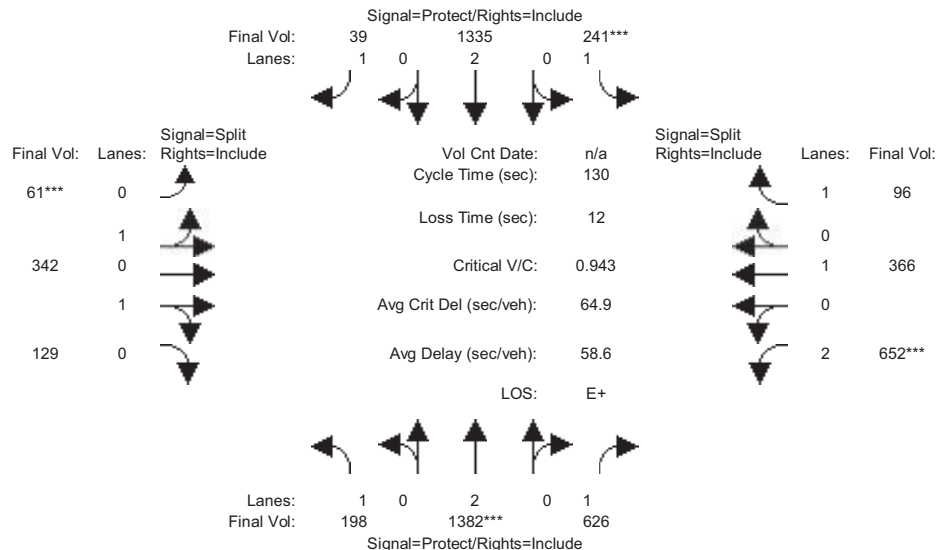
Vol/Sat:	0.07	0.21	0.29	0.11	0.39	0.01	0.12	0.12	0.12	0.21	0.19	0.04
Crit Moves:	***			***			***			***		
Green Time:	10.0	46.1	46.1	17.1	53.2	53.2	16.6	16.6	16.6	28.1	28.1	28.1
Volume/Cap:	0.89	0.55	0.75	0.75	0.89	0.02	0.89	0.89	0.89	0.89	0.81	0.16
Delay/Veh:	97.5	29.2	36.8	61.5	36.9	18.8	68.2	68.2	68.2	57.0	53.6	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.5	29.2	36.8	61.5	36.9	18.8	68.2	68.2	68.2	57.0	53.6	36.7
LOS by Move:	F	C	D+	E	D+	B-	E	E	E	E+	D-	D+
HCM2kAvgQ:	6	11	18	7	27	0	12	12	12	16	13	2

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

Stanford EIR

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Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	1385	638	241	1301	39	61	342	129	645	366	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1385	638	241	1301	39	61	342	129	645	366	96
Added Vol:	0	-3	-12	0	34	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1382	626	241	1335	39	61	342	129	652	366	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1382	626	241	1335	39	61	342	129	652	366	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1382	626	241	1335	39	61	342	129	652	366	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1382	626	241	1335	39	61	342	129	652	366	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	413	2314	873	3150	1900	1750

Capacity Analysis Module:

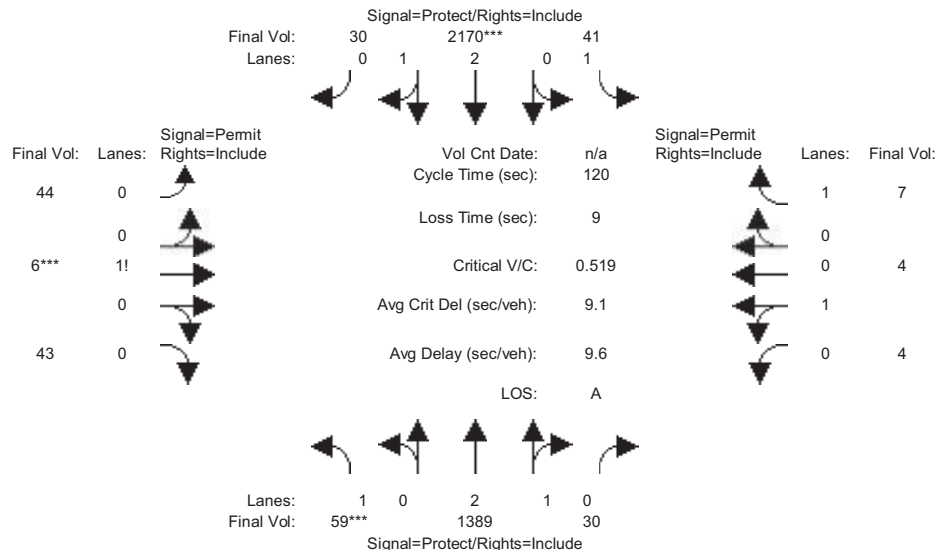
Vol/Sat:	0.11	0.36	0.36	0.14	0.35	0.02	0.15	0.15	0.15	0.21	0.19	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.8	50.1	50.1	19.0	52.3	52.3	20.4	20.4	20.4	28.5	28.5	28.5
Volume/Cap:	0.87	0.94	0.93	0.94	0.87	0.06	0.94	0.94	0.94	0.94	0.88	0.25
Delay/Veh:	84.6	51.0	57.3	95.9	41.7	23.8	78.8	78.8	78.8	71.3	67.7	42.2
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:	84.6	51.0	57.3	95.9	41.7	23.8	78.8	78.8	78.8	71.3	67.7	42.2
LOS by Move:	F	D-	E+	F	D	C	E-	E-	E-	E	E	D
HCM2kAvgQ:	9	29	28	12	26	1	15	15	15	18	15	3

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

Stanford EIR

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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	59	1353	30	41	2176	30	44	6	43	4	4	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:	59	1353	30	41	2176	30	44	6	43	4	4	7
Added Vol:	0	36	0	0	-6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1389	30	41	2170	30	44	6	43	4	4	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:	59	1389	30	41	2170	30	44	6	43	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1389	30	41	2170	30	44	6	43	4	4	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1389	30	41	2170	30	44	6	43	4	4	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.48	0.06	0.46	0.50	0.50	1.00
Final Sat.:	1750	5481	118	1750	5524	76	828	113	809	900	900	1750

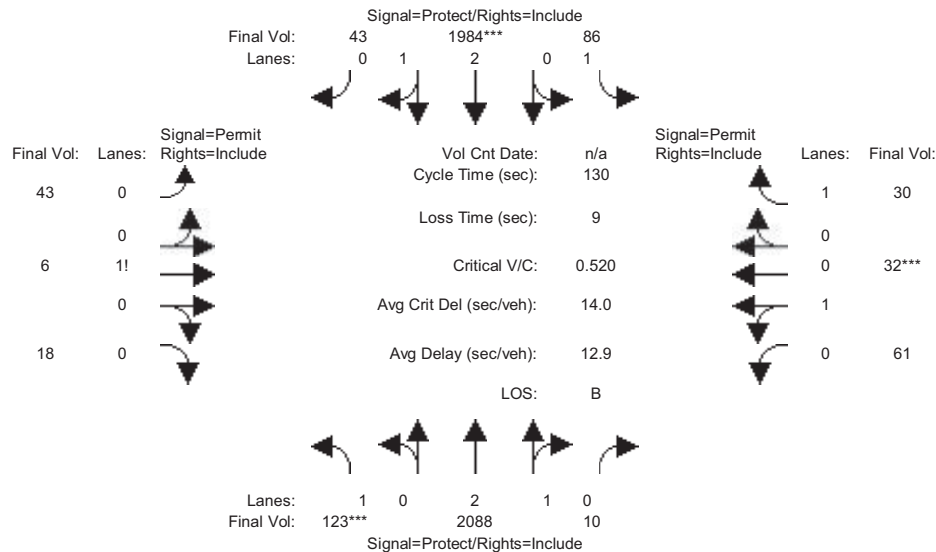
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.39	0.39	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.8	80.2	80.2	18.5	90.9	90.9	12.3	12.3	12.3	12.3	12.3	12.3
Volume/Cap:	0.52	0.38	0.38	0.15	0.52	0.52	0.52	0.52	0.52	0.04	0.04	0.04
Delay/Veh:	58.5	8.9	8.9	44.2	5.9	5.9	53.7	53.7	53.7	48.6	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	8.9	8.9	44.2	5.9	5.9	53.7	53.7	53.7	48.6	48.6	48.6
LOS by Move:	E+	A	A	D	A	A	D-	D-	D-	D	D	D
HCM2kAvgQ:	2	8	8	1	10	10	4	4	4	0	0	0

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

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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	123	2103	10	86	1943	43	43	6	18	61	32	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	2103	10	86	1943	43	43	6	18	61	32	30
Added Vol:	0	-15	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2088	10	86	1984	43	43	6	18	61	32	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2088	10	86	1984	43	43	6	18	61	32	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2088	10	86	1984	43	43	6	18	61	32	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2088	10	86	1984	43	43	6	18	61	32	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5573	27	1750	5481	119	1123	157	470	1181	619	1750

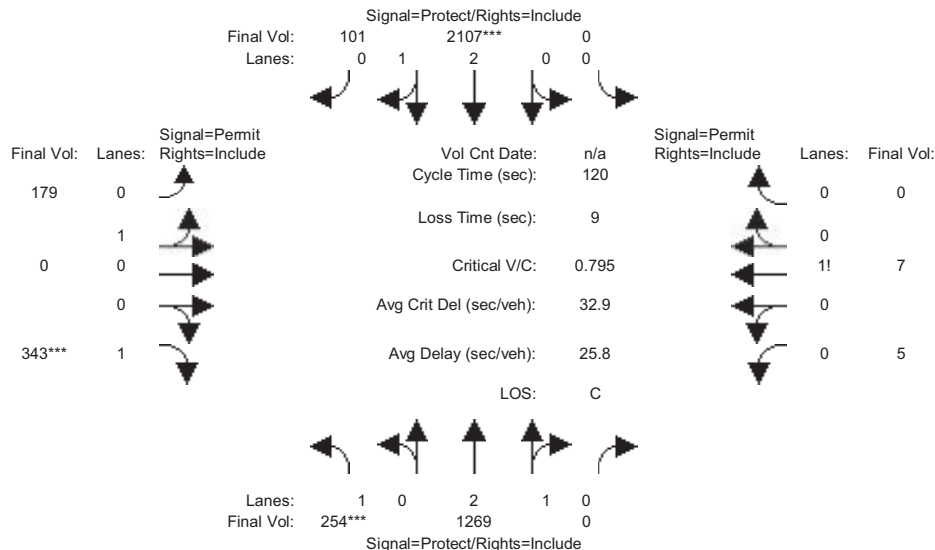
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.05	0.36	0.36	0.04	0.04	0.04	0.05	0.05	0.02
Crit Moves:	***			***						***		
Green Time:	17.6	94.5	94.5	13.6	90.5	90.5	12.9	12.9	12.9	12.9	12.9	12.9
Volume/Cap:	0.52	0.52	0.52	0.47	0.52	0.52	0.39	0.39	0.39	0.52	0.52	0.17
Delay/Veh:	54.3	7.9	7.9	56.7	9.5	9.5	56.2	56.2	56.2	58.3	58.3	54.1
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:	54.3	7.9	7.9	56.7	9.5	9.5	56.2	56.2	56.2	58.3	58.3	54.1
LOS by Move:	D-	A	A	E+	A	A	E+	E+	E+	E+	E+	D-
HCM2kAvgQ:	5	12	12	3	12	12	3	3	3	4	4	1

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

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Intersection #5: El Camino Real / Middle Ave



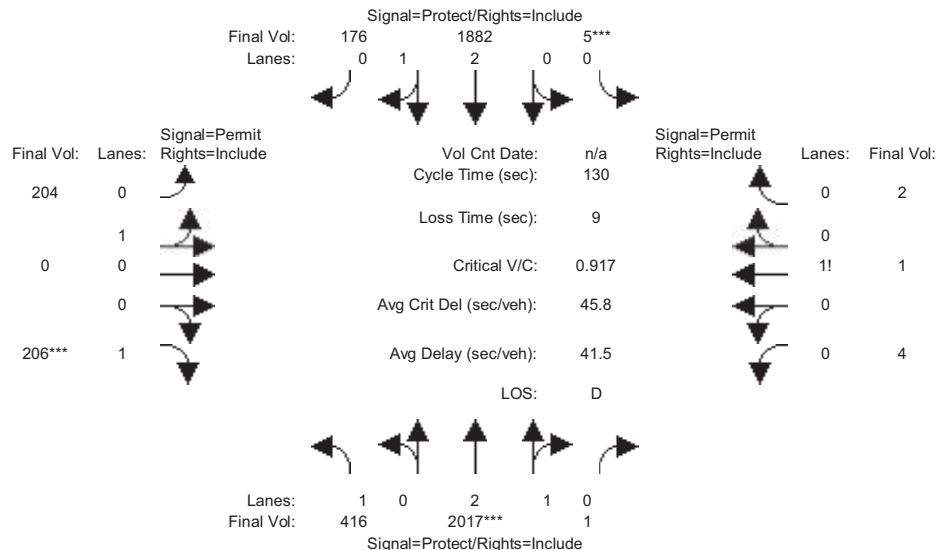
Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	1233	0	0	2113	101	179	0	343	5	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:	253	1233	0	0	2113	101	179	0	343	5	7	0
Added Vol:	1	36	0	0	-6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1269	0	0	2107	101	179	0	343	5	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:	254	1269	0	0	2107	101	179	0	343	5	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1269	0	0	2107	101	179	0	343	5	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
Final Volume:	254	1269	0	0	2107	101	179	0	343	5	7	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	1.00	0.00	1.00	0.42	0.58	0.00
Final Sat.:	1750	5600	0	0	5344	256	1800	0	1750	750	1050	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.00	0.00	0.39	0.39	0.10	0.00	0.20	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	21.9	81.4	0.0	0.0	59.5	59.5	29.6	0.0	29.6	29.6	29.6	0.0
Volume/Cap:	0.80	0.33	0.00	0.00	0.80	0.80	0.40	0.00	0.80	0.03	0.03	0.00
Delay/Veh:	59.8	8.1	0.0	0.0	26.8	26.8	38.4	0.0	52.2	34.3	34.3	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:	59.8	8.1	0.0	0.0	26.8	26.8	38.4	0.0	52.2	34.3	34.3	0.0
LOS by Move:	E+	A	A	A	C	C	D+	A	D-	C-	C-	A
HCM2kAvgQ:	10	6	0	0	23	23	6	0	15	0	0	0

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

Stanford EIR

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Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	416	2032	1	5	1841	176	204	0	205	4	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	2032	1	5	1841	176	204	0	205	4	1	2
Added Vol:	0	-15	0	0	41	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	2017	1	5	1882	176	204	0	206	4	1	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:	416	2017	1	5	1882	176	204	0	206	4	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	2017	1	5	1882	176	204	0	206	4	1	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
Final Volume:	416	2017	1	5	1882	176	204	0	206	4	1	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.73	0.26	1.00	0.00	1.00	0.57	0.14	0.29
Final Sat.:	1750	5597	3	13	5017	469	1800	0	1750	1000	250	500

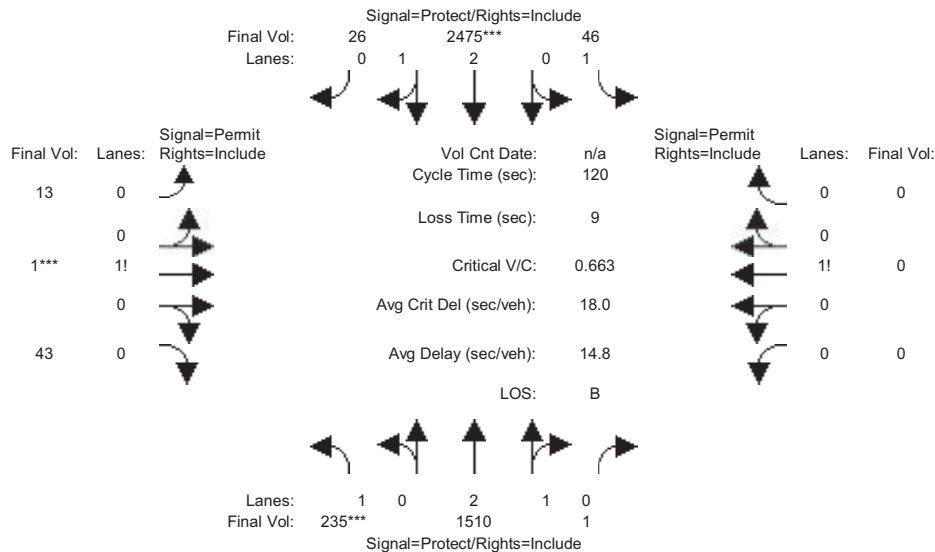
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	0.36	0.38	0.38	0.38	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	40.5	51.1	51.1	53.2	63.8	63.8	16.7	0.0	16.7	16.7	16.7	16.7
Volume/Cap:	0.76	0.92	0.92	0.92	0.76	0.76	0.88	0.00	0.92	0.03	0.03	0.03
Delay/Veh:	46.8	44.0	44.0	42.8	28.3	28.3	85.9	0.0	93.9	49.6	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	44.0	44.0	42.8	28.3	28.3	85.9	0.0	93.9	49.6	49.6	49.6
LOS by Move:	D	D	D	D	C	C	F	A	F	D	D	D
HCM2kAvgQ:	16	28	28	29	23	23	11	0	12	0	0	0

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

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Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	236	1473	1	46	2481	26	13	1	43	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:	236	1473	1	46	2481	26	13	1	43	0	0	0
Added Vol:	-1	37	0	0	-6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1510	1	46	2475	26	13	1	43	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:	235	1510	1	46	2475	26	13	1	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1510	1	46	2475	26	13	1	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	1510	1	46	2475	26	13	1	43	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5596	4	1750	5542	58	399	31	1320	0	1750	0

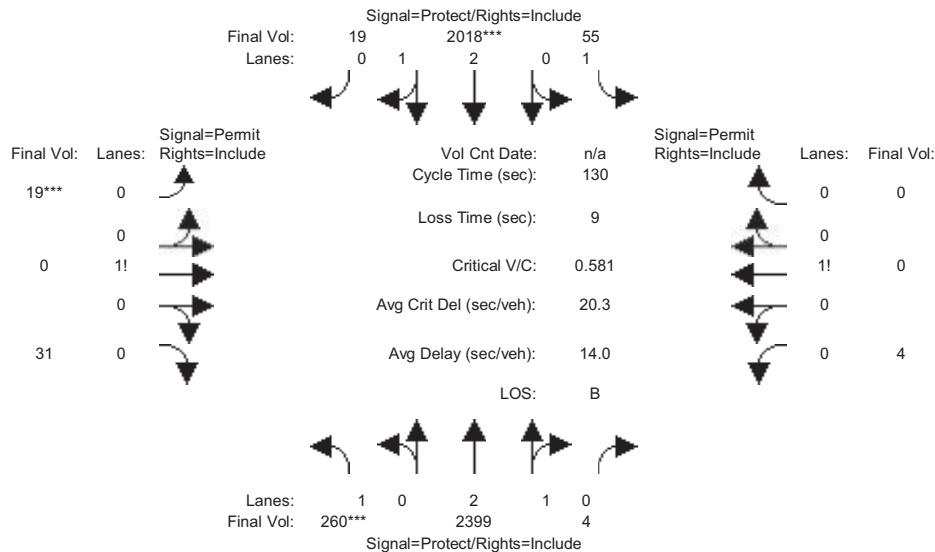
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.03	0.45	0.45	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	23.3	83.0	83.0	18.0	77.7	77.7	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.69	0.39	0.39	0.18	0.69	0.69	0.39	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	50.9	7.9	7.9	44.9	14.1	14.1	53.8	53.8	53.8	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:	50.9	7.9	7.9	44.9	14.1	14.1	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D	A	A	D	B	B	D-	D-	D-	A	A	A
HCM2kAvgQ:	10	8	8	1	19	19	3	3	3	0	0	0

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

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Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	260	2414	4	55	1976	19	19	0	31	4	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:	260	2414	4	55	1976	19	19	0	31	4	0	0
Added Vol:	0	-15	0	0	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2399	4	55	2018	19	19	0	31	4	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:	260	2399	4	55	2018	19	19	0	31	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2399	4	55	2018	19	19	0	31	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	2399	4	55	2018	19	19	0	31	4	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5591	9	1750	5548	52	665	0	1085	1750	0	0

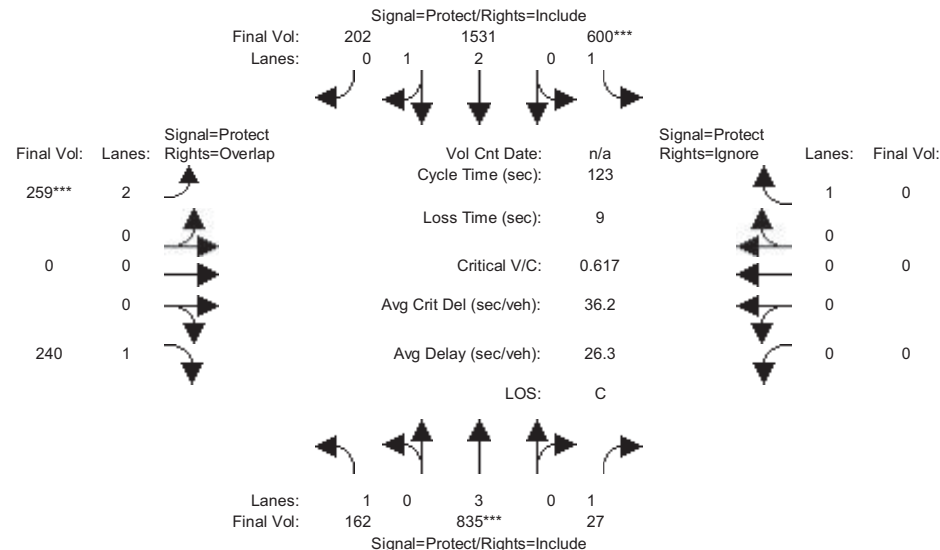
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.43	0.03	0.36	0.36	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	32.2	98.6	98.6	12.4	78.8	78.8	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.60	0.57	0.57	0.33	0.60	0.60	0.37	0.00	0.37	0.03	0.00	0.00
Delay/Veh:	45.6	6.8	6.8	56.1	16.1	16.1	58.7	0.0	58.7	55.6	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:	45.6	6.8	6.8	56.1	16.1	16.1	58.7	0.0	58.7	55.6	0.0	0.0
LOS by Move:	D	A	A	E+	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	10	14	14	2	16	16	2	0	2	0	0	0

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

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real						Sand Hill Road - Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	0	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	154	817	27	600	1536	406	240	0	220	0	0	639
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	817	27	600	1536	406	240	0	220	0	0	639
Added Vol:	8	18	0	0	-5	-3	19	0	20	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	835	27	600	1531	403	259	0	240	0	0	638
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	162	835	27	600	1531	202	259	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	835	27	600	1531	202	259	0	240	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	162	835	27	600	1531	202	259	0	240	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4948	651	3150	0	1750	0	0	1750

Capacity Analysis Module:

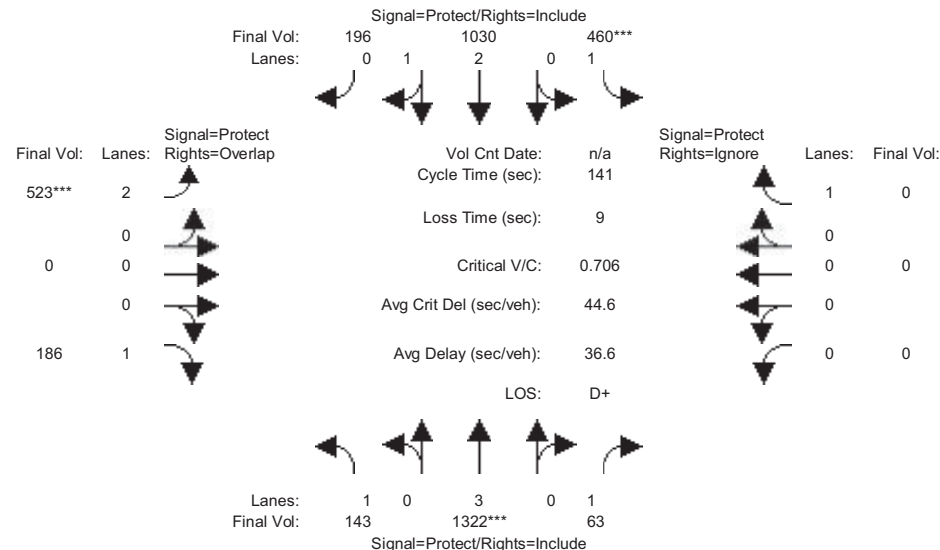
Vol/Sat:	0.09	0.15	0.02	0.34	0.31	0.31	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.5	29.2	29.2	68.4	75.1	75.1	16.4	0.0	38.9	0.0	0.0	0.0
Volume/Cap:	0.51	0.62	0.06	0.62	0.51	0.51	0.62	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	46.6	42.8	36.4	19.7	13.6	13.6	53.1	0.0	33.9	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:	46.6	42.8	36.4	19.7	13.6	13.6	53.1	0.0	33.9	0.0	0.0	0.0
LOS by Move:	D	D	D+	B-	B	B	D-	A	C-	A	A	A
HCM2kAvgQ:	6	10	1	17	12	12	6	0	8	0	0	0

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

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	1331	64	460	1010	370	530	0	184	0	0	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1331	64	460	1010	370	530	0	184	0	0	454
Added Vol:	30	-9	-1	0	20	22	-7	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	1322	63	460	1030	392	523	0	186	0	0	454
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	143	1322	63	460	1030	196	523	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1322	63	460	1030	196	523	0	186	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	143	1322	63	460	1030	196	523	0	186	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4704	895	3150	0	1750	0	0	1750

Capacity Analysis Module:

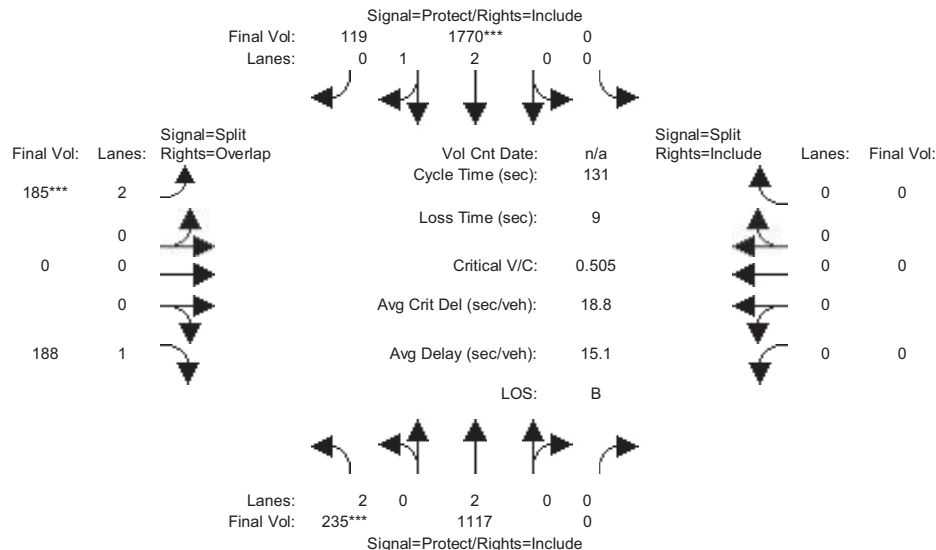
Vol/Sat:	0.08	0.23	0.04	0.26	0.22	0.22	0.17	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.9	46.3	46.3	52.5	72.0	72.0	33.2	0.0	60.0	0.0	0.0	0.0
Volume/Cap:	0.43	0.71	0.11	0.71	0.43	0.43	0.71	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	51.2	42.6	33.1	41.2	21.7	21.7	52.6	0.0	26.2	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:	51.2	42.6	33.1	41.2	21.7	21.7	52.6	0.0	26.2	0.0	0.0	0.0
LOS by Move:	D-	D	C-	D	C+	C+	D-	A	C	A	A	A
HCM2kAvgQ:	6	17	2	19	11	11	13	0	5	0	0	0

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

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Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	231	1109	0	0	1750	124	166	0	155	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:	231	1109	0	0	1750	124	166	0	155	0	0	0
Added Vol:	4	8	0	0	20	-5	19	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1117	0	0	1770	119	185	0	188	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:	235	1117	0	0	1770	119	185	0	188	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	1117	0	0	1770	119	185	0	188	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	1117	0	0	1770	119	185	0	188	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.80	0.20	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5247	353	3150	0	1750	0	0	0

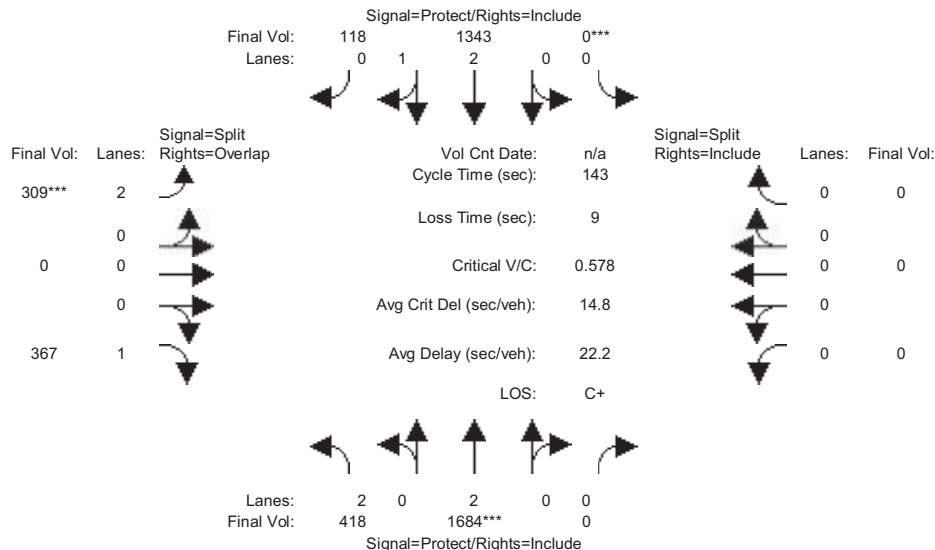
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.00	0.00	0.34	0.34	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	19.3	107	0.0	0.0	87.4	87.4	15.2	0.0	34.6	0.0	0.0	0.0
Volume/Cap:	0.51	0.36	0.00	0.00	0.51	0.51	0.51	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	52.3	3.2	0.0	0.0	11.0	11.0	55.5	0.0	40.4	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:	52.3	3.2	0.0	0.0	11.0	11.0	55.5	0.0	40.4	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	B+	B+	E+	A	D	A	A	A
HCM2kAvgQ:	6	6	0	0	13	13	5	0	7	0	0	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	389	1654	0	0	1342	97	319	0	370	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:	389	1654	0	0	1342	97	319	0	370	0	0	0
Added Vol:	29	30	0	0	1	21	-10	0	-3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	1684	0	0	1343	118	309	0	367	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:	418	1684	0	0	1343	118	309	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	1684	0	0	1343	118	309	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	418	1684	0	0	1343	118	309	0	367	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.75	0.25	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5147	452	3150	0	1750	0	0	0

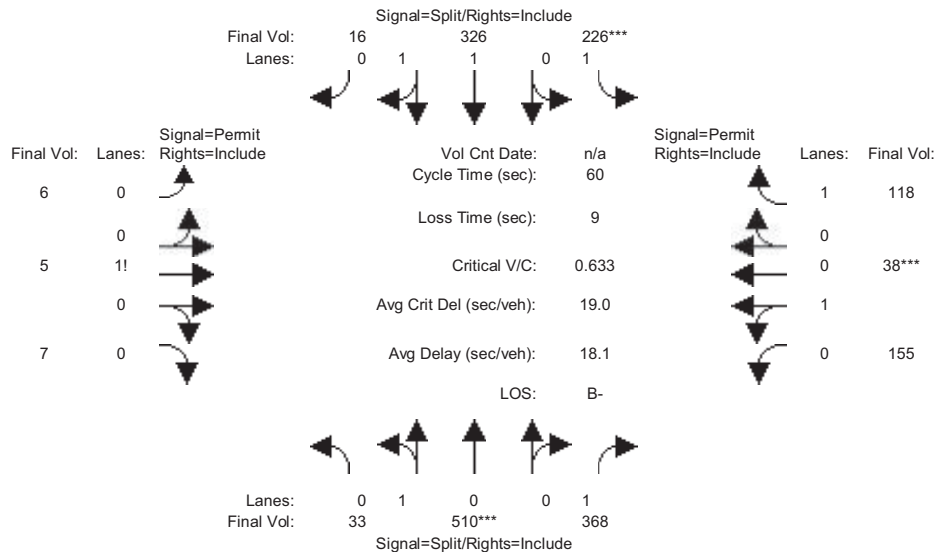
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.00	0.00	0.26	0.26	0.10	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.0	110	0.0	0.0	72.7	72.7	24.3	0.0	61.3	0.0	0.0	0.0
Volume/Cap:	0.51	0.58	0.00	0.00	0.51	0.51	0.58	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	45.9	7.2	0.0	0.0	23.5	23.5	56.2	0.0	30.1	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:	45.9	7.2	0.0	0.0	23.5	23.5	56.2	0.0	30.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E+	A	C	A	A	A
HCM2kAvgQ:	10	15	0	0	14	14	8	0	12	0	0	0

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

Stanford EIR

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Intersection #9: Alma St / Lytton Ave



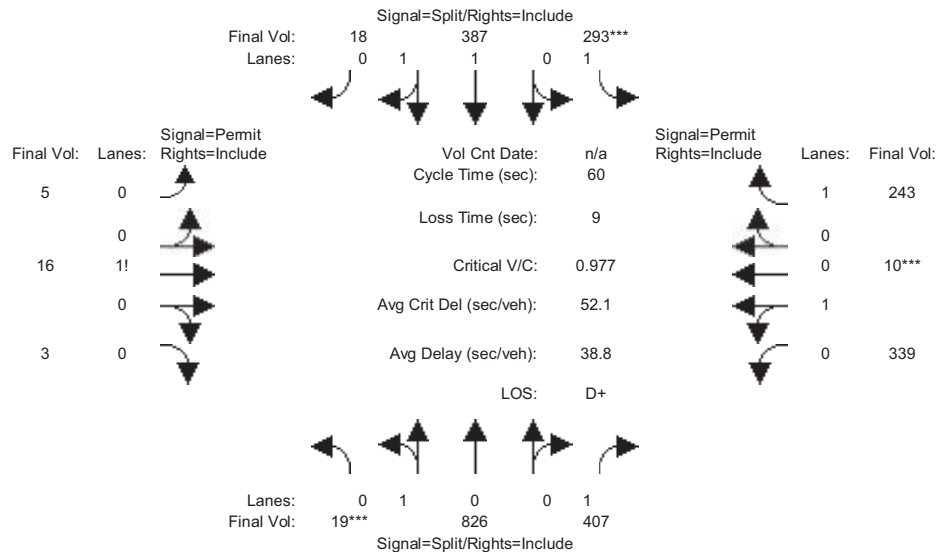
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	503	364	226	326	16	6	5	7	147	38	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	503	364	226	326	16	6	5	7	147	38	119
Added Vol:	0	7	4	0	0	0	0	0	0	8	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	510	368	226	326	16	6	5	7	155	38	118
User Adj:	1.00	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:	33	510	368	226	326	16	6	5	7	155	38	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	510	368	226	326	16	6	5	7	155	38	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	510	368	226	326	16	6	5	7	155	38	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.80	0.20	1.00
Final Sat.:	109	1691	1750	1750	3527	173	583	486	681	1446	354	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.21	0.13	0.09	0.09	0.01	0.01	0.01	0.11	0.11	0.07
Crit Moves:	****			****			****			****		
Green Time:	28.6	28.6	28.6	12.2	12.2	12.2	10.2	10.2	10.2	10.2	10.2	10.2
Volume/Cap:	0.63	0.63	0.44	0.63	0.45	0.45	0.06	0.06	0.06	0.63	0.63	0.40
Delay/Veh:	13.3	13.3	10.8	25.5	21.4	21.4	21.0	21.0	21.0	27.5	27.5	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	10.8	25.5	21.4	21.4	21.0	21.0	21.0	27.5	27.5	23.1
LOS by Move:	B	B	B+	C	C+	C+	C+	C+	C+	C	C	C
HCM2kAvgQ:	9	9	5	5	3	3	0	0	0	5	5	3

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

Stanford EIR

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Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	19	823	405	294	387	18	5	16	3	327	10	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	823	405	294	387	18	5	16	3	327	10	243
Added Vol:	0	3	2	-1	0	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	826	407	293	387	18	5	16	3	339	10	243
User Adj:	1.00	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:	19	826	407	293	387	18	5	16	3	339	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	826	407	293	387	18	5	16	3	339	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	826	407	293	387	18	5	16	3	339	10	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	40	1760	1750	1750	3535	164	365	1167	219	1748	52	1750

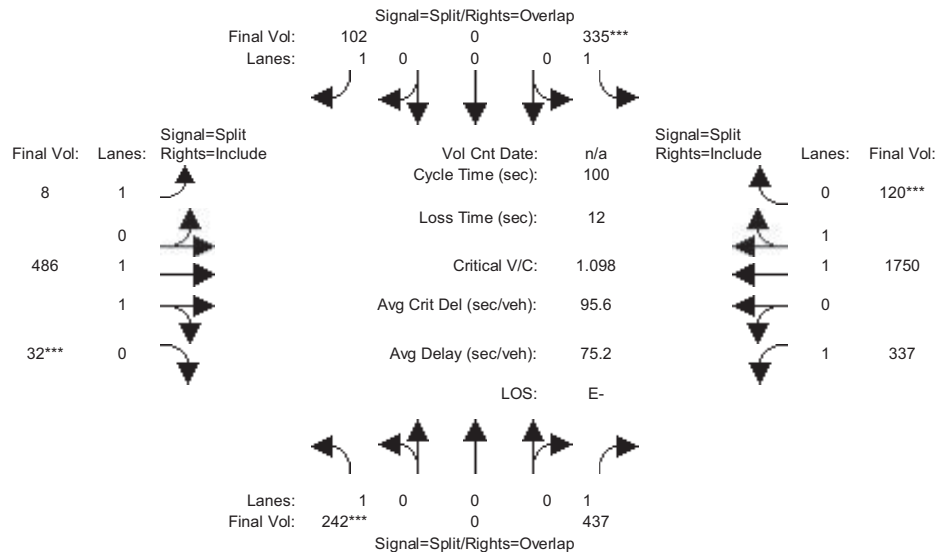
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.23	0.17	0.11	0.11	0.01	0.01	0.01	0.19	0.19	0.14
Crit Moves:	***			***						***		
Green Time:	28.8	28.8	28.8	10.3	10.3	10.3	11.9	11.9	11.9	11.9	11.9	11.9
Volume/Cap:	0.98	0.98	0.48	0.98	0.64	0.64	0.07	0.07	0.07	0.98	0.98	0.70
Delay/Veh:	40.3	40.3	11.0	70.4	25.3	25.3	19.6	19.6	19.6	65.3	65.3	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	40.3	11.0	70.4	25.3	25.3	19.6	19.6	19.6	65.3	65.3	28.6
LOS by Move:	D	D	B+	E	C	C	B-	B-	B-	E	E	C
HCM2kAvgQ:	24	24	6	11	5	5	0	0	0	12	12	6

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

Stanford EIR

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Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	0	437	313	0	102	8	471	32	337	1748	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	437	313	0	102	8	471	32	337	1748	113
Added Vol:	0	5	0	22	31	0	0	15	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	5	437	335	31	102	8	486	32	337	1750	120
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	242	0	437	335	0	102	8	486	32	337	1750	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	437	335	0	102	8	486	32	337	1750	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	0	437	335	0	102	8	486	32	337	1750	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1800	0	1800	1800	0	1800	1750	3471	229	1750	3462	237

Capacity Analysis Module:

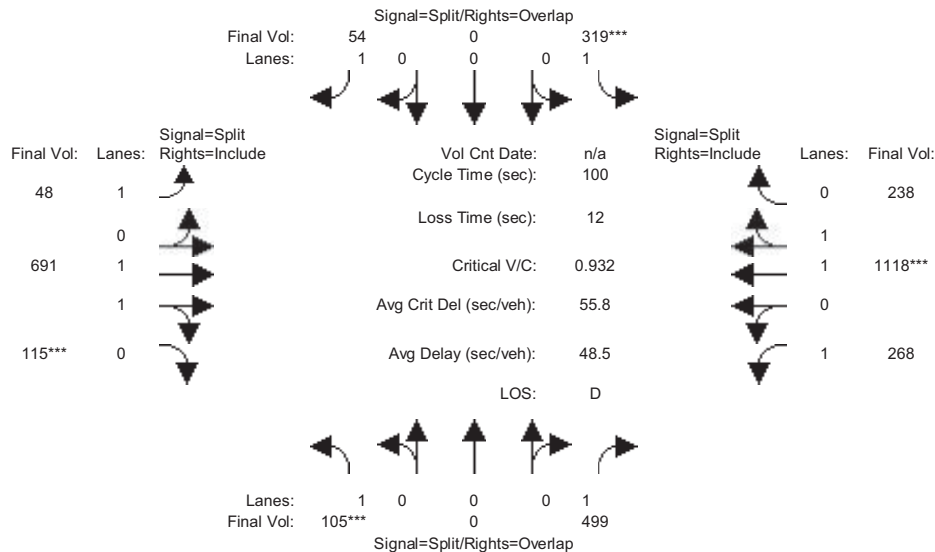
Vol/Sat:	0.13	0.00	0.24	0.19	0.00	0.06	0.00	0.14	0.14	0.19	0.51	0.51
Crit Moves:	***			***					***			***
Green Time:	12.2	0.0	58.3	17.0	0.0	29.7	12.8	12.8	12.8	46.0	46.0	46.0
Volume/Cap:	1.10	0.00	0.42	1.10	0.00	0.19	0.04	1.10	1.10	0.42	1.10	1.10
Delay/Veh:	109.7	0.0	11.7	115.6	0.0	26.2	38.3	114	114.3	18.4	80.7	80.7
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:	109.7	0.0	11.7	115.6	0.0	26.2	38.3	114	114.3	18.4	80.7	80.7
LOS by Move:	F	A	B+	F	A	C	D+	F	F	B-	F	F
HCM2kAvgQ:	14	0	8	19	0	2	0	12	12	7	43	43

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

Stanford EIR

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Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	0	499	317	0	54	48	693	115	268	1102	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	499	317	0	54	48	693	115	268	1102	213
Added Vol:	0	35	0	2	-3	0	0	-2	0	0	16	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	35	499	319	-3	54	48	691	115	268	1118	238
User Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	499	319	0	54	48	691	115	268	1118	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	499	319	0	54	48	691	115	268	1118	238
PCE Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	499	319	0	54	48	691	115	268	1118	238

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.71	0.29	1.00	1.64	0.36
Final Sat.:	1800	0	1800	1800	0	1800	1750	3172	528	1750	3050	649

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.28	0.18	0.00	0.03	0.03	0.22	0.22	0.15	0.37	0.37
Crit Moves:	***			***					***		***	
Green Time:	10.0	0.0	47.5	18.1	0.0	40.5	22.3	22.3	22.3	37.5	37.5	37.5
Volume/Cap:	0.58	0.00	0.58	0.98	0.00	0.07	0.12	0.98	0.98	0.41	0.98	0.98
Delay/Veh:	43.9	0.0	19.9	80.4	0.0	18.3	31.2	64.1	64.1	23.4	49.5	49.5
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:	43.9	0.0	19.9	80.4	0.0	18.3	31.2	64.1	64.1	23.4	49.5	49.5
LOS by Move:	D	A	B-	F	A	B-	C	E	E	C	D	D
HCM2kAvgQ:	4	0	12	15	0	1	1	16	16	6	25	25

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
128***	1	↖	0	1	↖
	0	↗	1	0	↗
206	2	↔	2	3	↔
	0	↕	0	0	↕
83	1	↘	1	1	↘

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
490***	1	↖	0	1	↖
	0	↗	1	0	↗
1423	3	↔	1423	3	↔
	0	↕	0	0	↕
51	1	↘	51	1	↘

Street Name:	El Camino Real						Galvez Street-Embarcadero Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			

Volume Module:												
Base Vol:	490	1419	102	308	1084	145	128	195	164	243	561	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1419	102	308	1084	145	128	195	164	243	561	233
Added Vol:	0	4	0	2	29	0	0	11	2	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1423	102	310	1113	145	128	206	166	243	563	233
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	490	1423	51	310	1113	73	128	206	83	243	563	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1423	51	310	1113	73	128	206	83	243	563	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	1423	51	310	1113	73	128	206	83	243	563	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.81	0.19	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	1750	5257	342	1750	3800	1750	1750	2616	1083

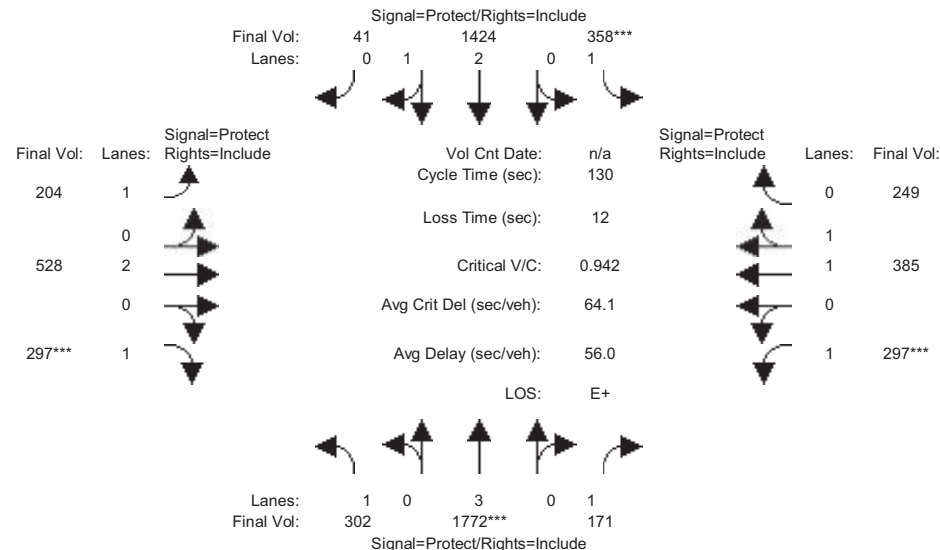
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.03	0.18	0.21	0.21	0.07	0.05	0.05	0.14	0.22	0.22
Crit Moves:	****				****		****				****	
Green Time:	42.4	43.5	43.5	30.9	32.0	32.0	11.1	15.5	15.5	28.1	32.6	32.6
Volume/Cap:	0.86	0.75	0.09	0.75	0.86	0.86	0.86	0.45	0.40	0.64	0.86	0.86
Delay/Veh:	53.5	40.0	29.7	53.2	52.5	52.5	95.1	54.0	54.1	50.2	54.7	54.7
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:	53.5	40.0	29.7	53.2	52.5	52.5	95.1	54.0	54.1	50.2	54.7	54.7
LOS by Move:	D-	D	C	D-	D-	D-	F	D-	D-	D	D-	D-
HCM2kAvgQ:	22	18	1	14	18	18	8	4	4	10	18	18

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real						Galvez Street-Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	300	1740	341	358	1427	82	204	529	594	297	372	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1740	341	358	1427	82	204	529	594	297	372	247
Added Vol:	2	32	0	0	-3	0	0	-1	0	0	13	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1772	341	358	1424	82	204	528	594	297	385	249
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	302	1772	171	358	1424	41	204	528	297	297	385	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1772	171	358	1424	41	204	528	297	297	385	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1772	171	358	1424	41	204	528	297	297	385	249

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	1.00	2.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	5700	1750	1750	5443	157	1750	3800	1750	1750	2246	1452

Capacity Analysis Module:

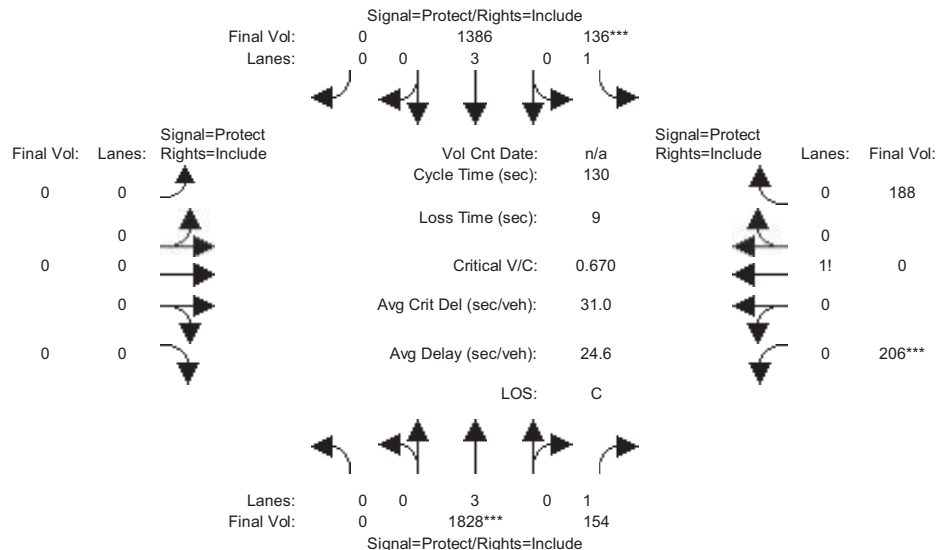
Vol/Sat:	0.17	0.31	0.10	0.20	0.26	0.26	0.12	0.14	0.17	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	28.3	42.9	42.9	28.2	42.9	42.9	19.0	23.4	23.4	23.4	27.9	27.9
Volume/Cap:	0.79	0.94	0.30	0.94	0.79	0.79	0.80	0.77	0.94	0.94	0.80	0.80
Delay/Veh:	59.0	52.5	32.6	81.6	42.0	42.0	69.8	56.1	88.2	88.2	54.2	54.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	52.5	32.6	81.6	42.0	42.0	69.8	56.1	88.2	88.2	54.2	54.2
LOS by Move:	E+	D-	C-	F	D	D	E	E+	F	F	D-	D-
HCM2kAvgQ:	14	27	5	19	19	19	11	12	17	17	14	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1824	154	133	1358	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1824	154	133	1358	0	0	0	0	206	0	188
Added Vol:	0	4	0	3	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1828	154	136	1386	0	0	0	0	206	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	1828	154	136	1386	0	0	0	0	206	0	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1828	154	136	1386	0	0	0	0	206	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
Final Volume:	0	1828	154	136	1386	0	0	0	0	206	0	188

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.52	0.00	0.48
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	915	0	835

Capacity Analysis Module:

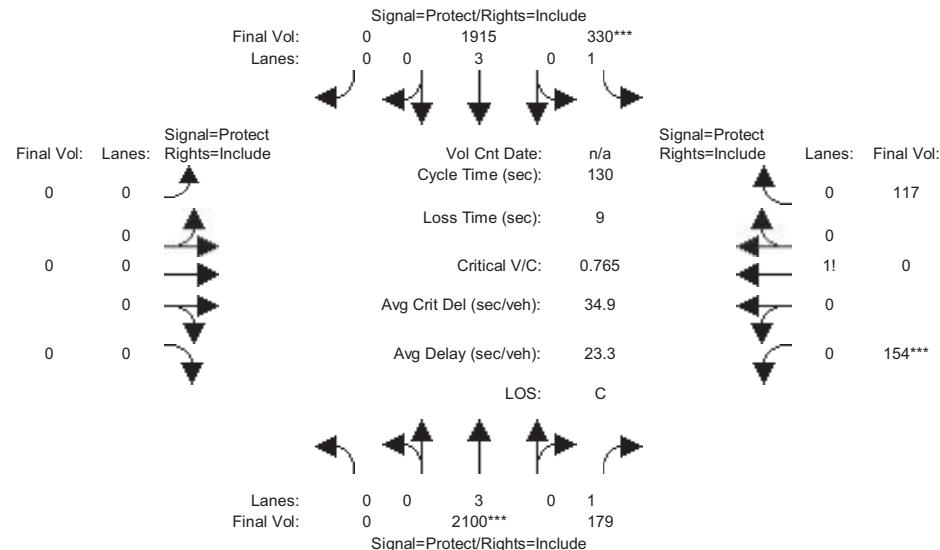
Vol/Sat:	0.00	0.32	0.09	0.08	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	62.2	62.2	15.1	77.3	0.0	0.0	0.0	0.0	43.7	0.0	43.7
Volume/Cap:	0.00	0.67	0.18	0.67	0.41	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	0.0	26.7	19.5	63.5	14.2	0.0	0.0	0.0	0.0	40.0	0.0	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:	0.0	26.7	19.5	63.5	14.2	0.0	0.0	0.0	0.0	40.0	0.0	40.0
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	18	4	7	10	0	0	0	0	14	0	14

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
Growth Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Added Vol:	0	32	0	0	-3	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2100	179	330	1915	0	0	0	0	154	0	117
User Adj:	1.00	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	2100	179	330	1915	0	0	0	0	154	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2100	179	330	1915	0	0	0	0	154	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2100	179	330	1915	0	0	0	0	154	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	994	0	756

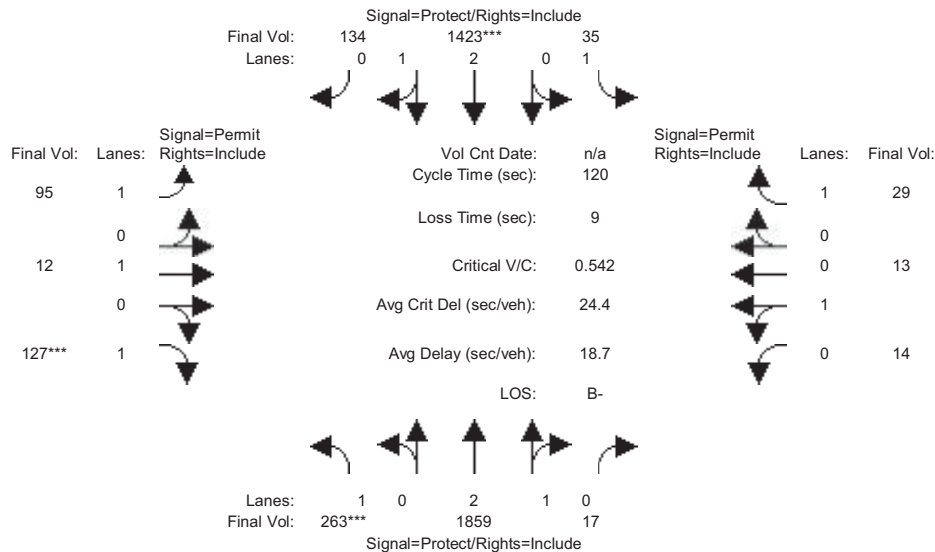
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.10	0.19	0.34	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****			****			****		
Green Time:	0.0	62.6	62.6	32.1	94.7	0.0	0.0	0.0	0.0	26.3	0.0	26.3
Volume/Cap:	0.00	0.76	0.21	0.76	0.46	0.00	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	0.0	29.0	19.6	53.4	7.3	0.0	0.0	0.0	0.0	58.5	0.0	58.5
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	29.0	19.6	53.4	7.3	0.0	0.0	0.0	0.0	58.5	0.0	58.5
LOS by Move:	A	C	B-	D-	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	23	4	15	10	0	0	0	0	10	0	10

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

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Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1855	17	35	1395	134	95	12	127	14	13	29
Added Vol:	0	4	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1859	17	35	1423	134	95	12	127	14	13	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1859	17	35	1423	134	95	12	127	14	13	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1859	17	35	1423	134	95	12	127	14	13	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	1859	17	35	1423	134	95	12	127	14	13	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5549	51	1750	5117	482	1750	1900	1750	933	867	1750

Capacity Analysis Module:

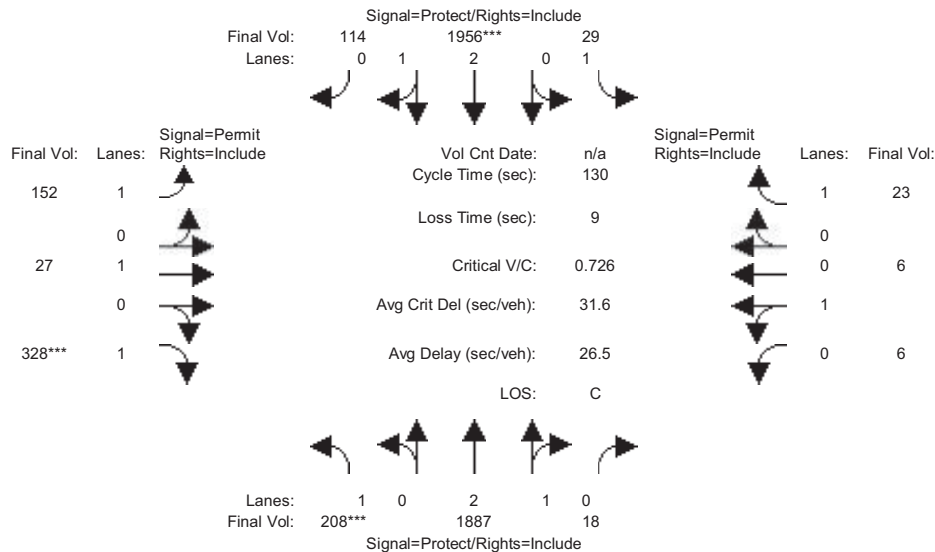
Vol/Sat:	0.15	0.34	0.34	0.02	0.28	0.28	0.05	0.01	0.07	0.02	0.02	0.02
Crit Moves:	***			****					****			
Green Time:	33.3	80.8	80.8	14.1	61.6	61.6	16.1	16.1	16.1	16.1	16.1	16.1
Volume/Cap:	0.54	0.50	0.50	0.17	0.54	0.54	0.41	0.05	0.54	0.11	0.11	0.12
Delay/Veh:	38.1	9.7	9.7	48.1	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
User DelAdj:	1.00	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	9.7	9.7	48.1	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
LOS by Move:	D+	A	A	D	B-	B-	D	D	D-	D	D	D
HCM2kAvgQ:	9	11	11	1	13	13	4	0	5	1	1	1

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

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Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1855	18	29	1959	114	152	27	328	6	6	23
Added Vol:	0	32	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1887	18	29	1956	114	152	27	328	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1887	18	29	1956	114	152	27	328	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1887	18	29	1956	114	152	27	328	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1887	18	29	1956	114	152	27	328	6	6	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5547	53	1750	5291	308	1750	1900	1750	900	900	1750

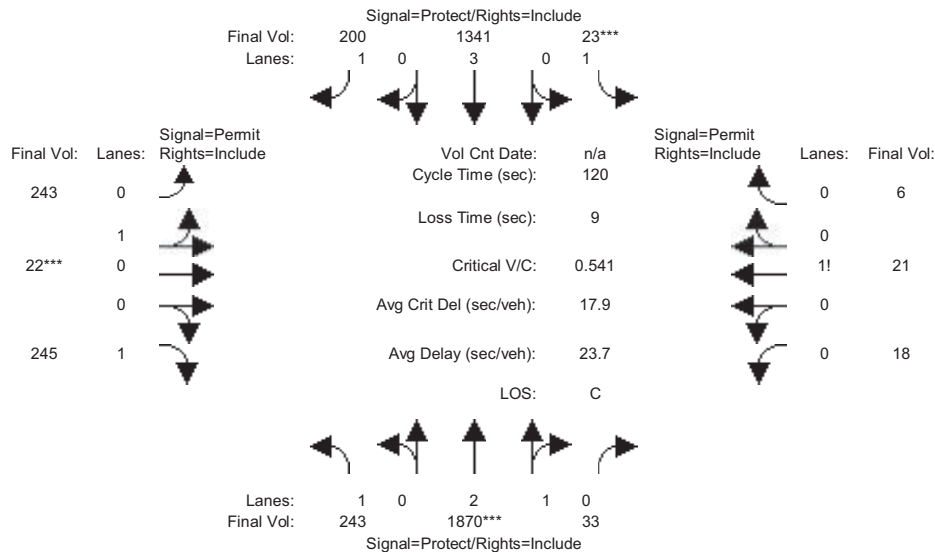
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.34	0.02	0.37	0.37	0.09	0.01	0.19	0.01	0.01	0.01
Crit Moves:	***			***					***			
Green Time:	21.3	75.5	75.5	12.0	66.2	66.2	33.6	33.6	33.6	33.6	33.6	33.6
Volume/Cap:	0.73	0.59	0.59	0.18	0.73	0.73	0.34	0.06	0.73	0.03	0.03	0.05
Delay/Veh:	60.6	17.6	17.6	55.0	25.8	25.8	39.6	36.3	49.9	36.0	36.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	17.6	17.6	55.0	25.8	25.8	39.6	36.3	49.9	36.0	36.0	36.3
LOS by Move:	E	B	B	E+	C	C	D	D+	D	D+	D+	D+
HCM2kAvgQ:	9	16	16	1	22	22	5	1	14	0	0	1

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

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2025AM+SUMC TDM

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1866	33	23	1313	200	243	22	244	18	21	6
Added Vol:	0	4	0	0	28	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1870	33	23	1341	200	243	22	245	18	21	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1870	33	23	1341	200	243	22	245	18	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1870	33	23	1341	200	243	22	245	18	21	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	243	1870	33	23	1341	200	243	22	245	18	21	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.40	0.47	0.13
Final Sat.:	1750	5503	97	1750	5700	1750	1651	149	1750	700	817	233

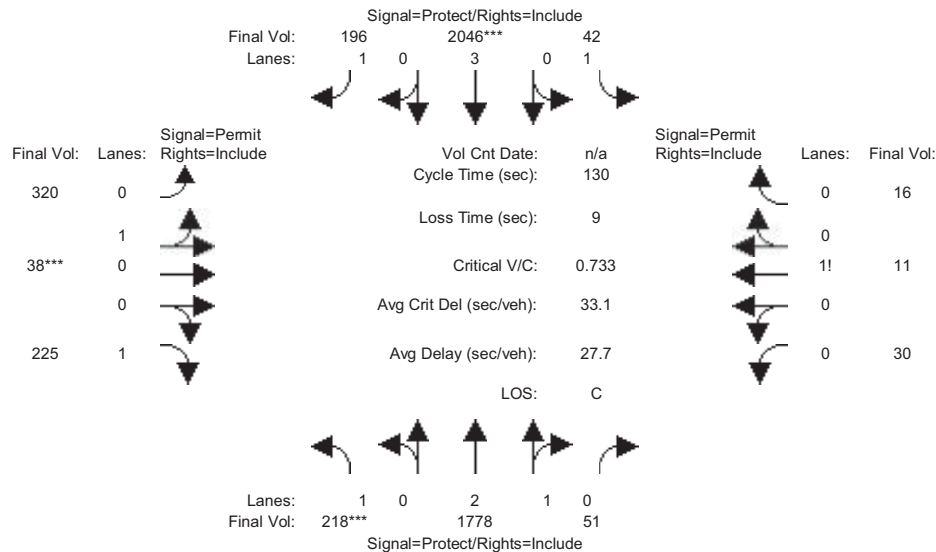
Capacity Analysis Module:												
Vol/Sat:	0.14	0.34	0.34	0.01	0.24	0.11	0.15	0.15	0.14	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	29.5	72.6	72.6	7.0	50.0	50.0	31.4	31.4	31.4	31.4	31.4	31.4
Volume/Cap:	0.56	0.56	0.56	0.23	0.56	0.27	0.56	0.56	0.53	0.10	0.10	0.10
Delay/Veh:	41.3	14.4	14.4	55.0	27.0	23.2	39.9	39.9	39.2	33.6	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	14.4	14.4	55.0	27.0	23.2	39.9	39.9	39.2	33.6	33.6	33.6
LOS by Move:	D	B	B	E+	C	C	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	14	14	1	12	5	9	9	9	1	1	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1746	51	42	2049	196	320	38	225	30	11	16
Added Vol:	1	32	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	1778	51	42	2046	196	320	38	225	30	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	1778	51	42	2046	196	320	38	225	30	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1778	51	42	2046	196	320	38	225	30	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	218	1778	51	42	2046	196	320	38	225	30	11	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5444	156	1750	5700	1750	1609	191	1750	921	338	491

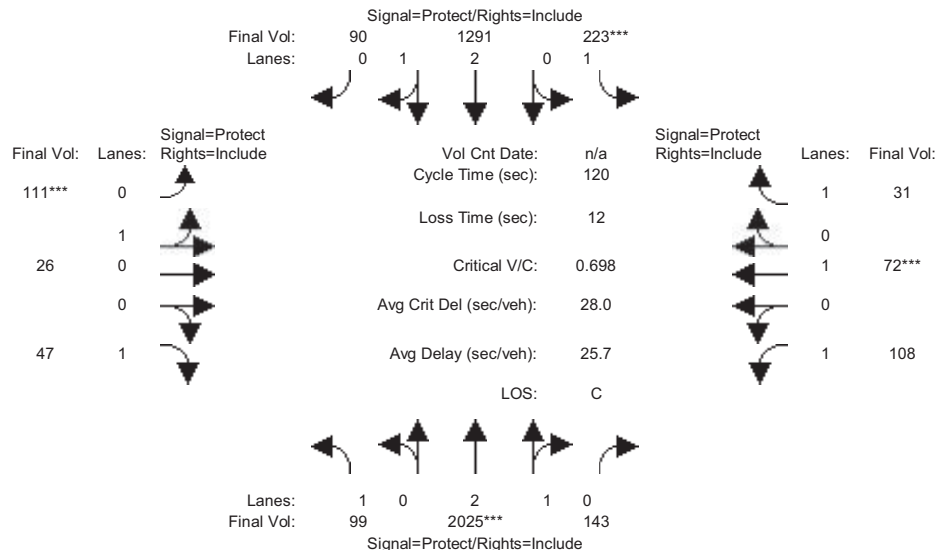
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.02	0.36	0.11	0.20	0.20	0.13	0.03	0.03	0.03
Crit Moves:	***			***			***					
Green Time:	22.1	73.6	73.6	12.1	63.6	63.6	35.3	35.3	35.3	35.3	35.3	35.3
Volume/Cap:	0.73	0.58	0.58	0.26	0.73	0.23	0.73	0.73	0.47	0.12	0.12	0.12
Delay/Veh:	60.2	18.4	18.4	55.6	27.4	19.2	48.8	48.8	40.4	35.8	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:	60.2	18.4	18.4	55.6	27.4	19.2	48.8	48.8	40.4	35.8	35.8	35.8
LOS by Move:	E	B-	B-	E+	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	2	21	5	15	15	8	2	2	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2021	143	223	1262	90	111	26	47	108	72	31
Added Vol:	0	4	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2025	143	223	1291	90	111	26	47	108	72	31
User Adj:	1.00	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:	99	2025	143	223	1291	90	111	26	47	108	72	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2025	143	223	1291	90	111	26	47	108	72	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	2025	143	223	1291	90	111	26	47	108	72	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.79	0.21	1.00	2.80	0.20	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5230	369	1750	5235	365	1458	342	1750	1750	1900	1750

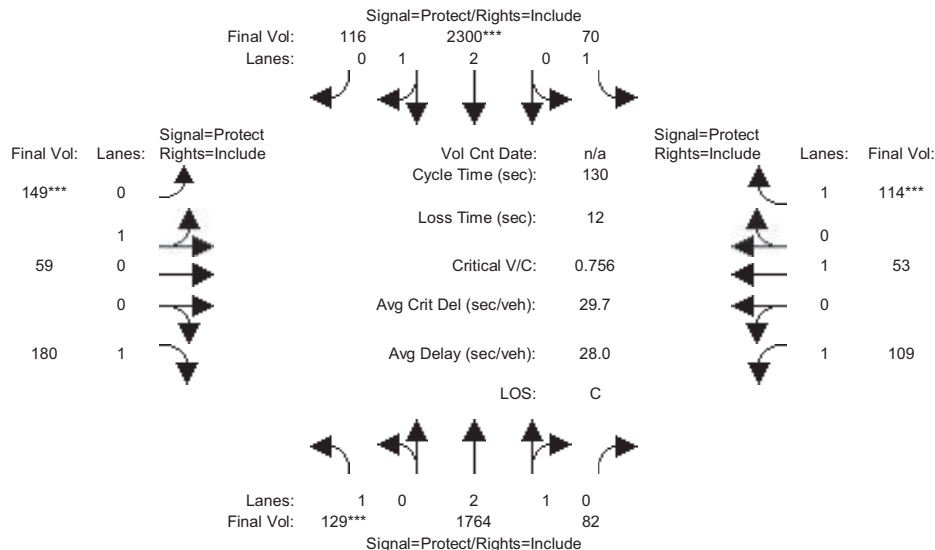
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.13	0.25	0.25	0.08	0.08	0.03	0.06	0.04	0.02
Crit Moves:	****			****			****			****		
Green Time:	16.3	64.2	64.2	21.1	69.0	69.0	12.6	13.0	13.0	9.6	10.0	10.0
Volume/Cap:	0.42	0.72	0.72	0.72	0.43	0.43	0.72	0.70	0.25	0.77	0.45	0.21
Delay/Veh:	48.6	22.0	22.0	54.9	14.5	14.5	64.9	62.6	49.7	76.5	54.5	52.1
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:	48.6	22.0	22.0	54.9	14.5	14.5	64.9	62.6	49.7	76.5	54.5	52.1
LOS by Move:	D	C+	C+	D-	B	B	E	E	D	E-	D-	D-
HCM2kAvgQ:	3	19	19	8	9	9	7	7	2	6	3	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1731	82	70	2303	116	149	59	180	109	53	114
Added Vol:	0	33	0	0	-3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1764	82	70	2300	116	149	59	180	109	53	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1764	82	70	2300	116	149	59	180	109	53	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1764	82	70	2300	116	149	59	180	109	53	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1764	82	70	2300	116	149	59	180	109	53	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.85	0.15	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5351	249	1750	5331	269	1289	511	1750	1750	1900	1750

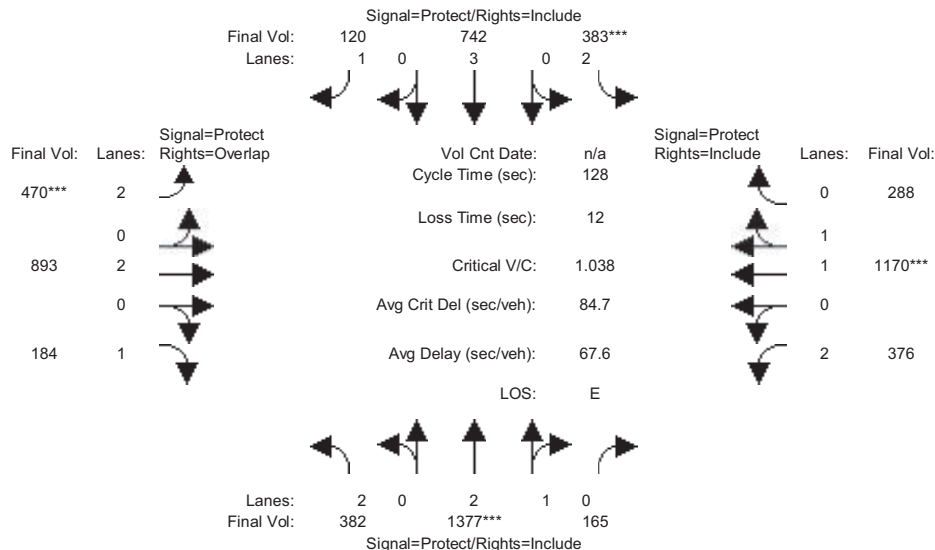
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.43	0.43	0.12	0.12	0.10	0.06	0.03	0.07
Crit Moves:	***			***			***					***
Green Time:	12.7	74.7	74.7	12.2	74.2	74.2	19.9	20.2	20.2	10.9	11.2	11.2
Volume/Cap:	0.76	0.57	0.57	0.43	0.76	0.76	0.76	0.74	0.66	0.74	0.32	0.76
Delay/Veh:	74.5	17.8	17.8	57.4	22.1	22.1	64.1	62.7	57.7	76.7	57.0	77.4
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:	74.5	17.8	17.8	57.4	22.1	22.1	64.1	62.7	57.7	76.7	57.0	77.4
LOS by Move:	E	B	B	E+	C+	C+	E	E	E+	E-	E+	E-
HCM2kAvgQ:	5	14	14	3	24	24	10	10	8	6	2	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 382 1375 165 370 726 300 470 893 184 376 1170 286

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 382 1375 165 370 726 300 470 893 184 376 1170 286

Added Vol: 0 2 0 13 16 0 0 0 0 0 0 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 382 1377 165 383 742 300 470 893 184 376 1170 288

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 382 1377 165 383 742 120 470 893 184 376 1170 288

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 382 1377 165 383 742 120 470 893 184 376 1170 288

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 382 1377 165 383 742 120 470 893 184 376 1170 288

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.98 0.95

Lanes: 2.00 2.67 0.33 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.59 0.41

Final Sat.: 3150 5000 599 3150 5700 1750 3150 3800 1750 3150 2969 731

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Capacity Analysis Module:

Vol/Sat: 0.12 0.28 0.28 0.12 0.13 0.07 0.15 0.24 0.11 0.12 0.39 0.39

Crit Moves: ****

Green Time: 23.6 34.0 34.0 15.0 25.4 25.4 18.4 44.4 68.1 22.6 48.6 48.6

Volume/Cap: 0.66 1.04 1.04 1.04 0.66 0.35 1.04 0.68 0.20 0.68 1.04 1.04

Delay/Veh: 51.2 80.7 80.7 113.4 48.7 44.8 107.2 37.1 15.8 52.6 74.0 74.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 51.2 80.7 80.7 113.4 48.7 44.8 107.2 37.1 15.8 52.6 74.0 74.0

LOS by Move: D- F F F D D F D+ B D- E E

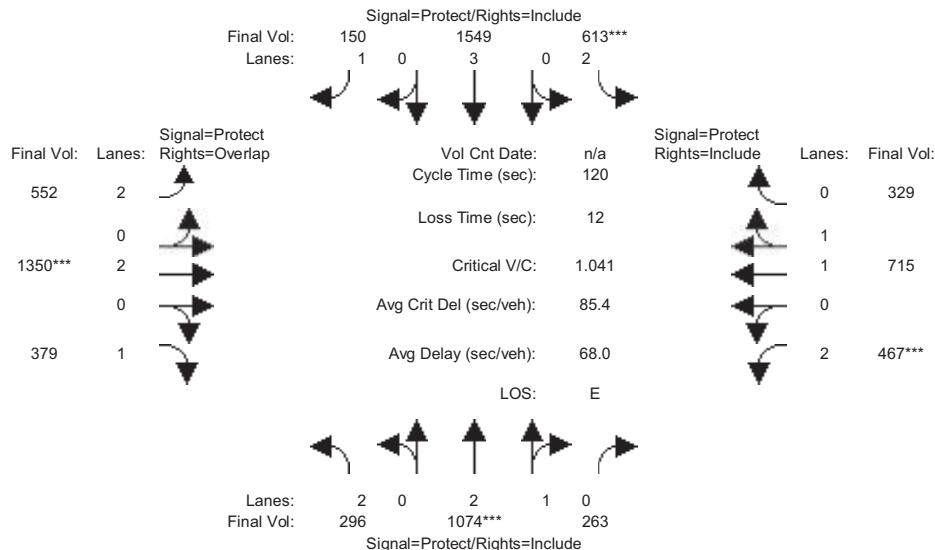
HCM2kAvgQ: 8 24 24 12 9 4 12 14 4 9 38 38

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Added Vol: 0 18 0 -1 -1 0 0 0 0 0 0 15

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 296 1074 263 613 1549 374 552 1350 379 467 715 329

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 296 1074 263 613 1549 150 552 1350 379 467 715 329

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 296 1074 263 613 1549 150 552 1350 379 467 715 329

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

Final Volume: 296 1074 263 613 1549 150 552 1350 379 467 715 329

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.95

Lanes: 2.00 2.39 0.61 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.35 0.65

Final Sat.: 3150 4497 1101 3150 5700 1750 3150 3800 1750 3150 2533 1166

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.09 0.24 0.24 0.19 0.27 0.09 0.18 0.36 0.22 0.15 0.28 0.28

Crit Moves: ****

Green Time: 12.8 27.5 27.5 22.4 37.1 37.1 22.2 41.0 53.8 17.1 35.8 35.8

Volume/Cap: 0.88 1.04 1.04 1.04 0.88 0.28 0.95 1.04 0.48 1.04 0.95 0.95

Delay/Veh: 74.9 82.7 82.7 97.0 44.7 31.6 72.8 75.9 23.8 105.0 56.9 56.9

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: 74.9 82.7 82.7 97.0 44.7 31.6 72.8 75.9 23.8 105.0 56.9 56.9

LOS by Move: E F F F D C E E- C F E+ E+

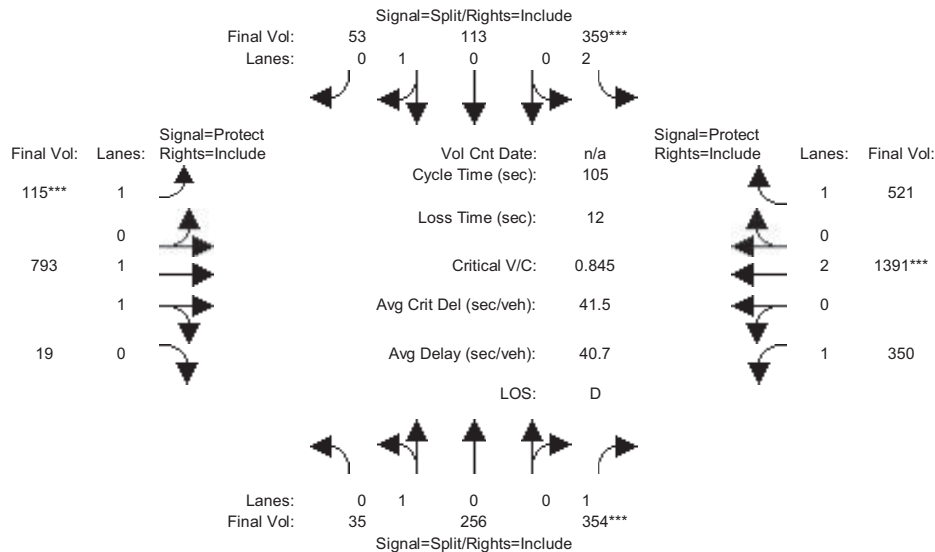
HCM2kAvgQ: 7 20 20 17 18 4 14 31 10 16 24 24

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	256	354	359	113	53	115	779	19	350	1385	521
Added Vol:	0	0	0	0	0	0	0	14	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	256	354	359	113	53	115	793	19	350	1391	521
User Adj:	1.00	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:	35	256	354	359	113	53	115	793	19	350	1391	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	256	354	359	113	53	115	793	19	350	1391	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	256	354	359	113	53	115	793	19	350	1391	521

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1225	575	1750	3613	87	1750	3800	1750

Capacity Analysis Module:

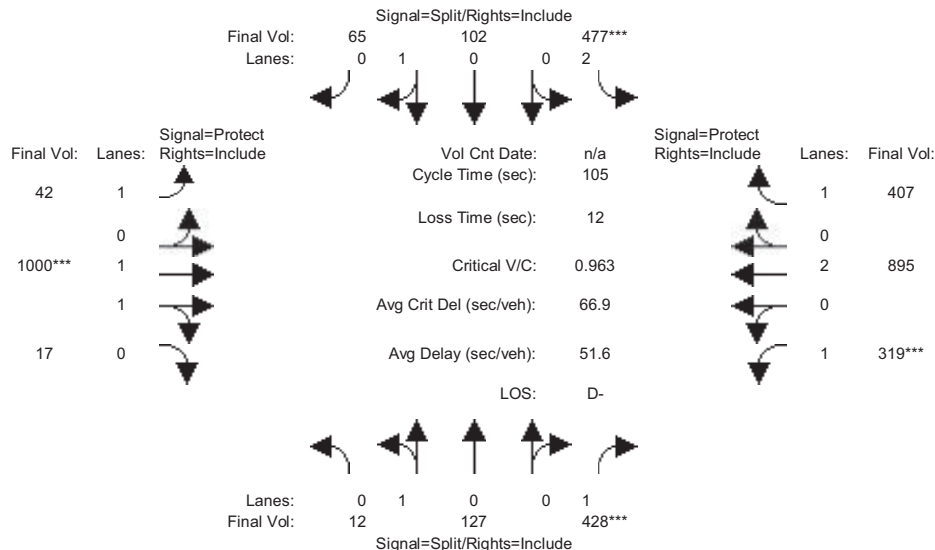
Vol/Sat:	0.16	0.16	0.20	0.11	0.09	0.09	0.07	0.22	0.22	0.20	0.37	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.1	25.1	25.1	14.2	14.2	14.2	8.2	28.1	28.1	25.6	45.5	45.5
Volume/Cap:	0.67	0.67	0.84	0.84	0.68	0.68	0.84	0.82	0.82	0.82	0.84	0.69
Delay/Veh:	40.4	40.4	52.6	58.7	51.1	51.1	83.5	41.6	41.6	49.5	30.8	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	52.6	58.7	51.1	51.1	83.5	41.6	41.6	49.5	30.8	26.6
LOS by Move:	D	D	D-	E+	D-	D-	F	D	D	D	C	C
HCM2kAvgQ:	10	10	14	9	7	7	5	13	13	14	22	15

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #17: Woodland Ave / UniversityAve



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	12	127	428	477	102	65	42	997	17	319	879	407
Growth Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Added Vol:	0	0	0	0	0	0	0	3	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	428	477	102	65	42	1000	17	319	895	407
User Adj:	1.00	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	127	428	477	102	65	42	1000	17	319	895	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	127	428	477	102	65	42	1000	17	319	895	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	127	428	477	102	65	42	1000	17	319	895	407

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	155	1645	1750	3150	1099	701	1750	3638	62	1750	3800	1750

Capacity Analysis Module:

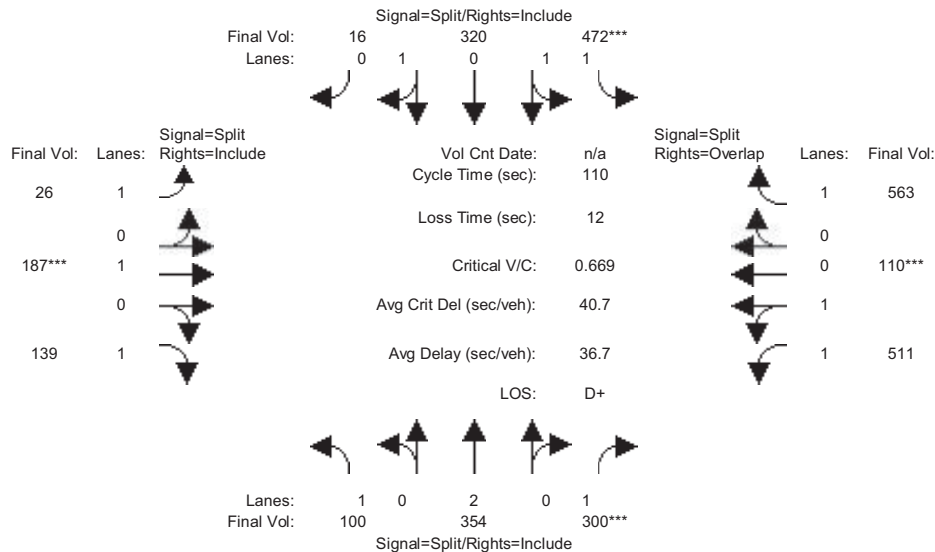
Vol/Sat:	0.08	0.08	0.24	0.15	0.09	0.09	0.02	0.27	0.27	0.18	0.24	0.23
Crit Moves:			****	****				****		****		
Green Time:	26.7	26.7	26.7	16.5	16.5	16.5	11.0	30.0	30.0	19.9	38.8	38.8
Volume/Cap:	0.30	0.30	0.96	0.96	0.59	0.59	0.23	0.96	0.96	0.96	0.64	0.63
Delay/Veh:	32.0	32.0	71.9	75.1	44.4	44.4	43.8	56.3	56.3	81.7	28.2	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	71.9	75.1	44.4	44.4	43.8	56.3	56.3	81.7	28.2	29.1
LOS by Move:	C-	C-	E	E-	D	D	D	E+	E+	F	C	C
HCM2kAvgQ:	4	4	20	14	6	6	1	20	20	16	12	12

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	100	354	287	472	320	16	26	187	139	500	110	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	354	287	472	320	16	26	187	139	500	110	563
Added Vol:	0	0	13	0	0	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	354	300	472	320	16	26	187	139	511	110	563
User Adj:	1.00	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:	100	354	300	472	320	16	26	187	139	511	110	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	354	300	472	320	16	26	187	139	511	110	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	354	300	472	320	16	26	187	139	511	110	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.65	0.35	1.00
Final Sat.:	1750	3800	1750	3125	2119	106	1750	1900	1750	2921	629	1750

Capacity Analysis Module:

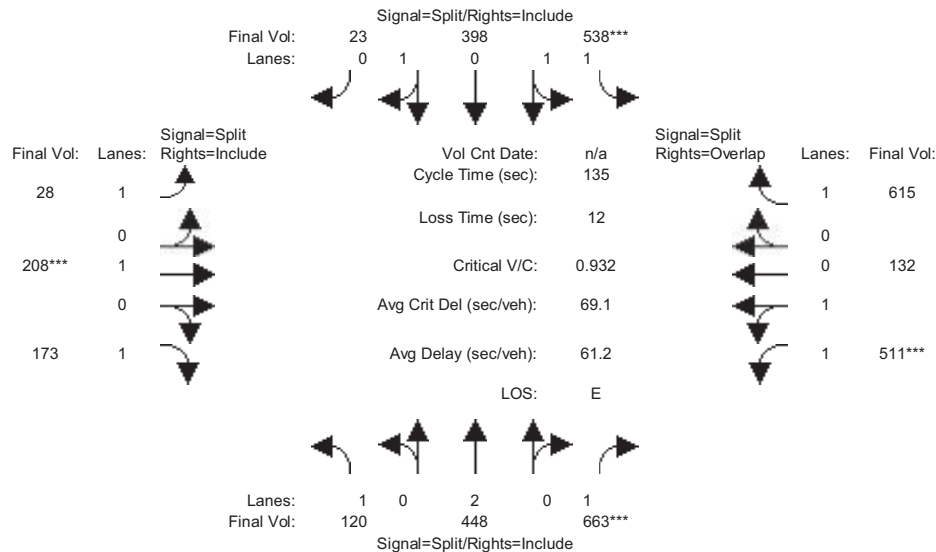
Vol/Sat:	0.06	0.09	0.17	0.15	0.15	0.15	0.01	0.10	0.08	0.17	0.17	0.32
Crit Moves:			****	****				****			****	
Green Time:	28.2	28.2	28.2	24.8	24.8	24.8	16.2	16.2	16.2	28.8	28.8	53.6
Volume/Cap:	0.22	0.36	0.67	0.67	0.67	0.67	0.10	0.67	0.54	0.67	0.67	0.66
Delay/Veh:	32.5	33.8	40.6	40.3	40.3	40.3	40.8	50.5	45.8	38.2	38.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	33.8	40.6	40.3	40.3	40.3	40.8	50.5	45.8	38.2	38.2	23.2
LOS by Move:	C-	C-	D	D	D	D	D	D	D	D+	D+	C
HCM2kAvgQ:	3	4	9	10	10	10	1	7	5	11	11	16

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	448	655	538	398	23	28	208	173	497	132	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	448	655	538	398	23	28	208	173	497	132	615
Added Vol:	0	0	8	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	448	663	538	398	23	28	208	173	511	132	615
User Adj:	1.00	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:	120	448	663	538	398	23	28	208	173	511	132	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	448	663	538	398	23	28	208	173	511	132	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	448	663	538	398	23	28	208	173	511	132	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.70	1.23	0.07	1.00	1.00	1.00	1.60	0.40	1.00
Final Sat.:	1750	3800	1750	3001	2220	128	1750	1900	1750	2821	729	1750

Capacity Analysis Module:

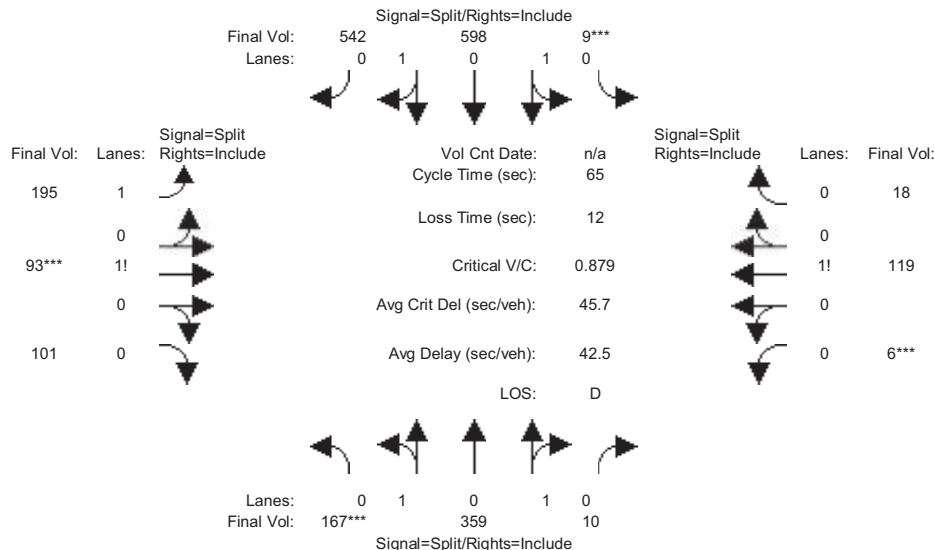
Vol/Sat:	0.07	0.12	0.38	0.18	0.18	0.18	0.02	0.11	0.10	0.18	0.18	0.35
Crit Moves:			****	****				****		****		
Green Time:	54.9	54.9	54.9	26.0	26.0	26.0	15.9	15.9	15.9	26.3	26.3	52.2
Volume/Cap:	0.17	0.29	0.93	0.93	0.93	0.93	0.14	0.93	0.84	0.93	0.93	0.91
Delay/Veh:	25.6	27.0	57.2	68.1	68.1	68.1	53.7	101	83.8	72.9	72.9	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	27.0	57.2	68.1	68.1	68.1	53.7	101	83.8	72.9	72.9	55.3
LOS by Move:	C	C	E+	E	E	E	D-	F	F	E	E	E+
HCM2kAvgQ:	3	6	33	18	18	18	1	12	10	18	18	30

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	166	356	9	9	596	533	192	93	104	6	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	356	9	9	596	533	192	93	104	6	119	18
Added Vol:	1	3	1	0	2	9	3	0	-3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	359	10	9	598	542	195	93	101	6	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	359	10	9	598	542	195	93	101	6	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	359	10	9	598	542	195	93	101	6	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	359	10	9	598	542	195	93	101	6	119	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.62	1.34	0.04	0.02	1.04	0.94	1.33	0.32	0.35	0.04	0.83	0.13
Final Sat.:	1122	2411	67	28	1874	1698	2335	558	606	73	1456	220

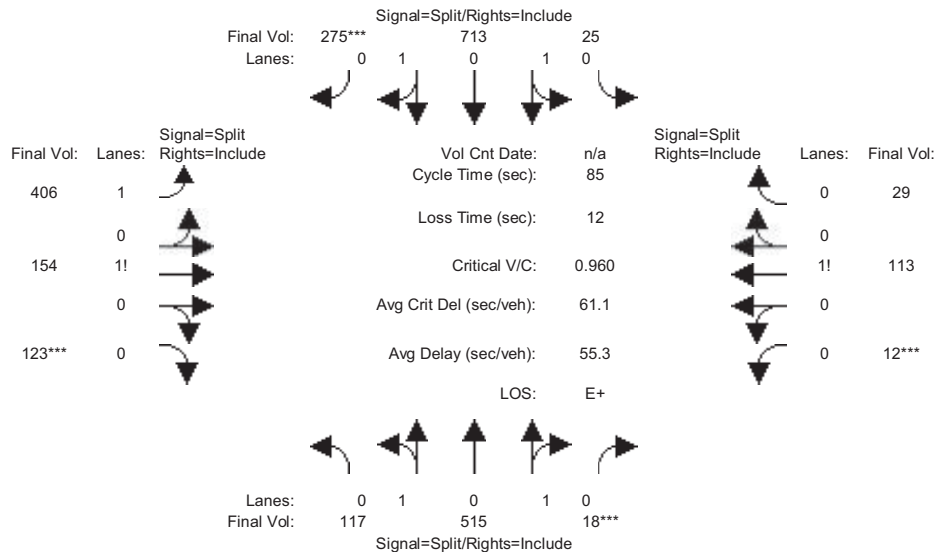
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.32	0.32	0.32	0.08	0.17	0.17	0.08	0.08	0.08
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	10.1	10.1	10.1	21.6	21.6	21.6	11.3	11.3	11.3	10.0	10.0	10.0
Volume/Cap:	0.96	0.96	0.96	0.96	0.96	0.96	0.48	0.96	0.96	0.53	0.53	0.53
Delay/Veh:	55.3	55.3	55.3	38.4	38.4	38.4	24.7	60.8	60.8	27.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	55.3	55.3	38.4	38.4	38.4	24.7	60.8	60.8	27.4	27.4	27.4
LOS by Move:	E+	E+	E+	D+	D+	D+	C	E	E	C	C	C
HCM2kAvgQ:	7	7	7	14	14	14	3	11	11	4	4	4

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	120	514	18	25	710	264	402	154	122	11	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	514	18	25	710	264	402	154	122	11	113	29
Added Vol:	-3	1	0	0	3	11	4	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	515	18	25	713	275	406	154	123	12	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	515	18	25	713	275	406	154	123	12	113	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	515	18	25	713	275	406	154	123	12	113	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	117	515	18	25	713	275	406	154	123	12	113	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.36	1.58	0.06	0.05	1.41	0.54	1.42	0.32	0.26	0.08	0.73	0.19
Final Sat.:	648	2852	100	89	2534	977	2490	561	448	136	1284	330

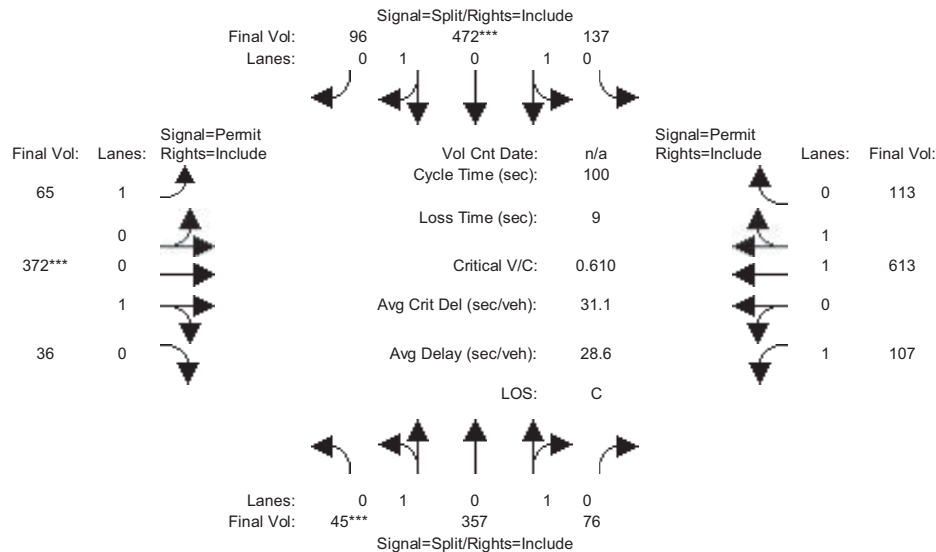
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.28	0.28	0.28	0.16	0.27	0.27	0.09	0.09	0.09
Crit Moves:	***			***			***			***		
Green Time:	15.5	15.5	15.5	24.1	24.1	24.1	23.5	23.5	23.5	10.0	10.0	10.0
Volume/Cap:	0.99	0.99	0.99	0.99	0.99	0.99	0.59	0.99	0.99	0.75	0.75	0.75
Delay/Veh:	68.1	68.1	68.1	56.9	56.9	56.9	27.4	63.2	63.2	50.3	50.3	50.3
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:	68.1	68.1	68.1	56.9	56.9	56.9	27.4	63.2	63.2	50.3	50.3	50.3
LOS by Move:	E	E	E	E+	E+	E+	C	E	E	D	D	D
HCM2kAvgQ:	11	11	11	21	21	21	8	20	20	6	6	6

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

Stanford EIR

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Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	45	357	76	137	472	96	61	365	36	107	611	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	357	76	137	472	96	61	365	36	107	611	113
Added Vol:	0	0	0	0	0	0	4	7	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	357	76	137	472	96	65	372	36	107	613	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	357	76	137	472	96	65	372	36	107	613	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	357	76	137	472	96	65	372	36	107	613	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	357	76	137	472	96	65	372	36	107	613	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	1.49	0.32	0.39	1.34	0.27	1.00	0.91	0.09	1.00	1.68	0.32
Final Sat.:	339	2689	572	700	2410	490	1750	1641	159	1750	3124	576

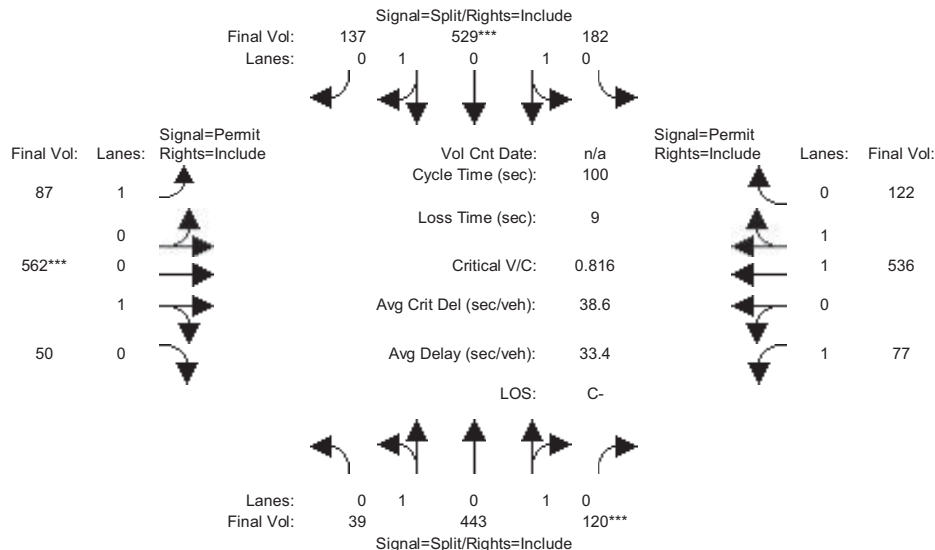
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.20	0.20	0.20	0.04	0.23	0.23	0.06	0.20	0.20
Crit Moves:	***			***			***					
Green Time:	21.8	21.8	21.8	32.1	32.1	32.1	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.10	0.61	0.61	0.16	0.53	0.53
Delay/Veh:	36.7	36.7	36.7	29.6	29.6	29.6	20.6	27.2	27.2	21.2	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	36.7	36.7	29.6	29.6	29.6	20.6	27.2	27.2	21.2	25.0	25.0
LOS by Move:	D+	D+	D+	C	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	7	7	7	9	9	9	1	11	11	2	9	9

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

Stanford EIR

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Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	443	120	182	529	132	88	562	50	77	529	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	443	120	182	529	132	88	562	50	77	529	122
Added Vol:	0	0	0	0	0	5	-1	0	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	120	182	529	137	87	562	50	77	536	122
User Adj:	1.00	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:	39	443	120	182	529	137	87	562	50	77	536	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	120	182	529	137	87	562	50	77	536	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	443	120	182	529	137	87	562	50	77	536	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.25	0.32	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	233	2649	718	773	2246	582	1750	1653	147	1750	3013	686

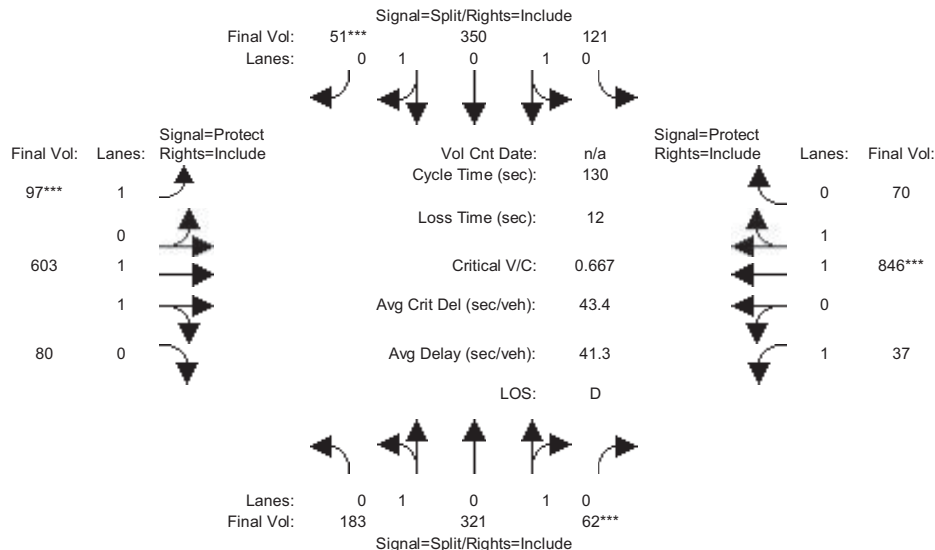
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.24	0.24	0.24	0.05	0.34	0.34	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	20.5	20.5	20.5	28.9	28.9	28.9	41.7	41.7	41.7	41.7	41.7	41.7
Volume/Cap:	0.82	0.82	0.82	0.82	0.82	0.82	0.12	0.82	0.82	0.11	0.43	0.43
Delay/Veh:	45.0	45.0	45.0	38.2	38.2	38.2	18.0	32.7	32.7	17.9	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	45.0	45.0	38.2	38.2	38.2	18.0	32.7	32.7	17.9	20.9	20.9
LOS by Move:	D	D	D	D+	D+	D+	B	C-	C-	B	C+	C+
HCM2kAvgQ:	10	10	10	12	12	12	2	20	20	2	7	7

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

Stanford EIR

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Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	183	321	62	121	350	51	97	590	80	37	844	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	321	62	121	350	51	97	590	80	37	844	70
Added Vol:	0	0	0	0	0	0	0	13	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	321	62	121	350	51	97	603	80	37	846	70
User Adj:	1.00	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:	183	321	62	121	350	51	97	603	80	37	846	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	321	62	121	350	51	97	603	80	37	846	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	183	321	62	121	350	51	97	603	80	37	846	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	1.13	0.22	0.46	1.34	0.20	1.00	1.76	0.24	1.00	1.84	0.16
Final Sat.:	1164	2042	394	834	2414	352	1750	3266	433	1750	3417	283

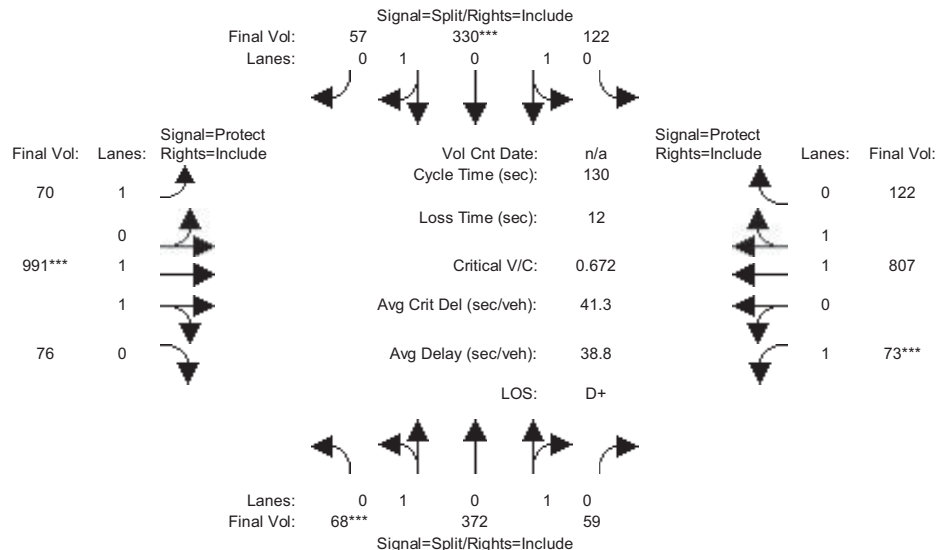
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.06	0.18	0.18	0.02	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	30.7	30.7	30.7	28.3	28.3	28.3	10.8	45.7	45.7	13.3	48.3	48.3
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.52	0.52	0.21	0.67	0.67
Delay/Veh:	47.1	47.1	47.1	48.8	48.8	48.8	69.1	33.9	33.9	54.0	35.4	35.4
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:	47.1	47.1	47.1	48.8	48.8	48.8	69.1	33.9	33.9	54.0	35.4	35.4
LOS by Move:	D	D	D	D	D	D	E	C-	C-	D-	D+	D+
HCM2kAvgQ:	12	12	12	11	11	11	5	11	11	2	16	16

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

Stanford EIR

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Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----			-----			-----			-----					
Min. Green:	10		10		10	10		10		10	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0

Volume Module:												
Base Vol:	67	372	59	122	330	57	70	992	76	73	792	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	372	59	122	330	57	70	992	76	73	792	122
Added Vol:	1	0	0	0	0	0	0	-1	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	372	59	122	330	57	70	991	76	73	807	122
User Adj:	1.00	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:	68	372	59	122	330	57	70	991	76	73	807	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	372	59	122	330	57	70	991	76	73	807	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	372	59	122	330	57	70	991	76	73	807	122

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.85	0.15	1.00	1.73
Final Sat.:	491	2684	426	863	2334	403	1750	3436	264	1750	3214

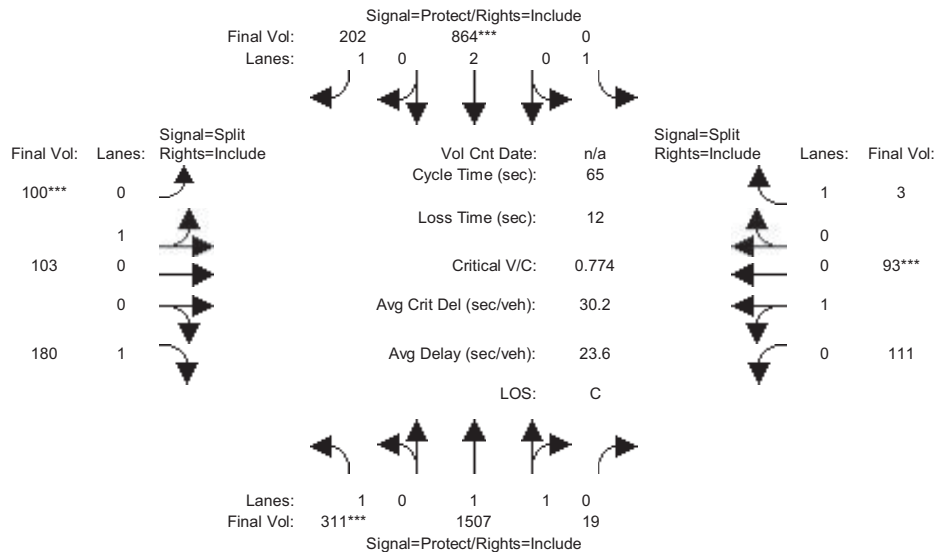
Capacity Analysis Module:											
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.29	0.29	0.04	0.25
Crit Moves:	***			****			****			****	
Green Time:	26.8	26.8	26.8	27.3	27.3	27.3	11.3	55.8	55.8	8.1	52.6
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.46	0.67	0.67	0.67	0.62
Delay/Veh:	50.0	50.0	50.0	49.6	49.6	49.6	58.7	30.9	30.9	74.9	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	50.0	49.6	49.6	49.6	58.7	30.9	30.9	74.9	31.6
LOS by Move:	D	D	D	D	D	D	E+	C	C	E	C
HCM2kAvgQ:	11	11	11	11	11	11	3	18	18	4	15

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

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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1506	19	0	860	202	100	103	177	111	93	3
Added Vol:	0	1	0	0	4	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1507	19	0	864	202	100	103	180	111	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	1507	19	0	864	202	100	103	180	111	93	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1507	19	0	864	202	100	103	180	111	93	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	311	1507	19	0	864	202	100	103	180	111	93	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3654	46	1750	3800	1750	887	913	1750	979	821	1750

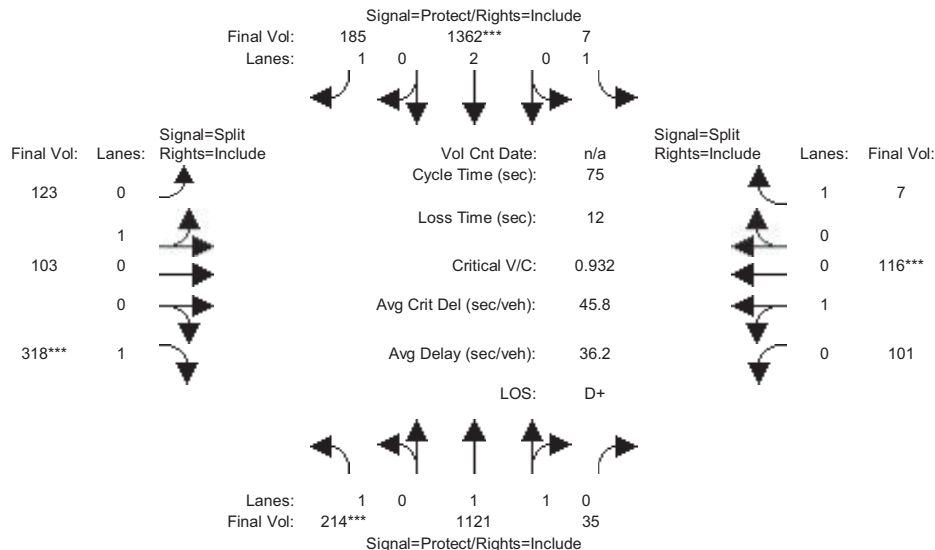
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.41	0.00	0.23	0.12	0.11	0.11	0.10	0.11	0.11	0.00
Crit Moves:	***				***		***			***		
Green Time:	14.5	33.0	33.0	0.0	18.5	18.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.81	0.81	0.00	0.80	0.41	0.73	0.73	0.67	0.74	0.74	0.01
Delay/Veh:	34.9	16.2	16.2	0.0	25.8	19.3	35.9	35.9	32.3	36.2	36.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	16.2	16.2	0.0	25.8	19.3	35.9	35.9	32.3	36.2	36.2	23.3
LOS by Move:	C-	B	B	A	C	B-	D+	D+	C-	D+	D+	C
HCM2kAvgQ:	9	16	16	0	10	4	4	4	4	6	6	0

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Added Vol:	3	4	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1121	35	7	1362	185	123	103	318	101	116	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:	214	1121	35	7	1362	185	123	103	318	101	116	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1121	35	7	1362	185	123	103	318	101	116	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1121	35	7	1362	185	123	103	318	101	116	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.54	0.46	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	980	820	1750	838	962	1750

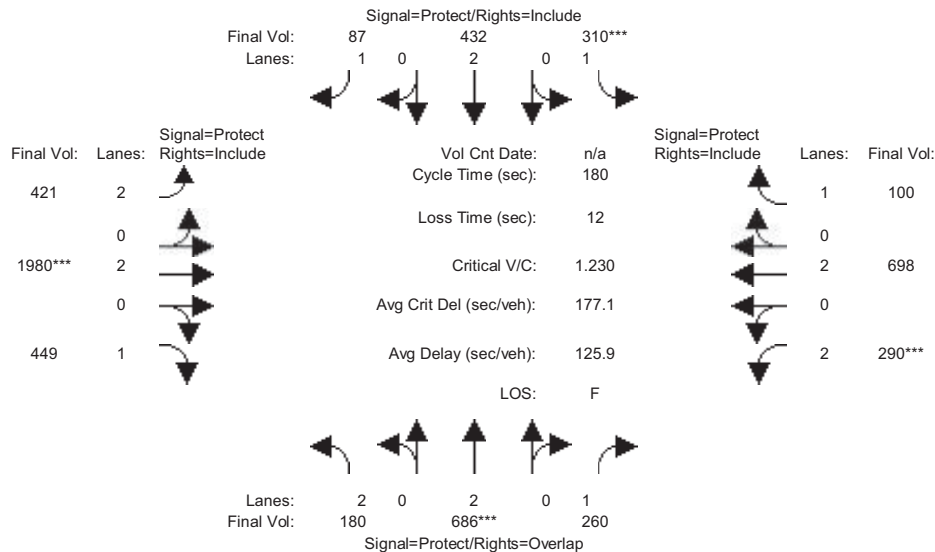
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.00	0.36	0.11	0.13	0.13	0.18	0.12	0.12	0.00
Crit Moves:	***				***				***		***	
Green Time:	9.8	29.6	29.6	8.8	28.7	28.7	14.5	14.5	14.5	10.0	10.0	10.0
Volume/Cap:	0.94	0.79	0.79	0.03	0.94	0.28	0.65	0.65	0.94	0.90	0.90	0.03
Delay/Veh:	74.7	23.0	23.0	29.4	34.1	16.2	32.1	32.1	62.7	65.7	65.7	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:	74.7	23.0	23.0	29.4	34.1	16.2	32.1	32.1	62.7	65.7	65.7	28.3
LOS by Move:	E	C+	C+	C	C-	B	C-	C-	E	E	E	C
HCM2kAvgQ:	9	14	14	0	20	3	5	5	10	9	9	0

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

Stanford EIR

Level Of Service Computation Report
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Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol:	180	685	260	310	424	136	420	1980	449	290	698	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	685	260	310	424	136	420	1980	449	290	698	100
Added Vol:	0	1	0	0	8	9	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	686	260	310	432	145	421	1980	449	290	698	100
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	180	686	260	310	432	87	421	1980	449	290	698	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	686	260	310	432	87	421	1980	449	290	698	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	686	260	310	432	87	421	1980	449	290	698	100

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Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

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Capacity Analysis Module:

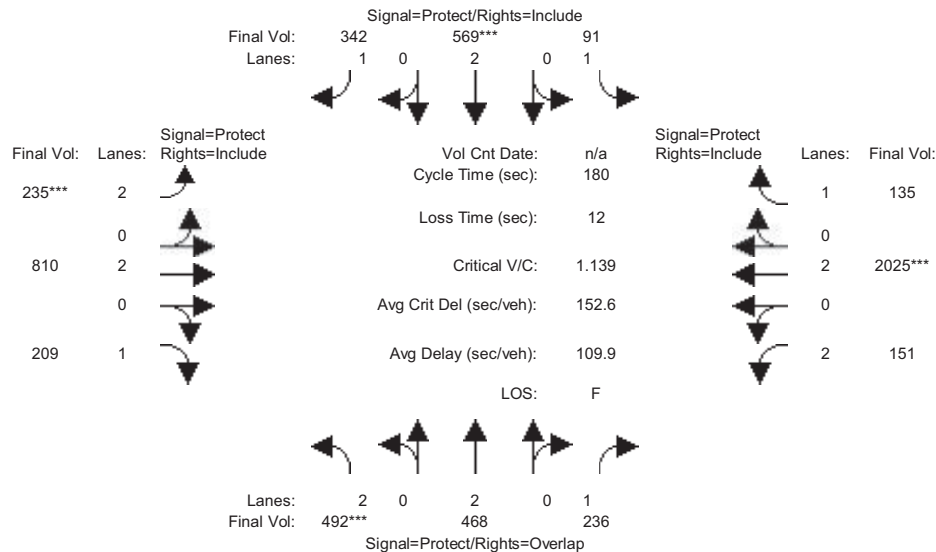
Vol/Sat:	0.06	0.18	0.15	0.35	0.23	0.05	0.13	0.52	0.26	0.09	0.18	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	26.4	39.9	51.8	58.3	58.3	37.8	76.3	76.3	13.5	51.9	51.9
Volume/Cap:	0.52	1.23	0.67	1.23	0.70	0.15	0.64	1.23	0.61	1.23	0.64	0.20
Delay/Veh:	76.8	195	68.6	197.2	56.9	43.4	66.9	161	41.7	222.6	72.1	61.6
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:	76.8	195	68.6	197.2	56.9	43.4	66.9	161	41.7	222.6	72.1	61.6
LOS by Move:	E-	F	E	F	E+	D	E	F	D	F	E	E
HCM2kAvgQ:	6	27	15	26	11	4	13	77	20	13	17	5

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

Stanford EIR

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Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 492 459 236 91 570 571 225 810 209 151 2025 135

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 492 459 236 91 570 571 225 810 209 151 2025 135

Added Vol: 0 9 0 0 -1 -1 10 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 492 468 236 91 569 570 235 810 209 151 2025 135

User Adj: 1.00 1.00 1.00 1.00 1.00 0.60 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: 492 468 236 91 569 342 235 810 209 151 2025 135

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 492 468 236 91 569 342 235 810 209 151 2025 135

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 492 468 236 91 569 342 235 810 209 151 2025 135

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 1.00 0.92 0.46 0.50 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 3800 1750 875 1900 1750 3150 3800 1750 3150 3800 1750

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Capacity Analysis Module:

Vol/Sat: 0.16 0.12 0.13 0.10 0.30 0.20 0.07 0.21 0.12 0.05 0.53 0.08

Crit Moves: ****

Green Time: 24.7 39.0 56.7 33.0 47.3 47.3 11.8 78.4 78.4 17.6 84.2 84.2

Volume/Cap: 1.14 0.57 0.43 0.57 1.14 0.74 1.14 0.49 0.27 0.49 1.14 0.16

Delay/Veh: 164.8 63.9 49.4 71.8 151 67.2 189.2 36.7 32.8 83.7 146 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: 164.8 63.9 49.4 71.8 151 67.2 189.2 36.7 32.8 83.7 146 43.9

LOS by Move: F E D E F E F D+ C- F F D

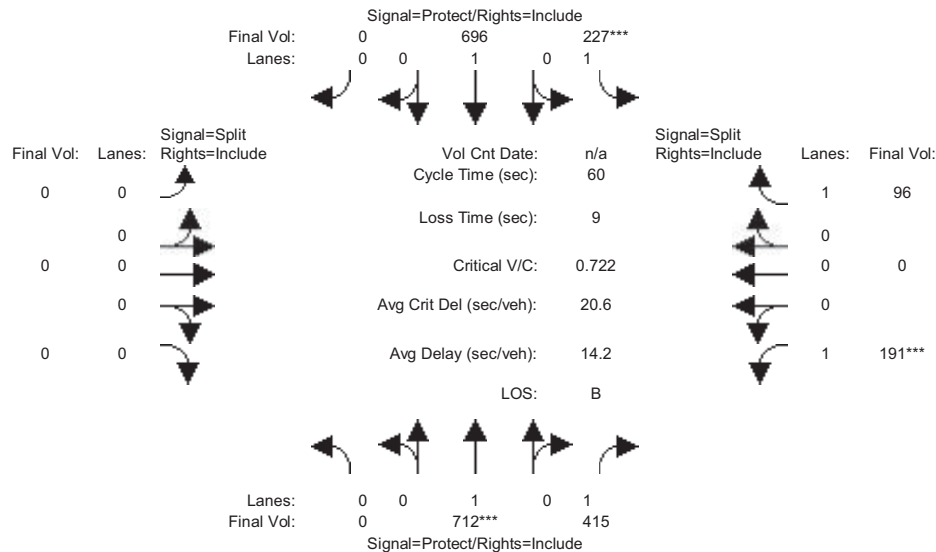
HCM2kAvgQ: 22 12 13 5 20 19 13 15 8 5 68 6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	710	415	227	680	0	0	0	0	191	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	415	227	680	0	0	0	0	191	0	96
Added Vol:	0	2	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	712	415	227	696	0	0	0	0	191	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	712	415	227	696	0	0	0	0	191	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	415	227	696	0	0	0	0	191	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	712	415	227	696	0	0	0	0	191	0	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

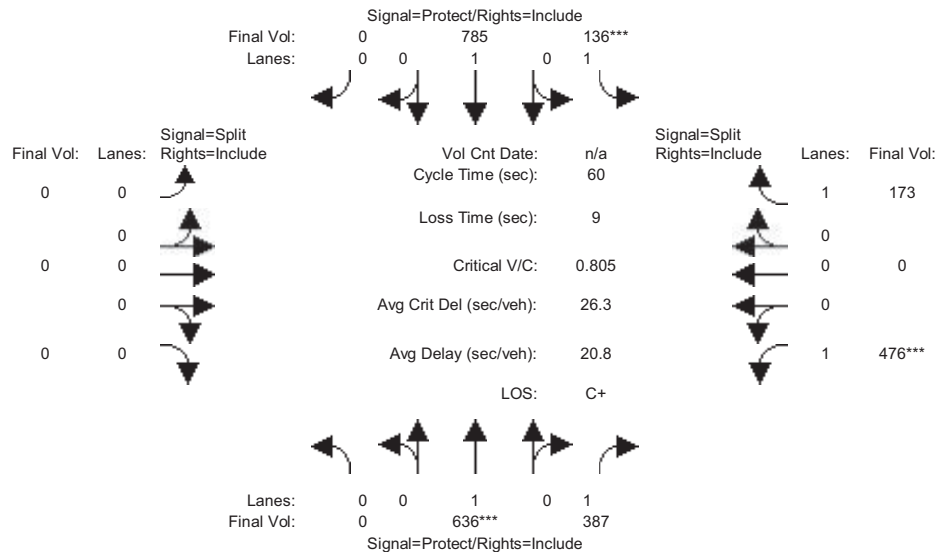
Vol/Sat:	0.00	0.37	0.24	0.13	0.37	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	30.5	30.5	10.5	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.74	0.47	0.74	0.54	0.00	0.00	0.00	0.00	0.65	0.00	0.33
Delay/Veh:	0.0	14.7	9.9	32.5	5.2	0.0	0.0	0.0	0.0	28.7	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	14.7	9.9	32.5	5.2	0.0	0.0	0.0	0.0	28.7	0.0	22.7
LOS by Move:	A	B	A	C-	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	9	5	6	7	0	0	0	0	5	0	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	618	387	136	786	0	0	0	0	476	0	173
Growth Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Added Vol:	0	18	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	636	387	136	785	0	0	0	0	476	0	173
User Adj:	1.00	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	636	387	136	785	0	0	0	0	476	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	636	387	136	785	0	0	0	0	476	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	636	387	136	785	0	0	0	0	476	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

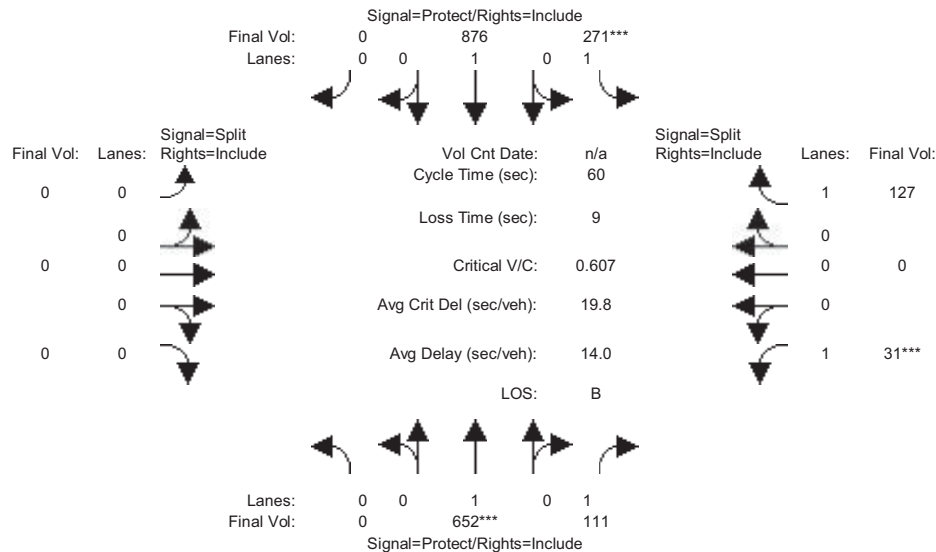
Vol/Sat:	0.00	0.33	0.22	0.08	0.41	0.00	0.00	0.00	0.00	0.27	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	24.3	24.3	7.0	31.3	0.0	0.0	0.0	0.0	19.7	0.0	19.7
Volume/Cap:	0.00	0.83	0.55	0.67	0.79	0.00	0.00	0.00	0.00	0.83	0.00	0.30
Delay/Veh:	0.0	23.4	14.6	33.5	16.2	0.0	0.0	0.0	0.0	28.2	0.0	15.3
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	23.4	14.6	33.5	16.2	0.0	0.0	0.0	0.0	28.2	0.0	15.3
LOS by Move:	A	C	B	C-	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	11	6	4	14	0	0	0	0	12	0	3

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

Stanford EIR

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Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	650	111	271	860	0	0	0	0	31	0	127
Growth Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Added Vol:	0	2	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	652	111	271	876	0	0	0	0	31	0	127
User Adj:	1.00	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	652	111	271	876	0	0	0	0	31	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	111	271	876	0	0	0	0	31	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	652	111	271	876	0	0	0	0	31	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

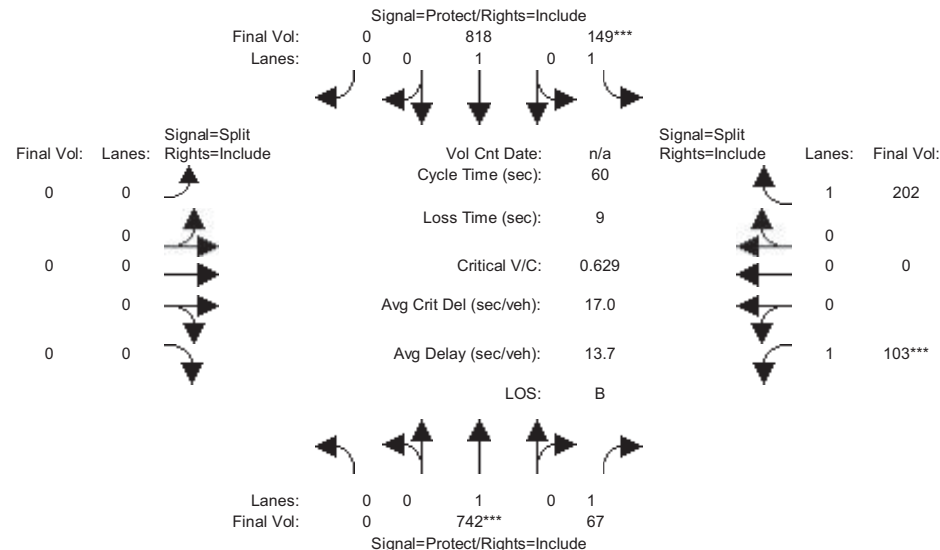
Vol/Sat:	0.00	0.34	0.06	0.15	0.46	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.3	28.3	12.7	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.73	0.13	0.73	0.67	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	15.8	9.0	29.1	7.0	0.0	0.0	0.0	0.0	21.4	0.0	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:	0.0	15.8	9.0	29.1	7.0	0.0	0.0	0.0	0.0	21.4	0.0	23.5
LOS by Move:	A	B	A	C	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	11	1	5	9	0	0	0	0	1	0	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	724	67	149	819	0	0	0	0	103	0	202
Growth Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Added Vol:	0	18	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	742	67	149	818	0	0	0	0	103	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	742	67	149	818	0	0	0	0	103	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	742	67	149	818	0	0	0	0	103	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	742	67	149	818	0	0	0	0	103	0	202

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

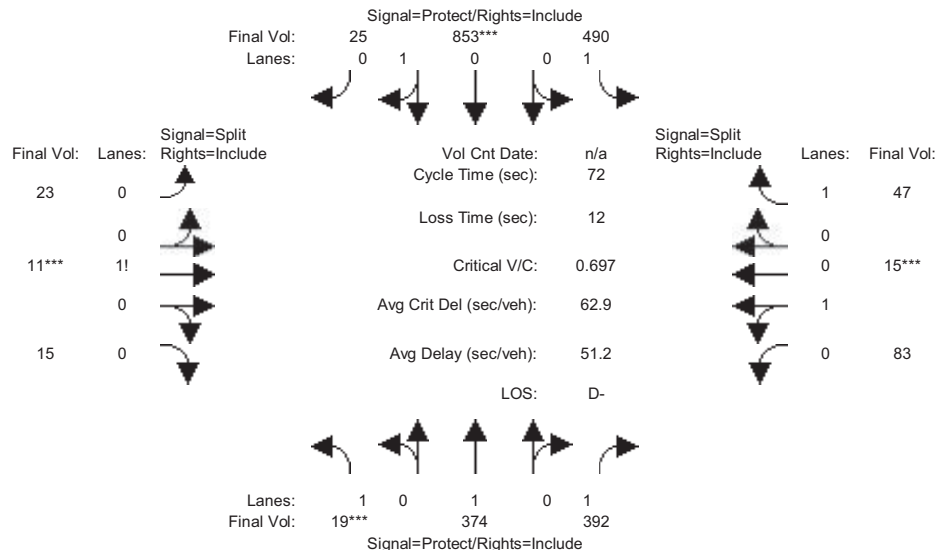
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.09	0.43	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.8	32.8	7.2	40.0	0.0	0.0	0.0	0.0	11.0	0.0	11.0
Volume/Cap:	0.00	0.71	0.07	0.71	0.65	0.00	0.00	0.00	0.00	0.32	0.00	0.63
Delay/Veh:	0.0	12.5	6.4	36.5	7.0	0.0	0.0	0.0	0.0	21.8	0.0	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	6.4	36.5	7.0	0.0	0.0	0.0	0.0	21.8	0.0	26.6
LOS by Move:	A	B	A	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	12	1	3	8	0	0	0	0	2	0	5

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

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Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	19	374	390	490	850	25	23	11	15	70	15	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	374	390	490	850	25	23	11	15	70	15	44
Added Vol:	0	0	2	0	3	0	0	0	0	13	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	374	392	490	853	25	23	11	15	83	15	47
User Adj:	1.00	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:	19	374	392	490	853	25	23	11	15	83	15	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	374	392	490	853	25	23	11	15	83	15	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	374	392	490	853	25	23	11	15	83	15	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.22	0.31	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	821	393	536	1524	276	1750

Capacity Analysis Module:

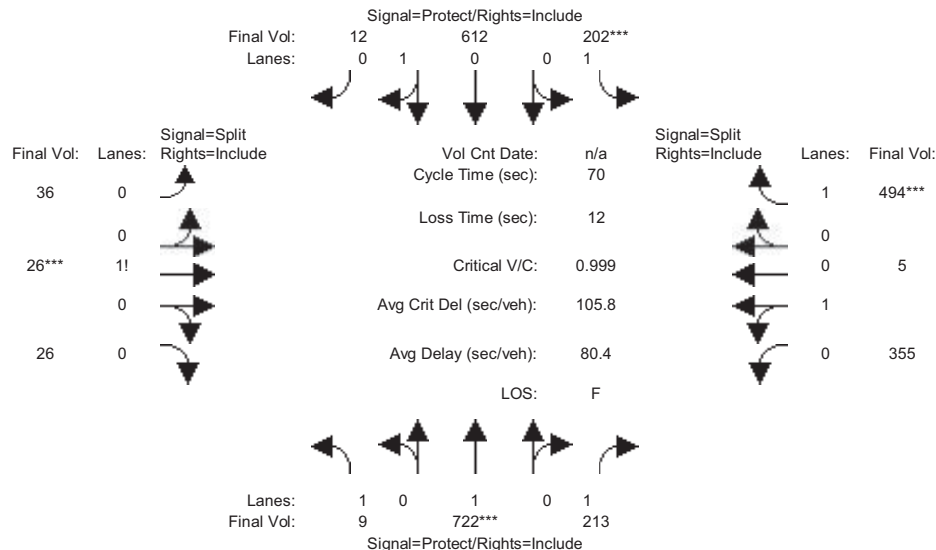
Vol/Sat:	0.01	0.20	0.22	0.28	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	17.8	17.8	22.2	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.80	0.91	0.91	1.06	1.06	0.20	0.20	0.20	0.39	0.39	0.19
Delay/Veh:	30.0	34.7	48.8	42.9	69.4	69.4	27.9	27.9	27.9	29.2	29.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	34.7	48.8	42.9	69.4	69.4	27.9	27.9	27.9	29.2	29.2	27.8
LOS by Move:	C	C-	D	D	E	E	C	C	C	C	C	C
HCM2kAvgQ:	0	8	10	13	31	31	1	1	1	3	3	1

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

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Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard			Campus Drive West		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	9	718	199	199	612	12	36	26	26	356	5	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	718	199	199	612	12	36	26	26	356	5	494
Added Vol:	0	4	14	3	0	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	722	213	202	612	12	36	26	26	355	5	494
User Adj:	1.00	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:	9	722	213	202	612	12	36	26	26	355	5	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	722	213	202	612	12	36	26	26	355	5	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	722	213	202	612	12	36	26	26	355	5	494

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.41	0.29	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1765	35	716	517	517	1775	25	1750

Capacity Analysis Module:

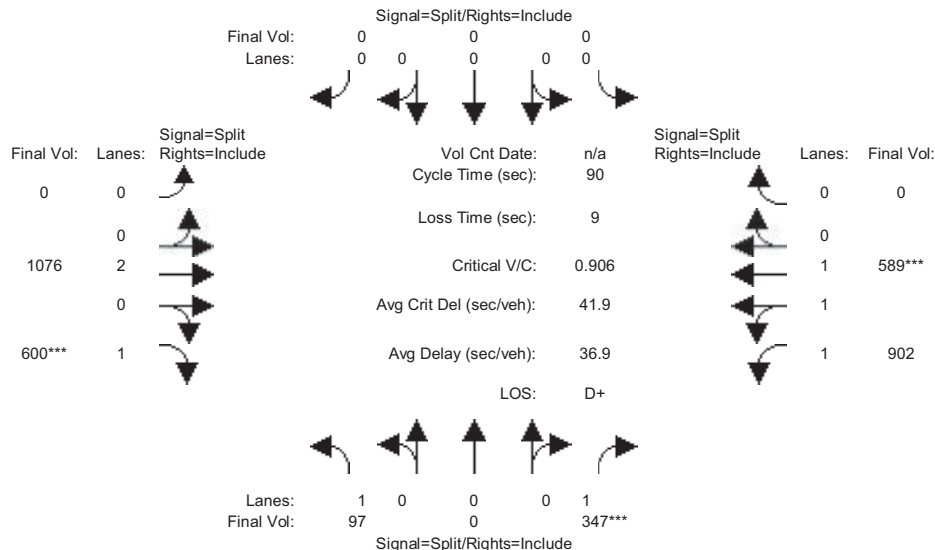
Vol/Sat:	0.01	0.38	0.12	0.12	0.35	0.35	0.05	0.05	0.05	0.20	0.20	0.28
Crit Moves:	****			****			****			****		
Green Time:	7.0	23.5	23.5	7.1	23.6	23.6	10.0	10.0	10.0	17.4	17.4	17.4
Volume/Cap:	0.05	1.13	0.36	1.13	1.03	1.03	0.35	0.35	0.35	0.80	0.80	1.13
Delay/Veh:	28.6	102	18.0	139.5	67.4	67.4	27.9	27.9	27.9	34.8	34.8	111.4
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:	28.6	102	18.0	139.5	67.4	67.4	27.9	27.9	27.9	34.8	34.8	111.4
LOS by Move:	C	F	B-	F	E	E	C	C	C	C-	C-	F
HCM2kAvgQ:	0	27	4	9	20	20	2	2	2	10	10	23

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

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Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz 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	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Added Vol:	1	0	2	0	0	0	0	1	0	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	347	0	0	0	0	1076	600	902	589	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:	97	0	347	0	0	0	0	1076	600	902	589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	347	0	0	0	0	1076	600	902	589	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:	97	0	347	0	0	0	0	1076	600	902	589	0

Saturation Flow Module:

	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.86	1.14	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3294	2151	0

Capacity Analysis Module:

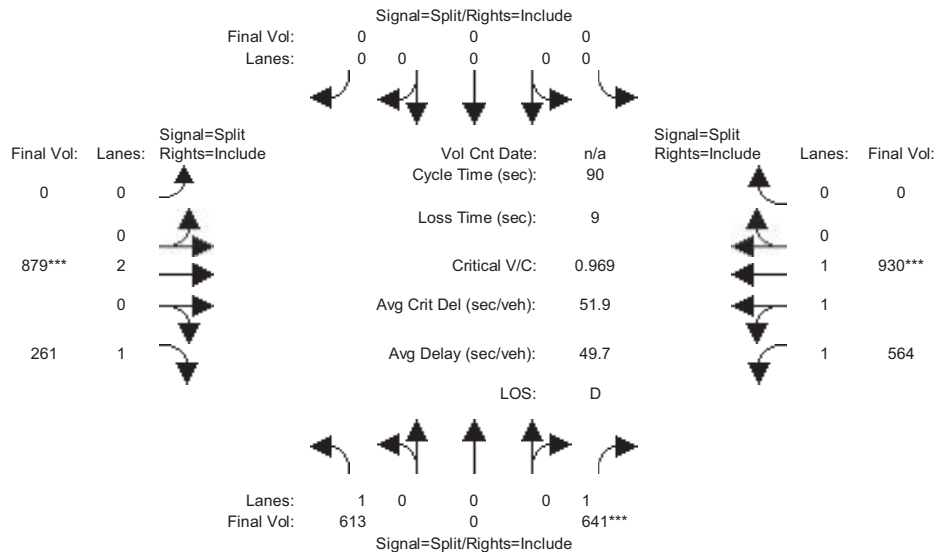
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.06	0.00	0.20	0.00	0.00	0.00	0.00	0.28	0.34	0.27	0.27	0.00
Crit Moves:			****						****		****	
Green Time:	19.7	0.0	19.7	0.0	0.0	0.0	0.0	34.1	34.1	27.2	27.2	0.0
Volume/Cap:	0.25	0.00	0.91	0.00	0.00	0.00	0.00	0.75	0.91	0.91	0.91	0.00
Delay/Veh:	29.4	0.0	58.6	0.0	0.0	0.0	0.0	26.4	42.5	37.7	37.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	0.0	58.6	0.0	0.0	0.0	0.0	26.4	42.5	37.7	37.7	0.0
LOS by Move:	C	A	E+	A	A	A	A	C	D	D+	D+	A
HCM2kAvgQ:	2	0	11	0	0	0	0	14	21	15	15	0

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

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Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name:	Junipero Serra Boulevard						Alpine Road-Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Added Vol:	0	0	4	0	0	0	0	10	1	1	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	0	641	0	0	0	0	879	261	564	930	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:	613	0	641	0	0	0	0	879	261	564	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	0	641	0	0	0	0	879	261	564	930	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:	613	0	641	0	0	0	0	879	261	564	930	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.17	1.83	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2056	3390	0

Capacity Analysis Module:

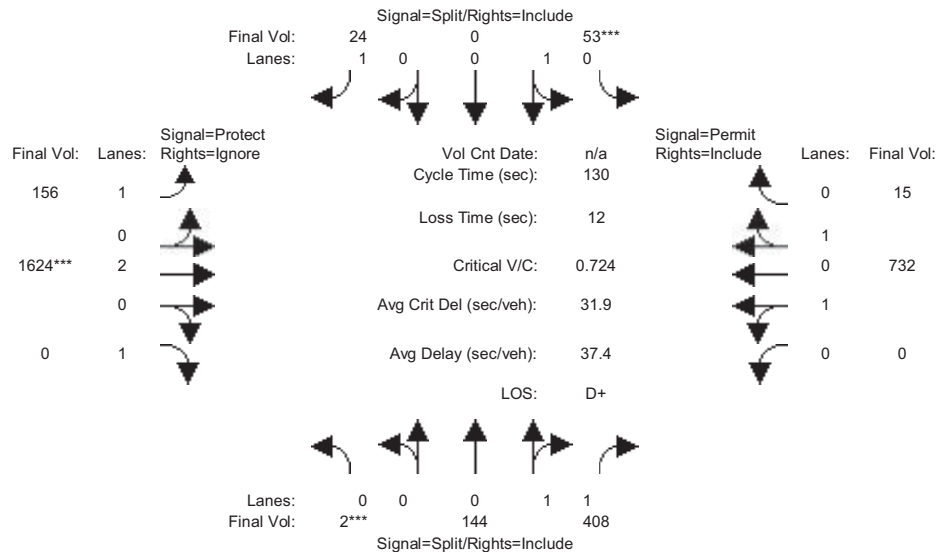
Vol/Sat:	0.35	0.00	0.37	0.00	0.00	0.00	0.00	0.23	0.15	0.27	0.27	0.00
Crit Moves:	****			****			****			****		
Green Time:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	21.5	21.5	25.5	25.5	0.0
Volume/Cap:	0.93	0.00	0.97	0.00	0.00	0.00	0.00	0.97	0.62	0.97	0.97	0.00
Delay/Veh:	45.9	0.0	54.7	0.0	0.0	0.0	0.0	56.4	33.6	47.9	47.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	0.0	54.7	0.0	0.0	0.0	0.0	56.4	33.6	47.9	47.9	0.0
LOS by Move:	D	A	D-	A	A	A	A	E+	C-	D	D	A
HCM2kAvgQ:	17	0	18	0	0	0	0	17	8	16	16	0

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

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Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2	144	408	53	0	24	156	1621	35	0	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	144	408	53	0	24	156	1621	35	0	709	15
Added Vol:	0	0	0	0	0	0	0	3	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	144	408	53	0	24	156	1624	35	0	732	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	144	408	53	0	24	156	1624	0	0	732	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	144	408	53	0	24	156	1624	0	0	732	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	2	144	408	53	0	24	156	1624	0	0	732	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	720	2770	1800	0	1750	1750	3800	1750	0	3528	72

Capacity Analysis Module:

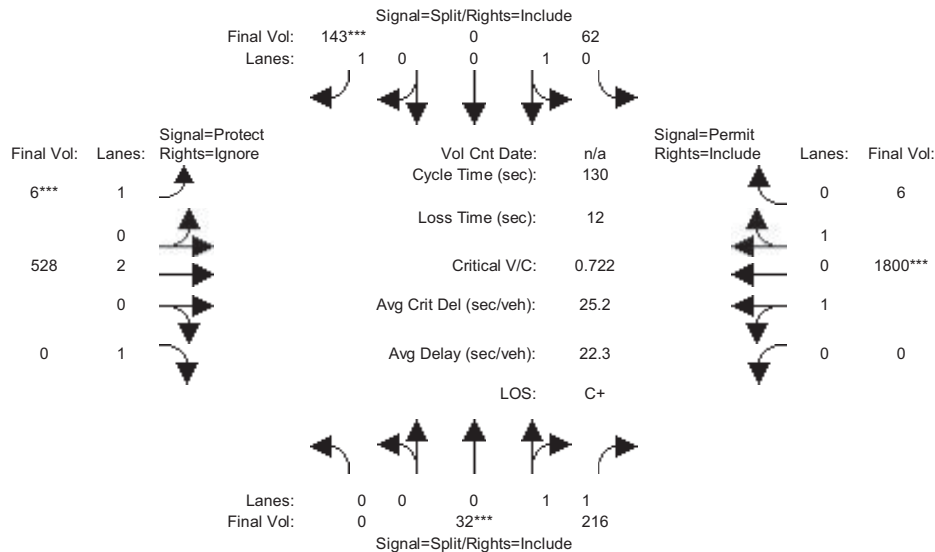
Vol/Sat:	0.20	0.20	0.15	0.03	0.00	0.01	0.09	0.43	0.00	0.00	0.21	0.21
Crit Moves:	***			***			***					
Green Time:	27.1	27.1	27.1	5.0	0.0	5.0	57.6	85.9	0.0	0.0	28.3	28.3
Volume/Cap:	0.96	0.96	0.71	0.77	0.00	0.36	0.20	0.65	0.00	0.00	0.95	0.95
Delay/Veh:	78.7	78.7	50.8	101.0	0.0	64.2	22.3	13.6	0.0	0.0	71.4	71.4
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:	78.7	78.7	50.8	101.0	0.0	64.2	22.3	13.6	0.0	0.0	71.4	71.4
LOS by Move:	E-	E-	D	F	A	E	C+	B	A	A	E	E
HCM2kAvgQ:	20	20	11	4	0	1	4	19	0	0	20	20

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	32	214	62	0	143	6	503	60	0	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	32	214	62	0	143	6	503	60	0	1802	6
Added Vol:	0	0	2	0	0	0	0	25	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	216	62	0	143	6	528	60	0	1800	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	32	216	62	0	143	6	528	0	0	1800	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	32	216	62	0	143	6	528	0	0	1800	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	32	216	62	0	143	6	528	0	0	1800	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	0	465	3135	1800	0	1750	1750	3800	1750	0	3588	12

Capacity Analysis Module:

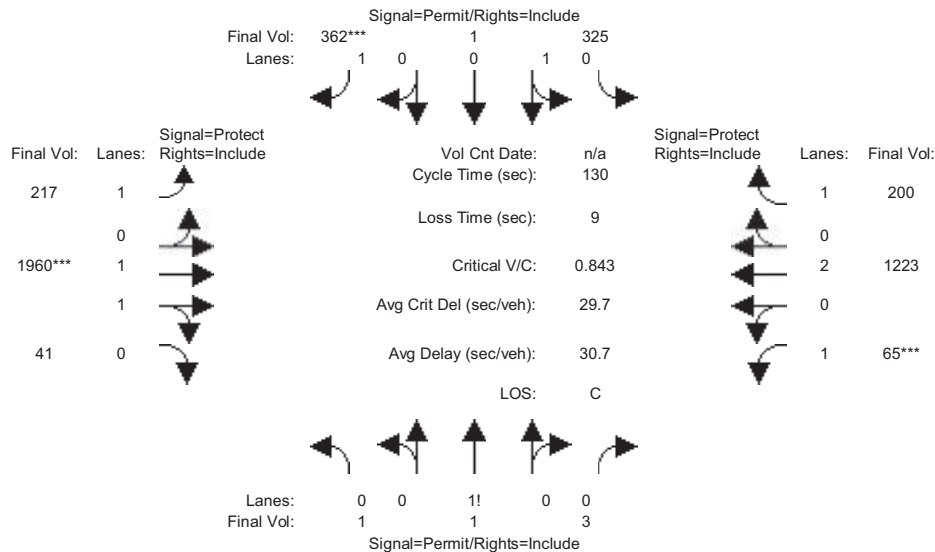
Vol/Sat:	0.00	0.07	0.07	0.03	0.00	0.08	0.00	0.14	0.00	0.00	0.50	0.50
Crit Moves:	****					****	****			****		
Green Time:	0.0	11.9	11.9	14.2	0.0	14.2	5.0	91.9	0.0	0.0	86.9	86.9
Volume/Cap:	0.00	0.75	0.75	0.32	0.00	0.75	0.09	0.20	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	66.8	66.8	54.4	0.0	71.5	60.9	6.5	0.0	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	66.8	66.8	54.4	0.0	71.5	60.9	6.5	0.0	0.0	15.7	15.7
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B
HCM2kAvgQ:	0	7	7	3	0	8	0	3	0	0	26	26

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	325	1	362	217	1957	41	65	1200	200
Added Vol:	0	0	0	0	0	0	0	3	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	325	1	362	217	1960	41	65	1223	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	325	1	362	217	1960	41	65	1223	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	325	1	362	217	1960	41	65	1223	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	325	1	362	217	1960	41	65	1223	200

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1794	6	1750	1750	3624	76	1750	3800	1750

Capacity Analysis Module:

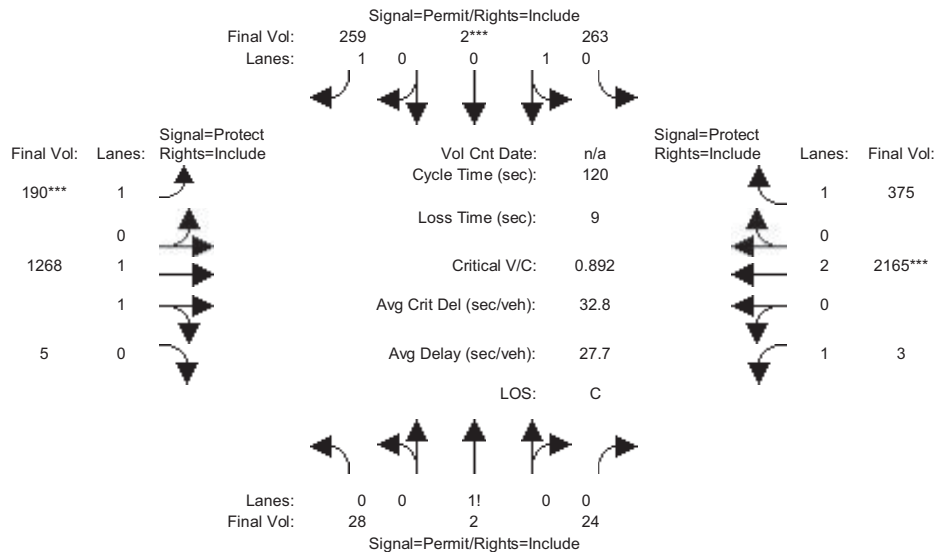
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.21	0.12	0.54	0.54	0.04	0.32	0.11
Crit Moves:						****		****		****		
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	24.9	82.5	82.5	7.0	64.6	64.6
Volume/Cap:	0.01	0.01	0.01	0.75	0.75	0.85	0.65	0.85	0.85	0.69	0.65	0.23
Delay/Veh:	37.4	37.4	37.4	52.5	52.5	62.3	52.9	22.2	22.2	79.9	25.1	18.7
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:	37.4	37.4	37.4	52.5	52.5	62.3	52.9	22.2	22.2	79.9	25.1	18.7
LOS by Move:	D+	D+	D+	D-	D-	E	D-	C+	C+	E-	C	B-
HCM2kAvgQ:	0	0	0	14	14	18	9	34	34	3	18	5

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	262	2	259	190	1242	5	3	2167	375
Added Vol:	0	0	0	1	0	0	0	26	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	263	2	259	190	1268	5	3	2165	375
User Adj:	1.00	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:	28	2	24	263	2	259	190	1268	5	3	2165	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	263	2	259	190	1268	5	3	2165	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	263	2	259	190	1268	5	3	2165	375

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1786	14	1750	1750	3685	15	1750	3800	1750

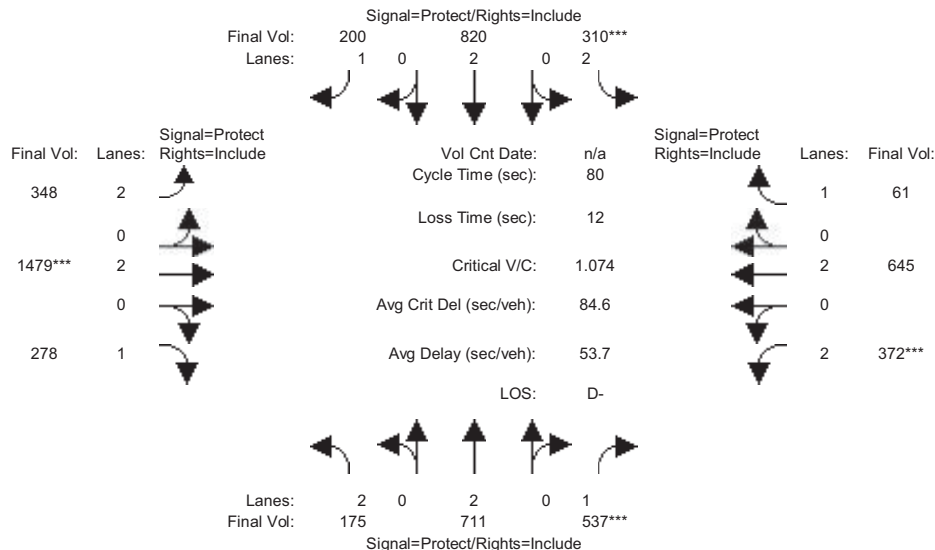
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.11	0.34	0.34	0.00	0.57	0.21
Crit Moves:				****	****	****	****			****		
Green Time:	19.8	19.8	19.8	19.8	19.8	19.8	14.6	78.0	78.0	13.2	76.6	76.6
Volume/Cap:	0.19	0.19	0.19	0.89	0.89	0.90	0.89	0.53	0.53	0.02	0.89	0.34
Delay/Veh:	43.5	43.5	43.5	75.9	75.9	77.3	86.0	11.4	11.4	47.6	22.9	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.5	43.5	75.9	75.9	77.3	86.0	11.4	11.4	47.6	22.9	10.2
LOS by Move:	D	D	D	E-	E-	E-	F	B+	B+	D	C+	B+
HCM2kAvgQ:	2	2	2	13	13	13	9	13	13	0	33	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	175	709	535	310	820	400	348	1475	278	360	621	60
Growth Adj:	1.00	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	709	535	310	820	400	348	1475	278	360	621	60
Added Vol:	0	2	2	0	0	0	0	4	0	12	24	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	711	537	310	820	400	348	1479	278	372	645	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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	711	537	310	820	200	348	1479	278	372	645	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	711	537	310	820	200	348	1479	278	372	645	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	711	537	310	820	200	348	1479	278	372	645	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

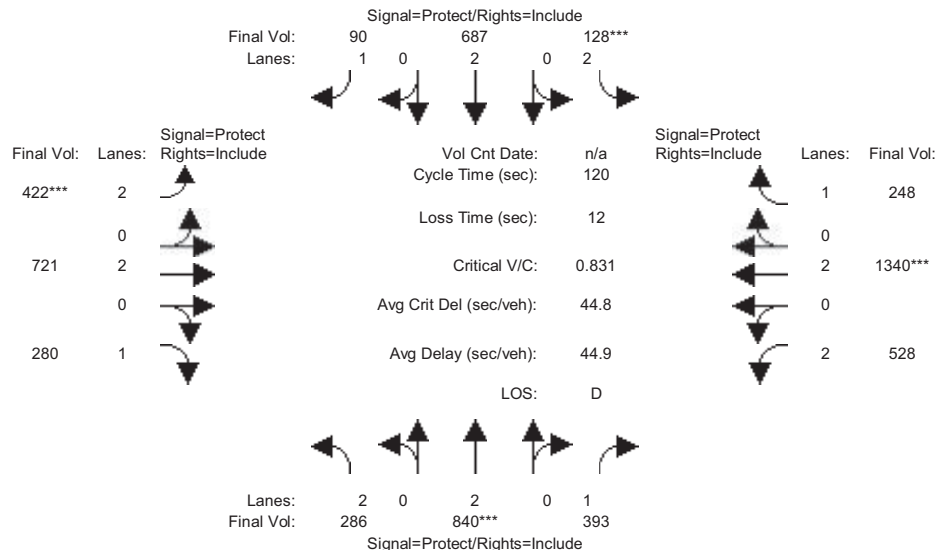
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.31	0.10	0.22	0.11	0.11	0.39	0.16	0.12	0.17	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.7	22.9	22.9	7.3	21.5	21.5	14.9	29.0	29.0	8.8	22.9	22.9
Volume/Cap:	0.51	0.65	1.07	1.07	0.80	0.43	0.59	1.07	0.44	1.07	0.59	0.12
Delay/Veh:	34.9	26.6	90.0	110.2	32.0	24.8	31.4	72.2	19.8	104.9	25.4	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	26.6	90.0	110.2	32.0	24.8	31.4	72.2	19.8	104.9	25.4	21.2
LOS by Move:	C-	C	F	F	C	C	C	E	B-	F	C	C+
HCM2kAvgQ:	2	8	22	10	12	5	4	25	5	11	8	1

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	286	840	380	127	685	180	422	694	280	529	1342	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	840	380	127	685	180	422	694	280	529	1342	248
Added Vol:	0	0	13	1	2	0	0	27	0	-1	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	840	393	128	687	180	422	721	280	528	1340	248
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	286	840	393	128	687	90	422	721	280	528	1340	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	840	393	128	687	90	422	721	280	528	1340	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	840	393	128	687	90	422	721	280	528	1340	248

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

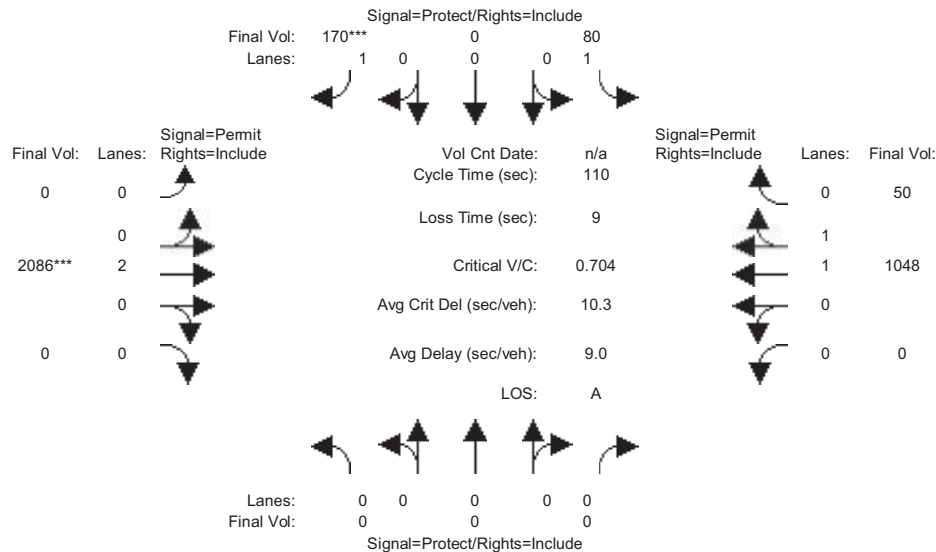
Vol/Sat:	0.09	0.22	0.22	0.04	0.18	0.05	0.13	0.19	0.16	0.17	0.35	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.9	31.5	31.5	7.0	25.7	25.7	19.1	36.9	36.9	32.6	50.3	50.3
Volume/Cap:	0.85	0.84	0.85	0.70	0.85	0.24	0.84	0.62	0.52	0.62	0.84	0.34
Delay/Veh:	70.1	48.3	56.4	66.6	53.4	39.4	61.0	36.5	35.2	39.6	35.4	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	48.3	56.4	66.6	53.4	39.4	61.0	36.5	35.2	39.6	35.4	23.8
LOS by Move:	E	D	E+	E	D-	D	E	D+	D+	D	D+	C
HCM2kAvgQ:	7	16	16	4	15	3	10	11	9	11	24	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
Growth Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Added Vol:	0	0	0	0	0	0	0	6	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2086	0	0	1048	50
User Adj:	1.00	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	80	0	170	0	2086	0	0	1048	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2086	0	0	1048	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	170	0	2086	0	0	1048	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3531	168

Capacity Analysis Module:

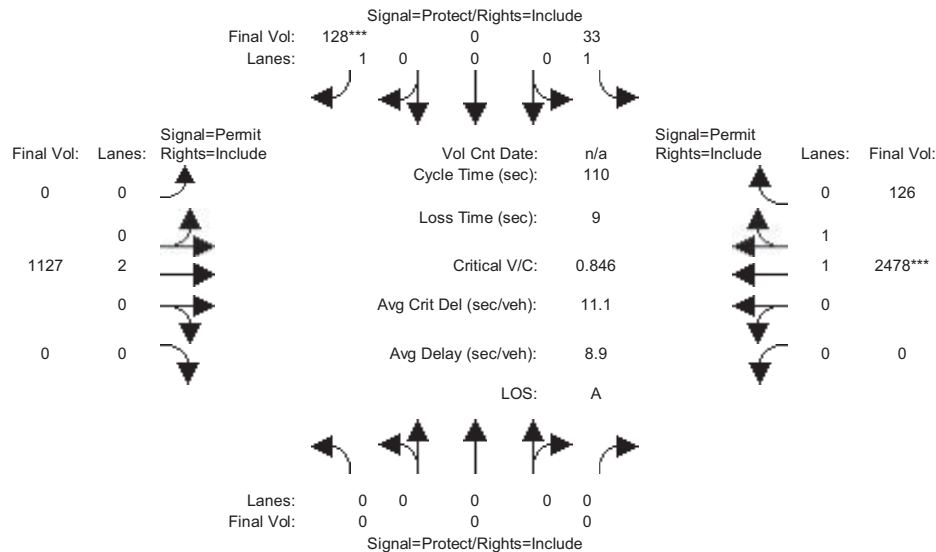
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.55	0.00	0.00	0.30	0.30
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	15.2	0.0	15.2	0.0	85.8	0.0	0.0	85.8	85.8
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.70	0.00	0.70	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	43.6	0.0	54.3	0.0	6.7	0.0	0.0	3.9	3.9
User 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	0.0	0.0	43.6	0.0	54.3	0.0	6.7	0.0	0.0	3.9	3.9
LOS by Move:	A	A	A	D	A	D-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	7	0	18	0	0	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
Growth Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Added Vol:	0	0	0	0	0	0	0	42	0	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	1127	0	0	2478	126
User Adj:	1.00	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	33	0	128	0	1127	0	0	2478	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	1127	0	0	2478	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	128	0	1127	0	0	2478	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3521	179

Capacity Analysis Module:

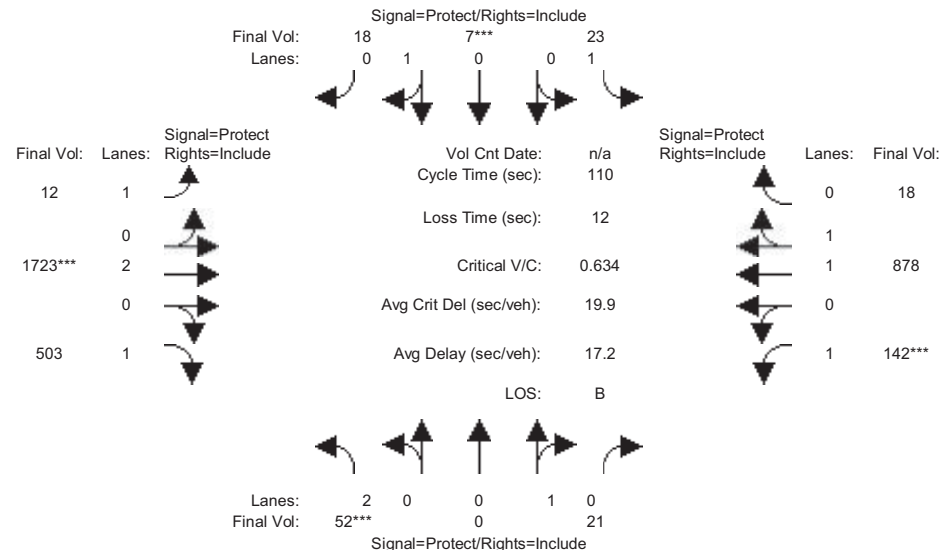
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.30	0.00	0.00	0.70	0.70
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	91.0	0.0	0.0	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.80	0.00	0.36	0.00	0.00	0.85	0.85
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	8.0	8.0
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	0	5	0	0	25	25

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	12	1720	500	142	858	18
Added Vol:	17	0	0	0	0	0	0	3	3	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	21	23	7	18	12	1723	503	142	878	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	21	23	7	18	12	1723	503	142	878	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	21	23	7	18	12	1723	503	142	878	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	0	21	23	7	18	12	1723	503	142	878	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3626	74

Capacity Analysis Module:

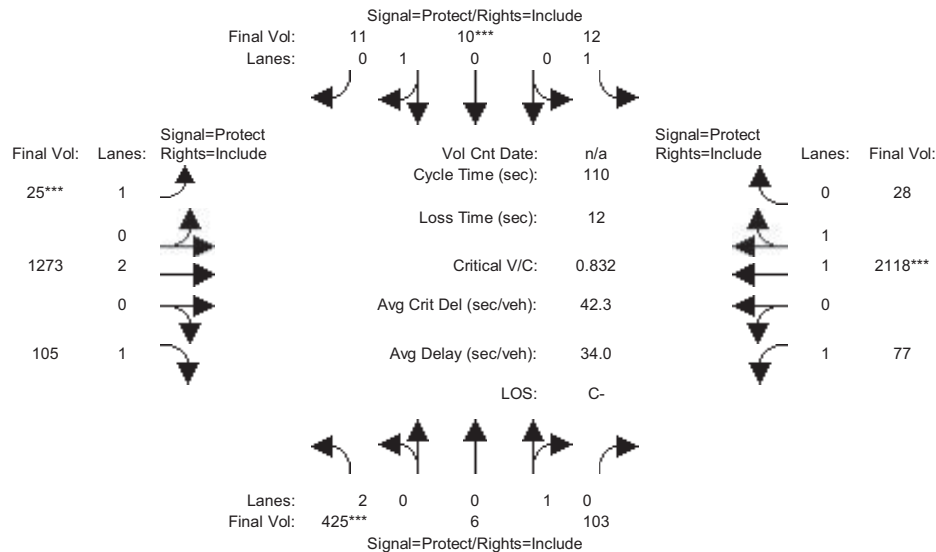
Vol/Sat:	0.02	0.00	0.01	0.01	0.01	0.01	0.01	0.45	0.29	0.08	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	16.9	68.7	68.7	12.3	64.1	64.1
Volume/Cap:	0.26	0.00	0.13	0.21	0.15	0.15	0.04	0.73	0.46	0.73	0.42	0.42
Delay/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.3	11.2	60.0	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.3	11.2	60.0	12.7	12.7
LOS by Move:	D	A	D	D	D	D	D	B	B+	E+	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	20	9	5	8	8

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	6	103	12	10	11	25	1251	86	77	2120	28
Added Vol:	-2	0	0	0	0	0	0	22	19	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	6	103	12	10	11	25	1273	105	77	2118	28
User Adj:	1.00	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:	425	6	103	12	10	11	25	1273	105	77	2118	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	6	103	12	10	11	25	1273	105	77	2118	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	6	103	12	10	11	25	1273	105	77	2118	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	99	1701	1750	857	943	1750	3800	1750	1750	3652	48

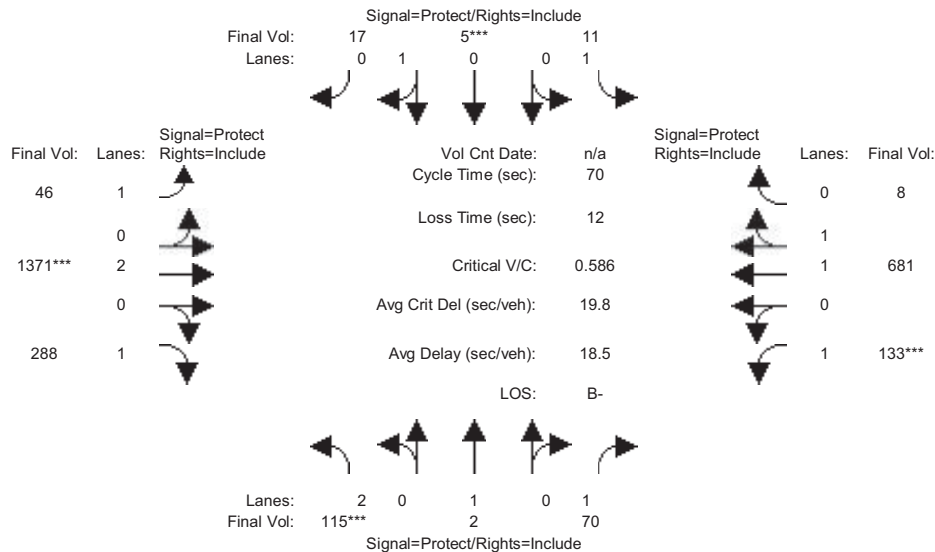
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.06	0.01	0.01	0.01	0.01	0.34	0.06	0.04	0.58	0.58
Crit Moves:	***			***			***			***		
Green Time:	15.3	14.9	14.9	10.4	10.0	10.0	7.0	61.1	61.1	11.6	65.7	65.7
Volume/Cap:	0.97	0.45	0.45	0.07	0.13	0.13	0.22	0.60	0.11	0.42	0.97	0.97
Delay/Veh:	82.5	45.1	45.1	45.6	46.3	46.3	49.9	16.8	11.6	47.6	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	45.1	45.1	45.6	46.3	46.3	49.9	16.8	11.6	47.6	34.2	34.2
LOS by Move:	F	D	D	D	D	D	D	B	B+	D	C-	C-
HCM2kAvgQ:	13	4	4	0	1	1	1	14	2	2	37	37

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	2	57	11	5	17	46	1369	287	131	669	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:	107	2	57	11	5	17	46	1369	287	131	669	8
Added Vol:	8	0	13	0	0	0	0	2	1	2	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2	70	11	5	17	46	1371	288	133	681	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:	115	2	70	11	5	17	46	1371	288	133	681	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	70	11	5	17	46	1371	288	133	681	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	2	70	11	5	17	46	1371	288	133	681	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.23	0.77	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	409	1391	1750	3800	1750	1750	3657	43

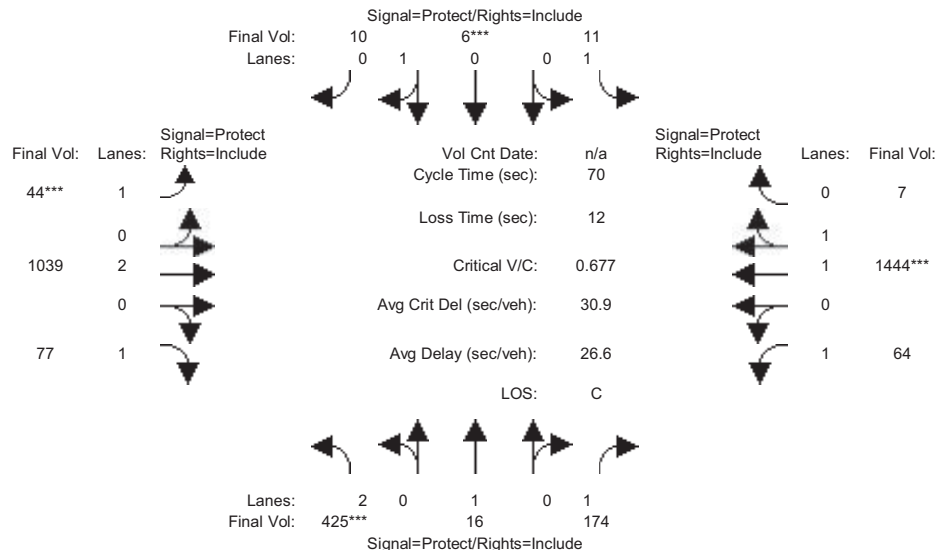
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.01	0.01	0.03	0.36	0.16	0.08	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.3	33.9	33.9	7.1	26.7	26.7
Volume/Cap:	0.37	0.01	0.28	0.06	0.09	0.09	0.13	0.75	0.34	0.75	0.49	0.49
Delay/Veh:	30.1	25.8	27.4	28.7	26.2	26.2	22.9	16.3	11.4	46.3	16.7	16.7
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:	30.1	25.8	27.4	28.7	26.2	26.2	22.9	16.3	11.4	46.3	16.7	16.7
LOS by Move:	C	C	C	C	C	C	C+	B	B+	D	B	B
HCM2kAvgQ:	2	0	2	0	0	0	1	12	4	3	6	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	426	16	174	11	6	10	44	1025	68	50	1445	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:	426	16	174	11	6	10	44	1025	68	50	1445	7
Added Vol:	-1	0	0	0	0	0	0	14	9	14	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	425	16	174	11	6	10	44	1039	77	64	1444	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:	425	16	174	11	6	10	44	1039	77	64	1444	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	16	174	11	6	10	44	1039	77	64	1444	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	425	16	174	11	6	10	44	1039	77	64	1444	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	675	1125	1750	3800	1750	1750	3682	18

Capacity Analysis Module:

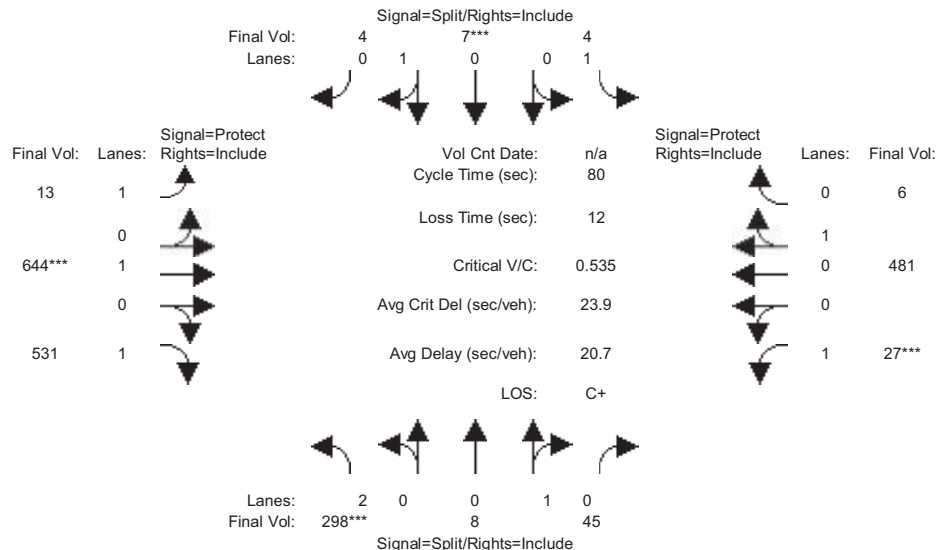
Vol/Sat:	0.13	0.01	0.10	0.01	0.01	0.01	0.03	0.27	0.04	0.04	0.39	0.39
Crit Moves:	***			***			***			***		
Green Time:	10.5	12.1	12.1	8.4	10.0	10.0	7.0	27.5	27.5	10.0	30.5	30.5
Volume/Cap:	0.90	0.05	0.58	0.05	0.06	0.06	0.25	0.70	0.11	0.25	0.90	0.90
Delay/Veh:	49.2	24.2	29.4	27.3	26.0	26.0	29.8	19.3	13.6	27.2	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	24.2	29.4	27.3	26.0	26.0	29.8	19.3	13.6	27.2	25.6	25.6
LOS by Move:	D	C	C	C	C	C	C	B-	B	C	C	C
HCM2kAvgQ:	9	0	5	0	0	0	1	9	1	1	16	16

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

Stanford EIR

Level Of Service Computation Report
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Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	8	30	4	7	4	13	621	530	24	478	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	8	30	4	7	4	13	621	530	24	478	6
Added Vol:	6	0	15	0	0	0	0	23	1	3	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	8	45	4	7	4	13	644	531	27	481	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	8	45	4	7	4	13	644	531	27	481	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	8	45	4	7	4	13	644	531	27	481	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	8	45	4	7	4	13	644	531	27	481	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.15	0.85	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	272	1528	1750	1145	655	1750	1900	1750	1750	1778	22

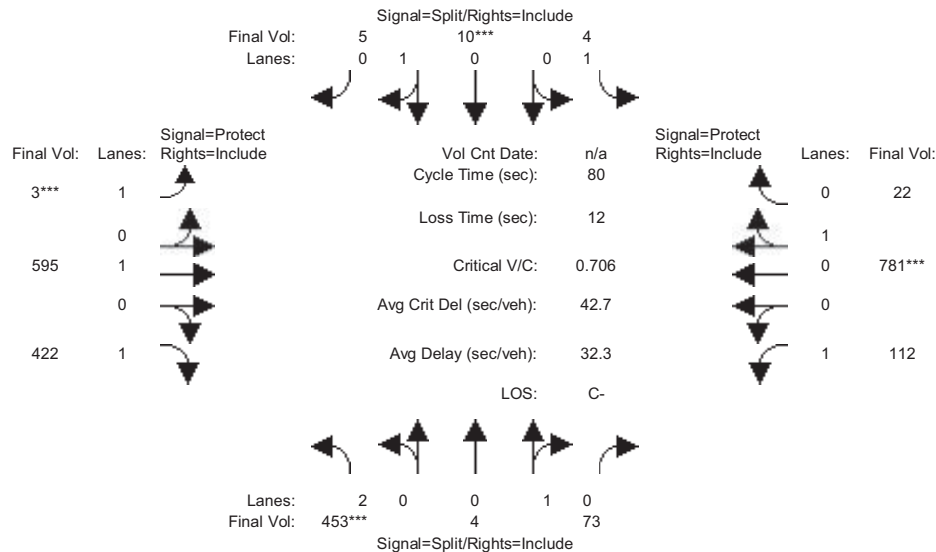
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.00	0.01	0.01	0.01	0.34	0.30	0.02	0.27	0.27
Crit Moves:	***			***			***			***		
Green Time:	11.1	11.1	11.1	10.0	10.0	10.0	11.5	39.9	39.9	7.0	35.4	35.4
Volume/Cap:	0.68	0.21	0.21	0.02	0.05	0.05	0.05	0.68	0.61	0.18	0.61	0.61
Delay/Veh:	37.1	31.0	31.0	30.7	30.9	30.9	29.7	17.2	15.7	34.4	18.4	18.4
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:	37.1	31.0	31.0	30.7	30.9	30.9	29.7	17.2	15.7	34.4	18.4	18.4
LOS by Move:	D+	C	C	C	C	C	C	B	B	C-	B-	B-
HCM2kAvgQ:	6	1	1	0	0	0	0	13	11	1	10	10

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

Stanford EIR

Level Of Service Computation Report
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Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	454	4	76	4	10	5	3	597	415	87	755	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	76	4	10	5	3	597	415	87	755	22
Added Vol:	-1	0	-3	0	0	0	0	-2	7	25	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	4	73	4	10	5	3	595	422	112	781	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	453	4	73	4	10	5	3	595	422	112	781	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	453	4	73	4	10	5	3	595	422	112	781	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	453	4	73	4	10	5	3	595	422	112	781	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.05	0.95	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	94	1706	1750	1200	600	1750	1900	1750	1750	1751	49

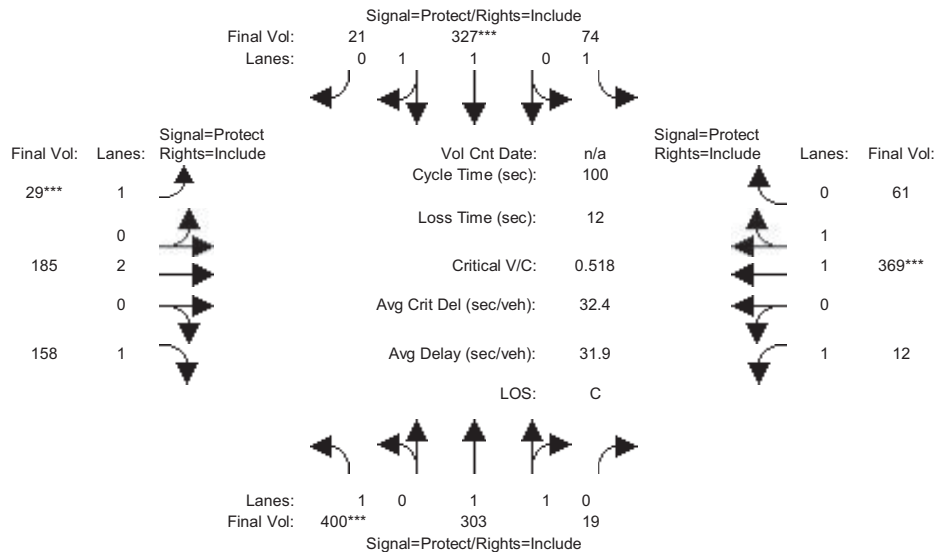
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.00	0.01	0.01	0.00	0.31	0.24	0.06	0.45	0.45
Crit Moves:	***			****			****			****		
Green Time:	12.4	12.4	12.4	10.0	10.0	10.0	7.0	35.6	35.6	10.0	38.6	38.6
Volume/Cap:	0.93	0.28	0.28	0.02	0.07	0.07	0.02	0.70	0.54	0.51	0.93	0.93
Delay/Veh:	56.9	30.3	30.3	30.7	31.0	31.0	33.4	20.6	17.0	34.9	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	30.3	30.3	30.7	31.0	31.0	33.4	20.6	17.0	34.9	34.9	34.9
LOS by Move:	E+	C	C	C	C	C	C-	C+	B	C-	C-	C-
HCM2kAvgQ:	11	2	2	0	0	0	0	13	9	4	24	24

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

Stanford EIR

Level Of Service Computation Report
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Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	399	303	18	71	327	20	20	154	280	4	358	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	303	18	71	327	20	20	154	280	4	358	45
Added Vol:	1	0	1	3	0	1	9	31	8	8	11	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	303	19	74	327	21	29	185	288	12	369	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	400	303	19	74	327	21	29	185	158	12	369	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	303	19	74	327	21	29	185	158	12	369	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	303	19	74	327	21	29	185	158	12	369	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	3482	218	1750	3477	223	1750	3800	1750	1750	3175	525

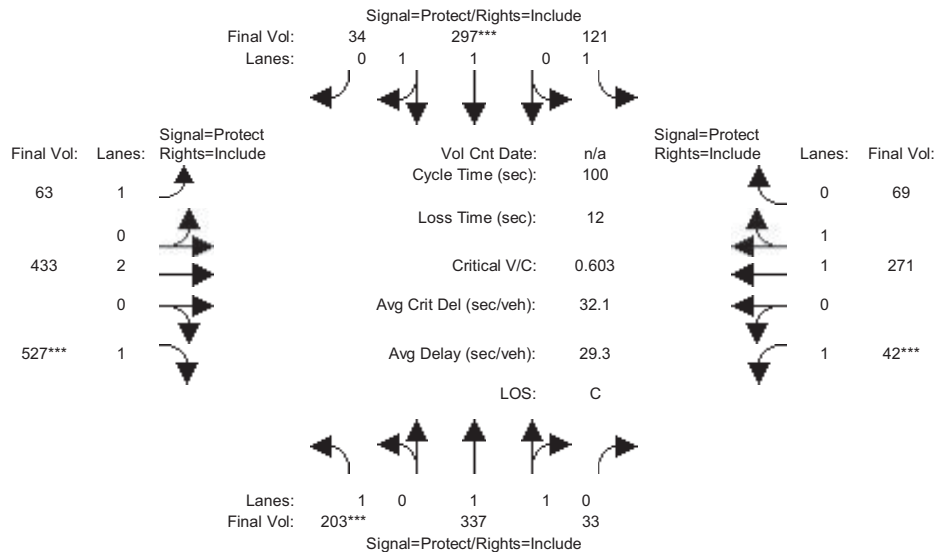
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.09	0.04	0.09	0.09	0.02	0.05	0.09	0.01	0.12	0.12
Crit Moves:	***			***			***			***		
Green Time:	42.2	35.0	35.0	24.5	17.4	17.4	7.0	16.7	16.7	11.7	21.5	21.5
Volume/Cap:	0.54	0.25	0.25	0.17	0.54	0.54	0.24	0.29	0.54	0.06	0.54	0.54
Delay/Veh:	22.5	23.2	23.2	29.9	38.6	38.6	45.0	36.7	40.2	39.4	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:	22.5	23.2	23.2	29.9	38.6	38.6	45.0	36.7	40.2	39.4	35.7	35.7
LOS by Move:	C+	C	C	C	D+	D+	D	D+	D	D	D+	D+
HCM2kAvgQ:	9	3	3	2	6	6	1	3	5	0	7	7

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

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Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	194	337	24	95	297	24	64	428	528	43	239	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	337	24	95	297	24	64	428	528	43	239	72
Added Vol:	9	0	9	26	0	10	-1	5	-1	-1	32	-3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	337	33	121	297	34	63	433	527	42	271	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	337	33	121	297	34	63	433	527	42	271	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	337	33	121	297	34	63	433	527	42	271	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	337	33	121	297	34	63	433	527	42	271	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	3370	330	1750	3320	380	1750	3800	1750	1750	2949	751

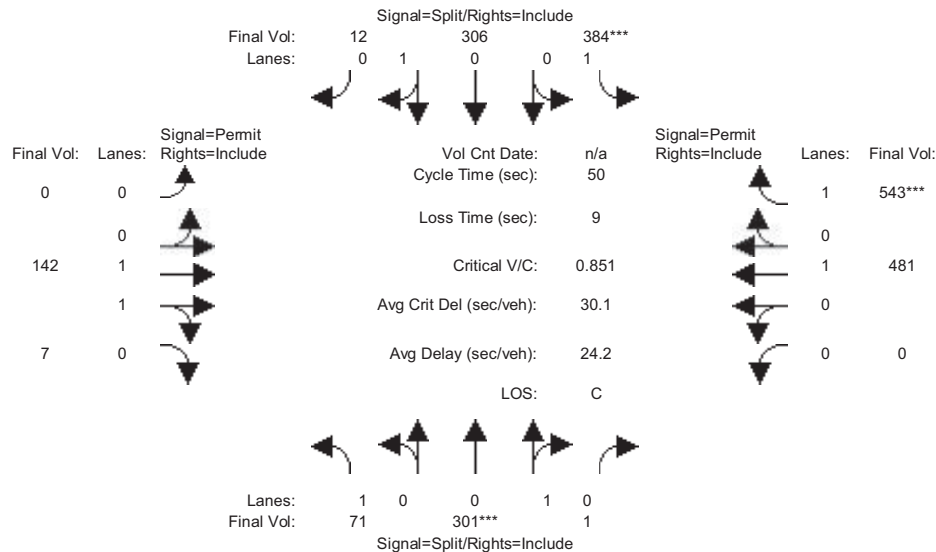
Capacity Analysis Module:												
Vol/Sat:	0.12	0.10	0.10	0.07	0.09	0.09	0.04	0.11	0.30	0.02	0.09	0.09
Crit Moves:	***			***					***	***		
Green Time:	18.5	19.3	19.3	13.5	14.3	14.3	22.7	48.1	48.1	7.0	32.4	32.4
Volume/Cap:	0.63	0.52	0.52	0.51	0.63	0.63	0.16	0.24	0.63	0.34	0.28	0.28
Delay/Veh:	41.3	36.8	36.8	42.0	42.7	42.7	31.2	15.2	20.7	46.0	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	36.8	36.8	42.0	42.7	42.7	31.2	15.2	20.7	46.0	25.3	25.3
LOS by Move:	D	D+	D+	D	D	D	C	B	C+	D	C	C
HCM2kAvgQ:	6	5	5	4	6	6	2	4	13	2	4	4

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

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Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	71	300	1	372	302	12	0	139	7	0	480	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	372	302	12	0	139	7	0	480	542
Added Vol:	0	1	0	12	4	0	0	3	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	301	1	384	306	12	0	142	7	0	481	543
User Adj:	1.00	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:	71	301	1	384	306	12	0	142	7	0	481	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	301	1	384	306	12	0	142	7	0	481	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	301	1	384	306	12	0	142	7	0	481	543

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.00	1.90	0.10	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1732	68	0	3526	174	0	1900	1750

Capacity Analysis Module:

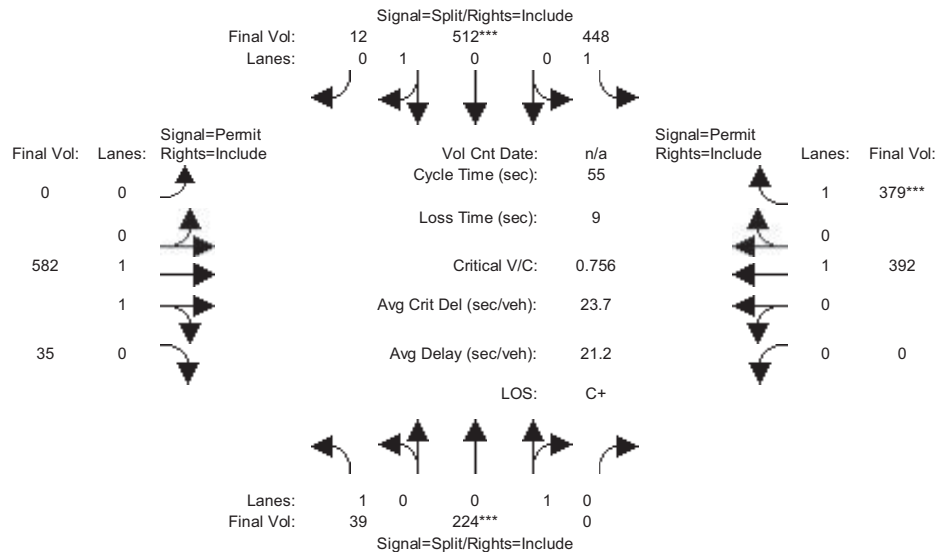
Vol/Sat:	0.04	0.17	0.17	0.22	0.18	0.18	0.00	0.04	0.04	0.00	0.25	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	12.8	12.8	12.8	0.0	18.2	18.2	0.0	18.2	18.2
Volume/Cap:	0.20	0.84	0.84	0.85	0.69	0.69	0.00	0.11	0.11	0.00	0.70	0.85
Delay/Veh:	17.0	35.1	35.1	32.4	21.1	21.1	0.0	10.6	10.6	0.0	16.7	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	35.1	35.1	32.4	21.1	21.1	0.0	10.6	10.6	0.0	16.7	25.6
LOS by Move:	B	D+	D+	C-	C+	C+	A	B+	B+	A	B	C
HCM2kAvgQ:	1	8	8	7	5	5	0	1	1	0	7	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	39	220	0	450	512	12	0	582	35	0	389	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	220	0	450	512	12	0	582	35	0	389	366
Added Vol:	0	4	0	-2	0	0	0	0	0	0	3	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	224	0	448	512	12	0	582	35	0	392	379
User Adj:	1.00	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:	39	224	0	448	512	12	0	582	35	0	392	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	224	0	448	512	12	0	582	35	0	392	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	224	0	448	512	12	0	582	35	0	392	379

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.88	0.12	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1759	41	0	3490	210	0	1900	1750

Capacity Analysis Module:

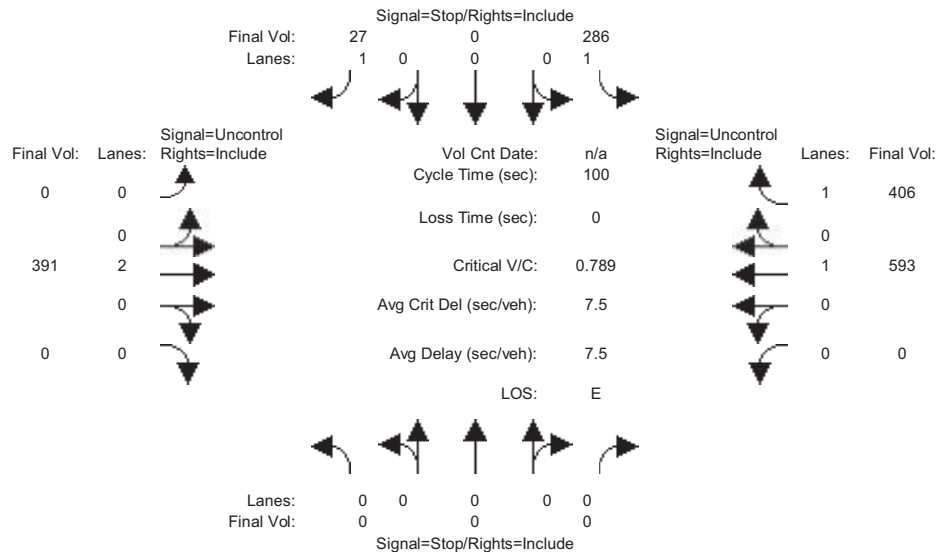
Vol/Sat:	0.02	0.12	0.00	0.26	0.29	0.29	0.00	0.17	0.17	0.00	0.21	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	20.6	20.6	20.6	0.0	15.4	15.4	0.0	15.4	15.4
Volume/Cap:	0.12	0.68	0.00	0.68	0.78	0.78	0.00	0.60	0.60	0.00	0.74	0.78
Delay/Veh:	19.0	26.9	0.0	17.4	20.8	20.8	0.0	18.1	18.1	0.0	23.5	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	26.9	0.0	17.4	20.8	20.8	0.0	18.1	18.1	0.0	23.5	25.9
LOS by Move:	B-	C	A	B	C+	C+	A	B-	B-	A	C	C
HCM2kAvgQ:	1	5	0	7	8	8	0	6	6	0	6	7

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	282	0	27	0	381	0	0	592	405
Growth Adj:	1.00	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	282	0	27	0	381	0	0	592	405
Added Vol:	0	0	0	4	0	0	0	10	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	0	27	0	391	0	0	593	406
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	286	0	27	0	391	0	0	593	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	286	0	27	0	391	0	0	593	406

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	789	xxxx	593	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	363	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	363	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.79	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.6	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	43.5	xxxx	12.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			40.8			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      286 0 27      0 391 0      0 593 406
ApproachDel:    xxxxxx          40.8          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.5]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=313]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1703]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      286 0 27      0 391 0      0 593 406
-----|-----|-----|-----|-----|

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Major Street Volume: 1390

Minor Approach Volume: 313

Minor Approach Volume Threshold: 232

SIGNAL WARRANT DISCLAIMER

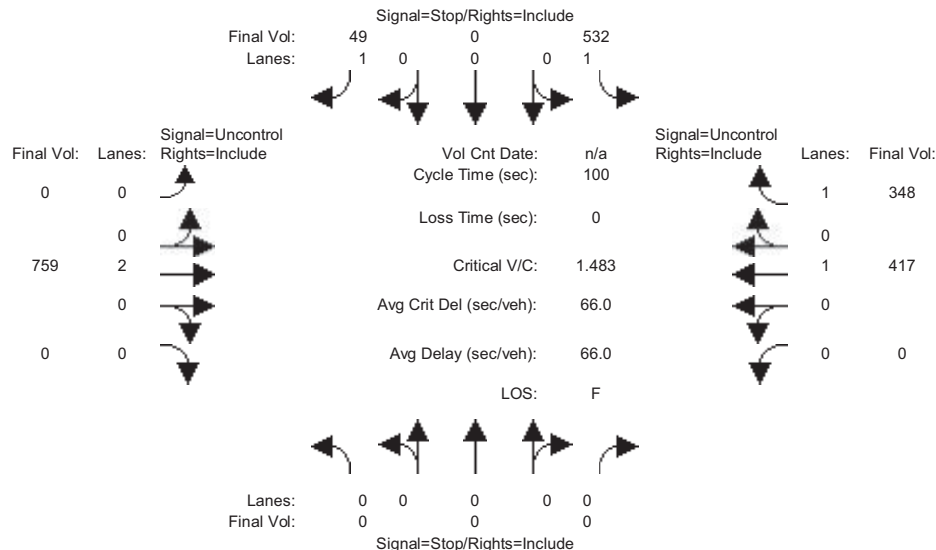
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	532	0	49	0	760	0	0	406	344
Growth Adj:	1.00	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	532	0	49	0	760	0	0	406	344
Added Vol:	0	0	0	0	0	0	0	-1	0	0	11	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	49	0	759	0	0	417	348
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	532	0	49	0	759	0	0	417	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	532	0	49	0	759	0	0	417	348

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

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	797	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	359	xxxx	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	359	xxxx	640	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.48	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	28.6	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	260.0	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			239.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Peak Hour Delay Signal Warrant Report

 Intersection #37 Arboretum Rd / Galvez St

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	532 0 49	0 759 0	0 417 348
ApproachDel:	xxxxxx	239.0	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=38.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=581]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2105]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	0 0 0 0 0	1 0 0 0 1	0 0 2 0 0	0 0 1 0 1
Initial Vol:	0 0 0 0	532 0 49	0 759 0	0 417 348

Major Street Volume: 1524

Minor Approach Volume: 581

Minor Approach Volume Threshold: 193

SIGNAL WARRANT DISCLAIMER

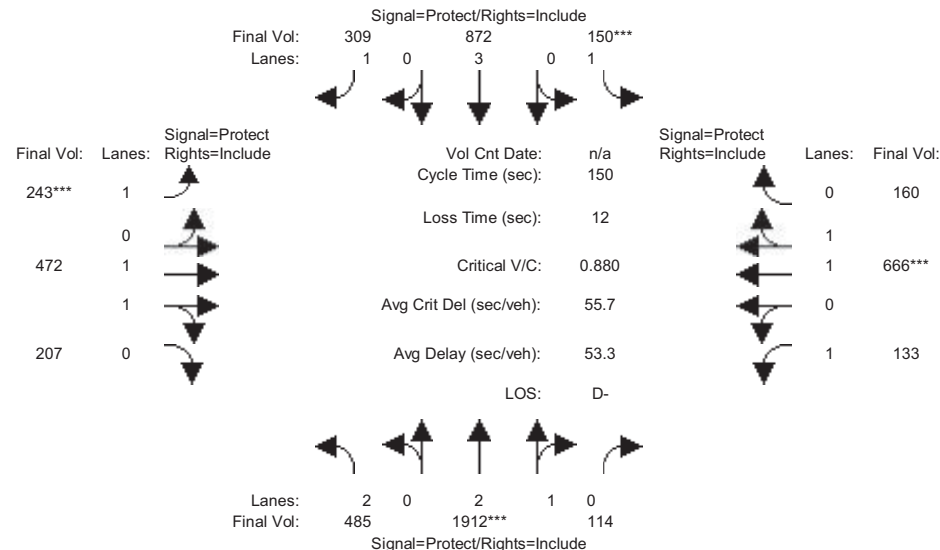
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1910	114	146	860	309	243	472	207	133	666	159
Added Vol:	0	2	0	4	12	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1912	114	150	872	309	243	472	207	133	666	160
User Adj:	1.00	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:	485	1912	114	150	872	309	243	472	207	133	666	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1912	114	150	872	309	243	472	207	133	666	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1912	114	150	872	309	243	472	207	133	666	160

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.82	0.18	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.60	0.40
Final Sat.:	3150	5284	315	1750	5700	1750	1750	2571	1128	1750	2983	717

Capacity Analysis Module:

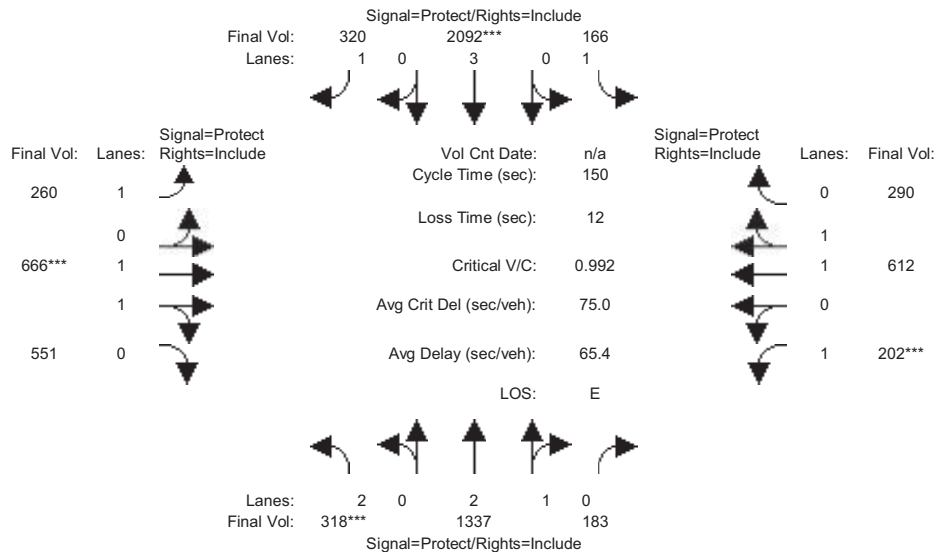
Vol/Sat:	0.15	0.36	0.36	0.09	0.15	0.18	0.14	0.18	0.18	0.08	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.5	61.7	61.7	14.6	40.7	40.7	23.7	43.7	43.7	18.1	38.1	38.1
Volume/Cap:	0.65	0.88	0.88	0.88	0.56	0.65	0.88	0.63	0.63	0.63	0.88	0.88
Delay/Veh:	53.7	45.0	45.0	103.9	47.5	51.5	87.8	47.4	47.4	68.8	63.4	63.4
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:	53.7	45.0	45.0	103.9	47.5	51.5	87.8	47.4	47.4	68.8	63.4	63.4
LOS by Move:	D-	D	D	F	D	D-	F	D	D	E	E	E
HCM2kAvgQ:	13	32	32	8	11	13	11	13	13	6	18	18

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1323	183	166	2093	320	260	666	551	202	612	286
Added Vol:	0	14	0	0	-1	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1337	183	166	2092	320	260	666	551	202	612	290
User Adj:	1.00	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:	318	1337	183	166	2092	320	260	666	551	202	612	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1337	183	166	2092	320	260	666	551	202	612	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1337	183	166	2092	320	260	666	551	202	612	290

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.34	0.66
Final Sat.:	3150	4925	674	1750	5700	1750	1750	2024	1674	1750	2510	1189

Capacity Analysis Module:

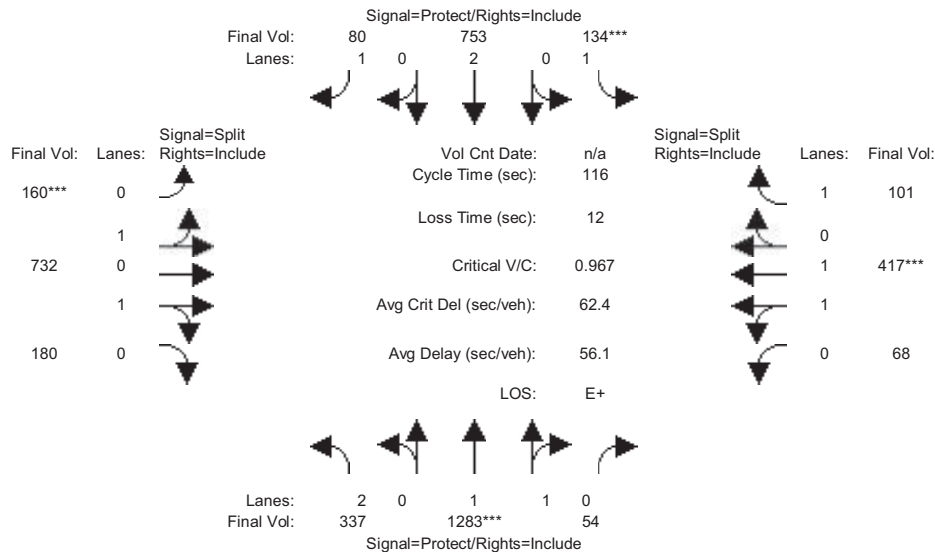
Vol/Sat:	0.10	0.27	0.27	0.09	0.37	0.18	0.15	0.33	0.33	0.12	0.24	0.24
Crit Moves:	***				***			***			***	
Green Time:	15.3	52.4	52.4	18.3	55.5	55.5	25.5	49.8	49.8	17.5	41.8	41.8
Volume/Cap:	0.99	0.78	0.78	0.78	0.99	0.49	0.88	0.99	0.99	0.99	0.88	0.88
Delay/Veh:	115.2	45.6	45.6	80.1	64.7	37.0	84.7	73.6	73.6	126.8	60.2	60.2
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:	115.2	45.6	45.6	80.1	64.7	37.0	84.7	73.6	73.6	126.8	60.2	60.2
LOS by Move:	F	D	D	F	E	D+	F	E	E	F	E	E
HCM2kAvgQ:	13	22	22	8	33	11	12	28	28	10	19	19

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1282	54	134	745	80	160	728	180	68	416	101
Added Vol:	0	1	0	0	8	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1283	54	134	753	80	160	732	180	68	417	101
User Adj:	1.00	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:	337	1283	54	134	753	80	160	732	180	68	417	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1283	54	134	753	80	160	732	180	68	417	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1283	54	134	753	80	160	732	180	68	417	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.36	0.34	0.29	1.71	1.00
Final Sat.:	3150	3550	149	1750	3800	1750	537	2458	604	519	3181	1750

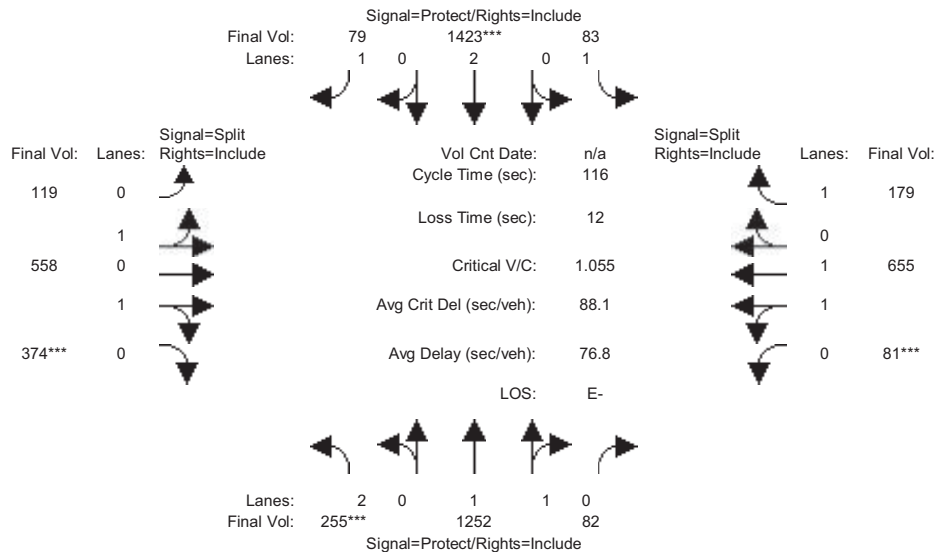
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.08	0.20	0.05	0.30	0.30	0.30	0.13	0.13	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.4	43.4	43.4	9.2	34.1	34.1	35.7	35.7	35.7	15.7	15.7	15.7
Volume/Cap:	0.67	0.97	0.97	0.97	0.67	0.16	0.97	0.97	0.97	0.97	0.97	0.43
Delay/Veh:	49.6	52.5	52.5	119.3	37.7	30.4	59.0	59.0	59.0	81.6	81.6	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	52.5	52.5	119.3	37.7	30.4	59.0	59.0	59.0	81.6	81.6	47.2
LOS by Move:	D	D-	D-	F	D+	C	E+	E+	E+	F	F	D
HCM2kAvgQ:	8	30	30	9	13	2	22	22	22	10	10	3

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1243	82	83	1424	79	119	558	374	81	651	179
Added Vol:	0	9	0	0	-1	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	1252	82	83	1423	79	119	558	374	81	655	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1252	82	83	1423	79	119	558	374	81	655	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1252	82	83	1423	79	119	558	374	81	655	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	1252	82	83	1423	79	119	558	374	81	655	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.23	1.06	0.71	0.23	1.77	1.00
Final Sat.:	3150	3472	227	1750	3800	1750	408	1911	1281	407	3292	1750

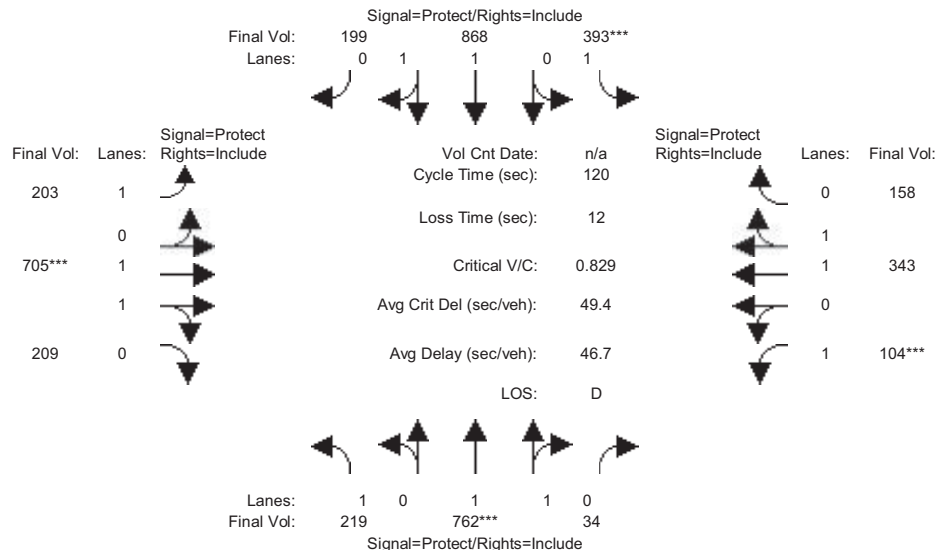
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.05	0.37	0.05	0.29	0.29	0.29	0.20	0.20	0.10
Crit Moves:	***			***			***			***		
Green Time:	8.9	42.9	42.9	7.2	41.2	41.2	32.1	32.1	32.1	21.9	21.9	21.9
Volume/Cap:	1.06	0.98	0.98	0.77	1.06	0.13	1.06	1.06	1.06	1.06	1.06	0.54
Delay/Veh:	126.8	54.7	54.7	81.0	78.0	25.4	86.3	86.3	86.3	96.7	96.7	44.4
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:	126.8	54.7	54.7	81.0	78.0	25.4	86.3	86.3	86.3	96.7	96.7	44.4
LOS by Move:	F	D-	D-	F	E-	C	F	F	F	F	F	D
HCM2kAvgQ:	10	30	30	5	35	2	22	22	22	17	17	6

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	219	762	34	393	867	199	203	701	209	104	342	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	762	34	393	867	199	203	701	209	104	342	158
Added Vol:	0	0	0	0	1	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	762	34	393	868	199	203	705	209	104	343	158
User Adj:	1.00	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:	219	762	34	393	868	199	203	705	209	104	343	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	762	34	393	868	199	203	705	209	104	343	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	762	34	393	868	199	203	705	209	104	343	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.35	0.65
Final Sat.:	1750	3542	158	1750	3009	690	1750	2853	846	1750	2532	1166

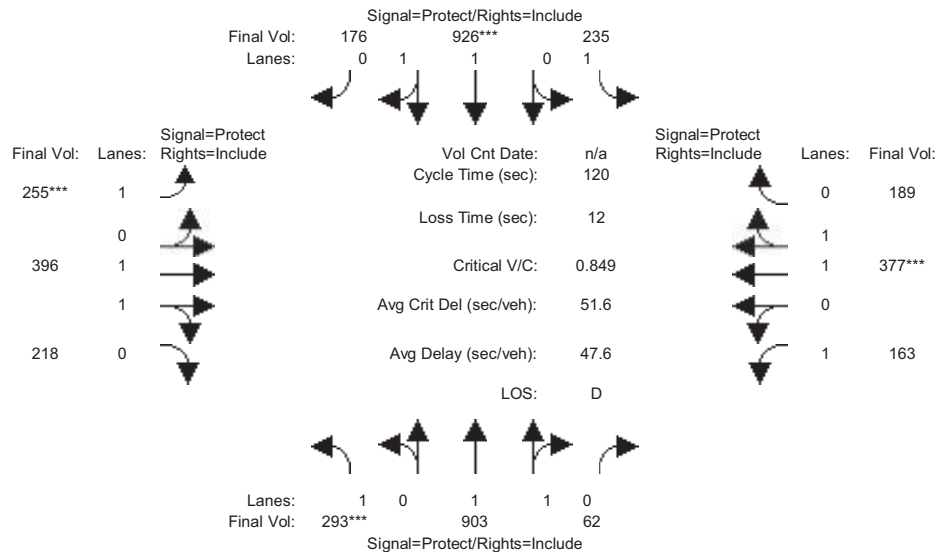
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.22	0.29	0.29	0.12	0.25	0.25	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	19.3	31.1	31.1	32.5	44.4	44.4	20.5	35.8	35.8	8.6	23.9	23.9
Volume/Cap:	0.78	0.83	0.83	0.83	0.78	0.78	0.68	0.83	0.83	0.83	0.68	0.68
Delay/Veh:	61.4	48.0	48.0	52.8	36.4	36.4	52.9	44.7	44.7	89.8	47.1	47.1
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:	61.4	48.0	48.0	52.8	36.4	36.4	52.9	44.7	44.7	89.8	47.1	47.1
LOS by Move:	E	D	D	D-	D+	D+	D-	D	D	F	D	D
HCM2kAvgQ:	10	16	16	17	19	19	7	15	15	6	10	10

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	293	902	62	235	926	176	255	396	218	163	373	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	902	62	235	926	176	255	396	218	163	373	189
Added Vol:	0	1	0	0	0	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	903	62	235	926	176	255	396	218	163	377	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	903	62	235	926	176	255	396	218	163	377	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	903	62	235	926	176	255	396	218	163	377	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	903	62	235	926	176	255	396	218	163	377	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.27	0.73	1.00	1.31	0.69
Final Sat.:	1750	3462	238	1750	3109	591	1750	2385	1313	1750	2464	1235

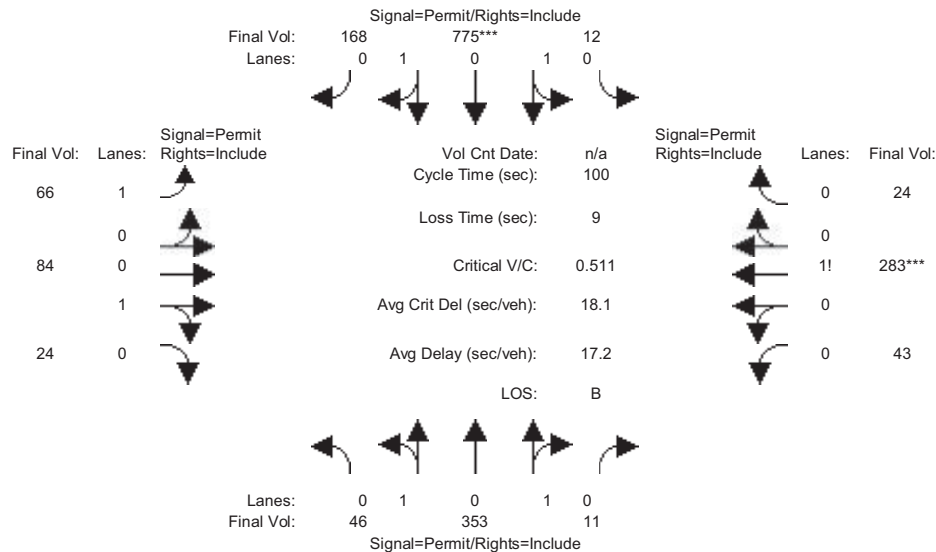
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.13	0.30	0.30	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.7	43.4	43.4	22.4	42.1	42.1	20.6	27.1	27.1	15.2	21.6	21.6
Volume/Cap:	0.85	0.72	0.72	0.72	0.85	0.85	0.85	0.74	0.74	0.74	0.85	0.85
Delay/Veh:	64.1	35.0	35.0	53.5	41.5	41.5	68.0	46.6	46.6	62.7	57.6	57.6
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:	64.1	35.0	35.0	53.5	41.5	41.5	68.0	46.6	46.6	62.7	57.6	57.6
LOS by Move:	E	D+	D+	D-	D	D	E	D	D	E	E+	E+
HCM2kAvgQ:	14	17	17	10	22	22	9	10	10	8	13	13

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	46	353	11	12	775	168	66	74	24	43	278	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	353	11	12	775	168	66	74	24	43	278	24
Added Vol:	0	0	0	0	0	0	0	10	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	353	11	12	775	168	66	84	24	43	283	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	353	11	12	775	168	66	84	24	43	283	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	353	11	12	775	168	66	84	24	43	283	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	353	11	12	775	168	66	84	24	43	283	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.78	0.22	0.12	0.81	0.07
Final Sat.:	404	3100	97	45	2921	633	1750	1400	400	215	1415	120

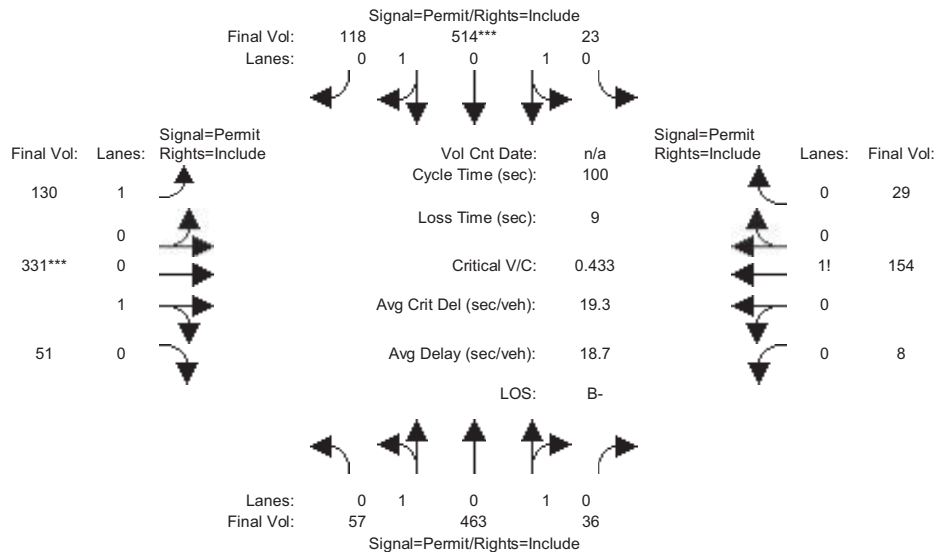
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.27	0.27	0.04	0.06	0.06	0.20	0.20	0.20
Crit Moves:					****						****	
Green Time:	51.9	51.9	51.9	51.9	51.9	51.9	39.1	39.1	39.1	39.1	39.1	39.1
Volume/Cap:	0.22	0.22	0.22	0.51	0.51	0.51	0.10	0.15	0.15	0.51	0.51	0.51
Delay/Veh:	13.1	13.1	13.1	16.0	16.0	16.0	19.3	19.8	19.8	23.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	16.0	16.0	16.0	19.3	19.8	19.8	23.8	23.8	23.8
LOS by Move:	B	B	B	B	B	B	B-	B-	B-	C	C	C
HCM2kAvgQ:	4	4	4	10	10	10	1	2	2	9	9	9

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	463	36	23	514	118	130	328	51	8	143	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	463	36	23	514	118	130	328	51	8	143	29
Added Vol:	0	0	0	0	0	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	463	36	23	514	118	130	331	51	8	154	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	463	36	23	514	118	130	331	51	8	154	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	463	36	23	514	118	130	331	51	8	154	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	463	36	23	514	118	130	331	51	8	154	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.87	0.13	0.04	0.81	0.15
Final Sat.:	369	2998	233	126	2825	649	1750	1560	240	73	1411	266

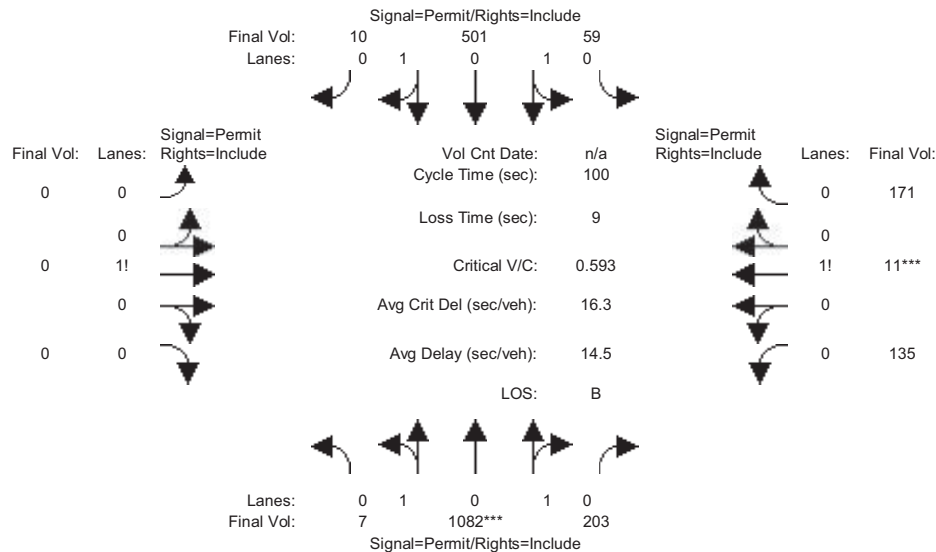
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.07	0.21	0.21	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	42.0	42.0	42.0	42.0	42.0	42.0	49.0	49.0	49.0	49.0	49.0	49.0
Volume/Cap:	0.37	0.37	0.37	0.43	0.43	0.43	0.15	0.43	0.43	0.22	0.22	0.22
Delay/Veh:	20.0	20.0	20.0	20.8	20.8	20.8	14.1	16.9	16.9	14.7	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	20.8	20.8	20.8	14.1	16.9	16.9	14.7	14.7	14.7
LOS by Move:	C+	C+	C+	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	7	7	7	2	8	8	4	4	4

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

Stanford EIR

Level Of Service Computation Report
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Intersection #42: Alma St / Hamilton Ave



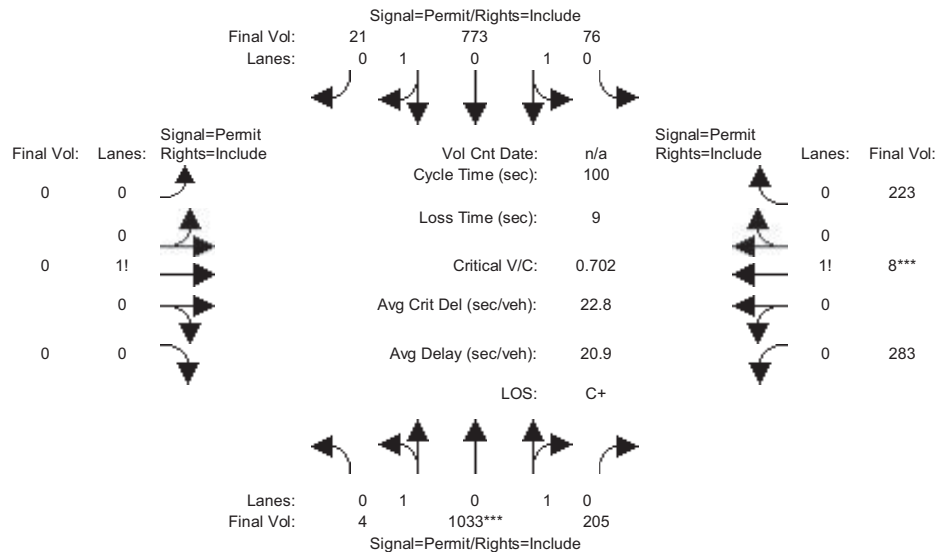
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1081	203	49	497	10	0	0	0	135	11	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1081	203	49	497	10	0	0	0	135	11	166
Added Vol:	0	1	0	10	4	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1082	203	59	501	10	0	0	0	135	11	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:	7	1082	203	59	501	10	0	0	0	135	11	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1082	203	59	501	10	0	0	0	135	11	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:	7	1082	203	59	501	10	0	0	0	135	11	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.68	0.31	0.21	1.76	0.03	0.00	1.00	0.00	0.43	0.03	0.54
Final Sat.:	20	3015	566	373	3164	63	0	1750	0	745	61	944
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.16	0.16	0.16	0.00	0.00	0.00	0.18	0.18	0.18
Crit Moves:	****											
Green Time:	60.5	60.5	60.5	60.5	60.5	60.5	0.0	0.0	0.0	30.5	30.5	30.5
Volume/Cap:	0.59	0.59	0.59	0.26	0.26	0.26	0.00	0.00	0.00	0.59	0.59	0.59
Delay/Veh:	12.6	12.6	12.6	9.3	9.3	9.3	0.0	0.0	0.0	31.3	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	9.3	9.3	9.3	0.0	0.0	0.0	31.3	31.3	31.3
LOS by Move:	B	B	B	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	13	13	13	4	4	4	0	0	0	9	9	9

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

Stanford EIR

Level Of Service Computation Report
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Intersection #42: Alma St / Hamilton Ave



Street Name:	Alma Street			Hamilton Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1029	205	73	773	21	0	0	0	283	8	212
Added Vol:	0	4	0	3	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1033	205	76	773	21	0	0	0	283	8	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1033	205	76	773	21	0	0	0	283	8	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1033	205	76	773	21	0	0	0	283	8	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	1033	205	76	773	21	0	0	0	283	8	223

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.17	1.78	0.05	0.00	1.00	0.00	0.55	0.02	0.43
Final Sat.:	12	2994	594	314	3199	87	0	1750	0	964	27	759

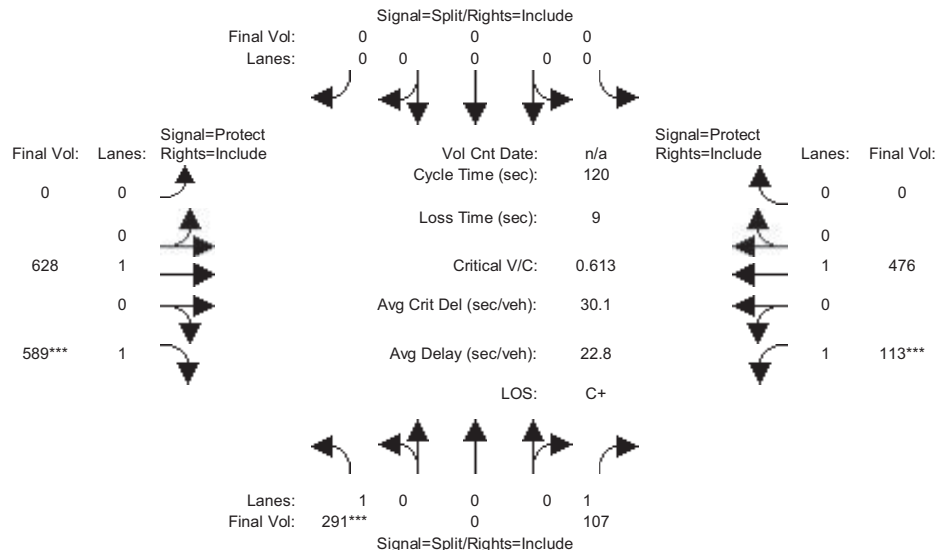
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.24	0.24	0.24	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****									****		
Green Time:	49.2	49.2	49.2	49.2	49.2	49.2	0.0	0.0	0.0	41.8	41.8	41.8
Volume/Cap:	0.70	0.70	0.70	0.49	0.49	0.49	0.00	0.00	0.00	0.70	0.70	0.70
Delay/Veh:	21.0	21.0	21.0	17.3	17.3	17.3	0.0	0.0	0.0	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	17.3	17.3	17.3	0.0	0.0	0.0	27.0	27.0	27.0
LOS by Move:	C+	C+	C+	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	16	16	16	10	10	10	0	0	0	14	14	14

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

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Intersection #43: University Dr / Santa Cruz Avenue

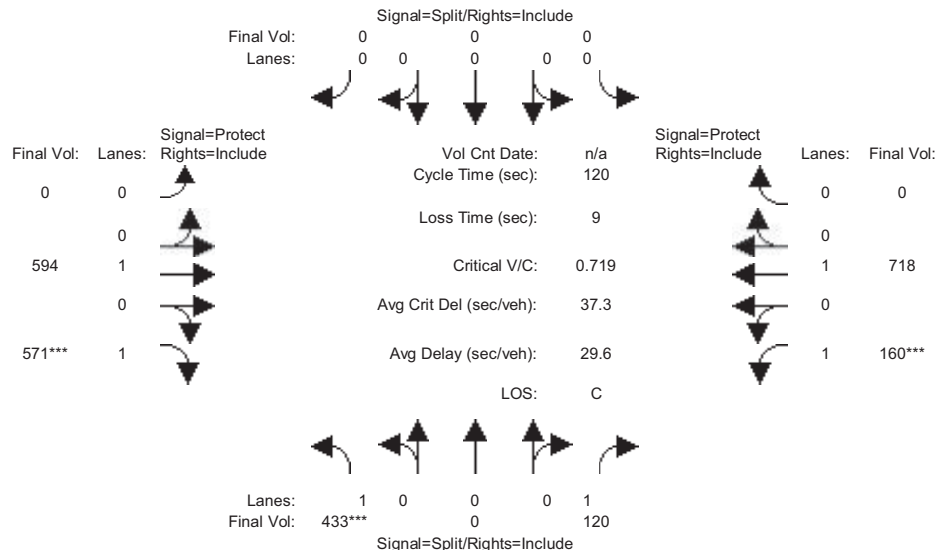


Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	0	107	0	0	0	0	628	587	113	475	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:	290	0	107	0	0	0	0	628	587	113	475	0
Added Vol:	1	0	0	0	0	0	0	0	2	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	0	107	0	0	0	0	628	589	113	476	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:	291	0	107	0	0	0	0	628	589	113	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	0	107	0	0	0	0	628	589	113	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	0	107	0	0	0	0	628	589	113	476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.34	0.06	0.25	0.00
Crit Moves:	***								***	***		
Green Time:	32.5	0.0	32.5	0.0	0.0	0.0	0.0	65.8	65.8	12.6	78.5	0.0
Volume/Cap:	0.61	0.00	0.23	0.00	0.00	0.00	0.00	0.60	0.61	0.61	0.38	0.00
Delay/Veh:	40.6	0.0	34.2	0.0	0.0	0.0	0.0	19.3	19.6	57.4	9.8	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:	40.6	0.0	34.2	0.0	0.0	0.0	0.0	19.3	19.6	57.4	9.8	0.0
LOS by Move:	D	A	C-	A	A	A	A	B-	B-	E+	A	A
HCM2kAvgQ:	11	0	3	0	0	0	0	16	16	5	8	0
Note: Queue reported is the number of cars per lane.												

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Intersection #43: University Dr / Santa Cruz Avenue

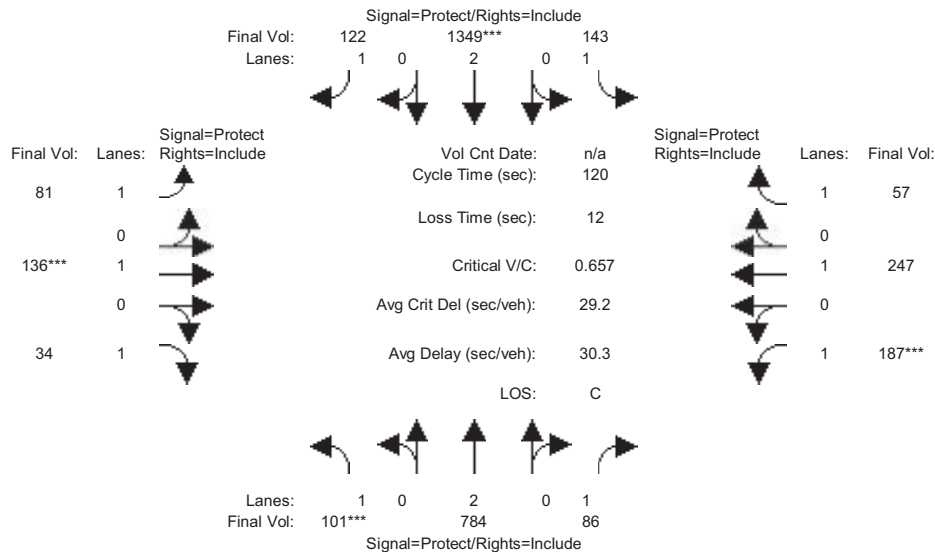


Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	431	0	120	0	0	0	0	593	571	160	718	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:	431	0	120	0	0	0	0	593	571	160	718	0
Added Vol:	2	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	0	120	0	0	0	0	594	571	160	718	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:	433	0	120	0	0	0	0	594	571	160	718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	0	120	0	0	0	0	594	571	160	718	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:	433	0	120	0	0	0	0	594	571	160	718	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.00	0.00	0.31	0.33	0.09	0.38	0.00
Crit Moves:	***								***	***		
Green Time:	41.3	0.0	41.3	0.0	0.0	0.0	0.0	54.5	54.5	15.3	69.7	0.0
Volume/Cap:	0.72	0.00	0.20	0.00	0.00	0.00	0.00	0.69	0.72	0.72	0.65	0.00
Delay/Veh:	38.5	0.0	27.9	0.0	0.0	0.0	0.0	28.4	29.8	61.1	18.3	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:	38.5	0.0	27.9	0.0	0.0	0.0	0.0	28.4	29.8	61.1	18.3	0.0
LOS by Move:	D+	A	C	A	A	A	A	C	C	E	B-	A
HCM2kAvgQ:	16	0	3	0	0	0	0	18	19	8	18	0
Note: Queue reported is the number of cars per lane.												

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Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	754	86	143	1344	122	81	136	34	187	247	57
Added Vol:	0	30	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	784	86	143	1349	122	81	136	34	187	247	57
User Adj:	1.00	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:	101	784	86	143	1349	122	81	136	34	187	247	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	784	86	143	1349	122	81	136	34	187	247	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	784	86	143	1349	122	81	136	34	187	247	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

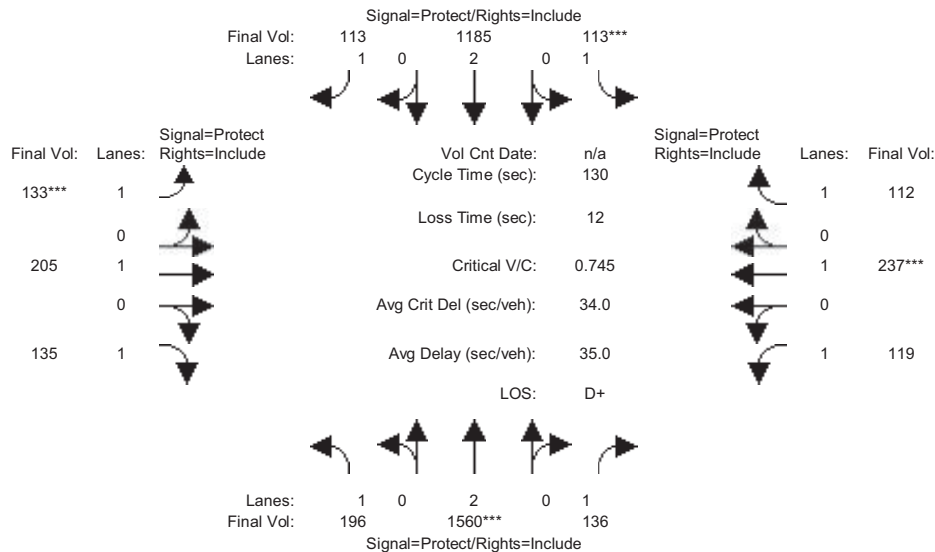
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.05	0.08	0.36	0.07	0.05	0.07	0.02	0.11	0.13	0.03
Crit Moves:	***				****			****		****		
Green Time:	10.5	54.0	54.0	21.4	64.9	64.9	10.1	13.1	13.1	19.5	22.5	22.5
Volume/Cap:	0.66	0.46	0.11	0.46	0.66	0.13	0.55	0.66	0.18	0.66	0.69	0.17
Delay/Veh:	62.9	23.1	19.1	45.2	20.4	13.7	57.2	58.8	49.0	52.6	51.3	41.2
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:	62.9	23.1	19.1	45.2	20.4	13.7	57.2	58.8	49.0	52.6	51.3	41.2
LOS by Move:	E	C	B-	D	C+	B	E+	E+	D	D-	D-	D
HCM2kAvgQ:	4	10	2	5	17	2	4	6	1	8	10	2

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

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real			Oak Grove Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1563	136	113	1151	113	133	205	135	119	237	112
Added Vol:	0	-3	0	0	34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1560	136	113	1185	113	133	205	135	119	237	112
User Adj:	1.00	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:	196	1560	136	113	1185	113	133	205	135	119	237	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1560	136	113	1185	113	133	205	135	119	237	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1560	136	113	1185	113	133	205	135	119	237	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

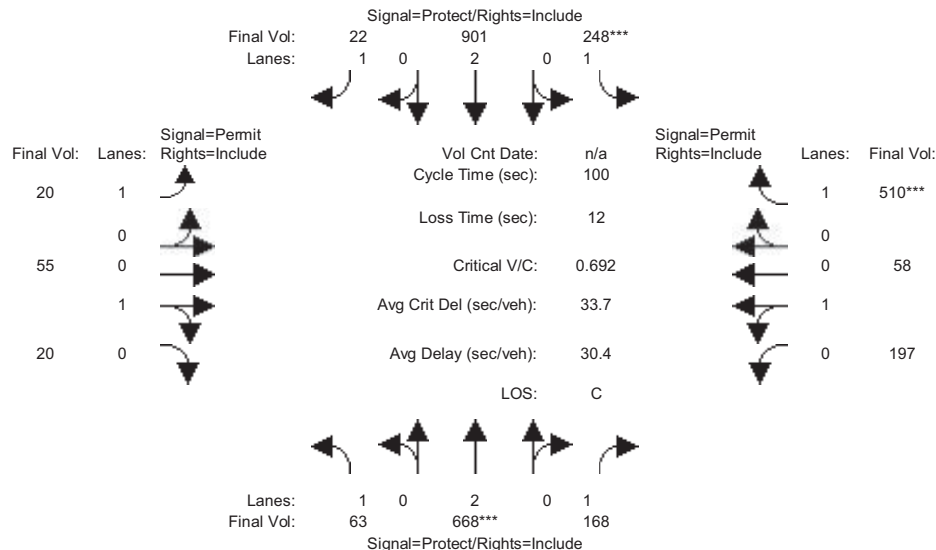
Vol/Sat:	0.11	0.41	0.08	0.06	0.31	0.06	0.08	0.11	0.08	0.07	0.12	0.06
Crit Moves:	****			****			****			****		
Green Time:	21.9	71.7	71.7	11.3	61.0	61.0	13.3	21.5	21.5	13.5	21.8	21.8
Volume/Cap:	0.66	0.74	0.14	0.74	0.66	0.14	0.74	0.65	0.47	0.65	0.74	0.38
Delay/Veh:	56.2	23.7	14.3	76.0	27.5	19.6	72.3	55.6	50.3	64.1	60.7	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:	56.2	23.7	14.3	76.0	27.5	19.6	72.3	55.6	50.3	64.1	60.7	49.0
LOS by Move:	E+	C	B	E-	C	B-	E	E+	D	E	E	D
HCM2kAvgQ:	8	23	3	5	17	3	7	9	6	6	11	5

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

Stanford EIR

Level Of Service Computation Report
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Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	679	168	247	901	22	20	55	20	197	58	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	679	168	247	901	22	20	55	20	197	58	510
Added Vol:	0	-11	0	1	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	668	168	248	901	22	20	55	20	197	58	510
User Adj:	1.00	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:	63	668	168	248	901	22	20	55	20	197	58	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	668	168	248	901	22	20	55	20	197	58	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	668	168	248	901	22	20	55	20	197	58	510

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1391	409	1750

Capacity Analysis Module:

Vol/Sat:	0.04	0.18	0.10	0.14	0.24	0.01	0.01	0.04	0.04	0.14	0.14	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.5	25.4	25.4	20.5	35.4	35.4	42.1	42.1	42.1	42.1	42.1	42.1
Volume/Cap:	0.34	0.69	0.38	0.69	0.67	0.04	0.03	0.10	0.10	0.34	0.34	0.69
Delay/Veh:	42.7	35.9	31.3	42.5	28.6	21.1	17.0	17.5	17.5	19.8	19.8	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	35.9	31.3	42.5	28.6	21.1	17.0	17.5	17.5	19.8	19.8	26.5
LOS by Move:	D	D+	C	D	C	C+	B	B	B	B-	B-	C
HCM2kAvgQ:	2	10	5	7	11	0	0	1	1	6	6	15

Note: Queue reported is the number of cars per lane.

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Signal=Protect/Rights=Include

Lanes: 1 0 2 0 1
Final Vol: 6 996***

	Signal=Permit Rights=Include	Vol Cnt Date:	n/a	Signal=Permit Rights=Include	
Final Vol:	Lanes:	Cycle Time (sec):	100	Lanes:	Final Vol:
37	1	Loss Time (sec):	12	1	333***
	0			0	
62	0	Critical V/C:	0.869	0	4
	1	Avg Crit Del (sec/veh):	43.7	1	
38	0	Avg Delay (sec/veh):	34.2	0	41
		LOS:	C-		

Lanes: 1 0 2 0 1
Final Vol: 6 996***
Signal=Protect/Rights=Include

Street Name:	Middlefield Road						Ringwood Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			

Volume Module:												
Base Vol:	6	996	89	546	922	7	37	62	38	41	4	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	996	89	546	922	7	37	62	38	41	4	332
Added Vol:	0	0	0	0	-11	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	996	89	546	911	7	37	62	38	41	4	333
User Adj:	1.00	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:	6	996	89	546	911	7	37	62	38	41	4	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	996	89	546	911	7	37	62	38	41	4	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	996	89	546	911	7	37	62	38	41	4	333

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1640	160	1750

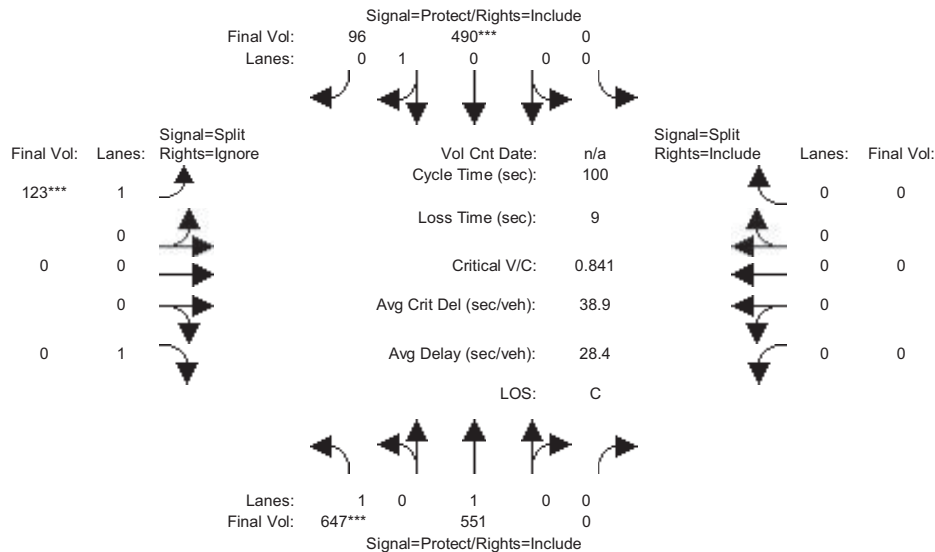
Capacity Analysis Module:													
Vol/Sat:	0.00	0.26	0.05	0.31	0.24	0.00	0.02	0.06	0.06	0.03	0.03	0.19	
Crit Moves:	****		****										****
Green Time:	14.9	30.2	30.2	35.9	51.2	51.2	21.9	21.9	21.9	21.9	21.9	21.9	
Volume/Cap:	0.02	0.87	0.17	0.87	0.47	0.01	0.10	0.25	0.25	0.11	0.11	0.87	
Delay/Veh:	36.3	40.3	25.8	42.2	15.9	12.0	31.3	32.6	32.6	31.4	31.4	56.3	
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:	36.3	40.3	25.8	42.2	15.9	12.0	31.3	32.6	32.6	31.4	31.4	56.3	
LOS by Move:	D+	D	C	D	B	B+	C	C-	C-	C	C	E+	
HCM2kAvgQ:	0	18	2	16	8	0	1	3	3	1	1	14	

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #46: Middlefield Rd / Ravenswood Ave



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	659	551	0	0	490	95	118	0	680	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:	659	551	0	0	490	95	118	0	680	0	0	0
Added Vol:	-12	0	0	0	0	1	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	551	0	0	490	96	123	0	681	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	647	551	0	0	490	96	123	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	551	0	0	490	96	123	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	647	551	0	0	490	96	123	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1505	295	1750	0	1750	0	0	0

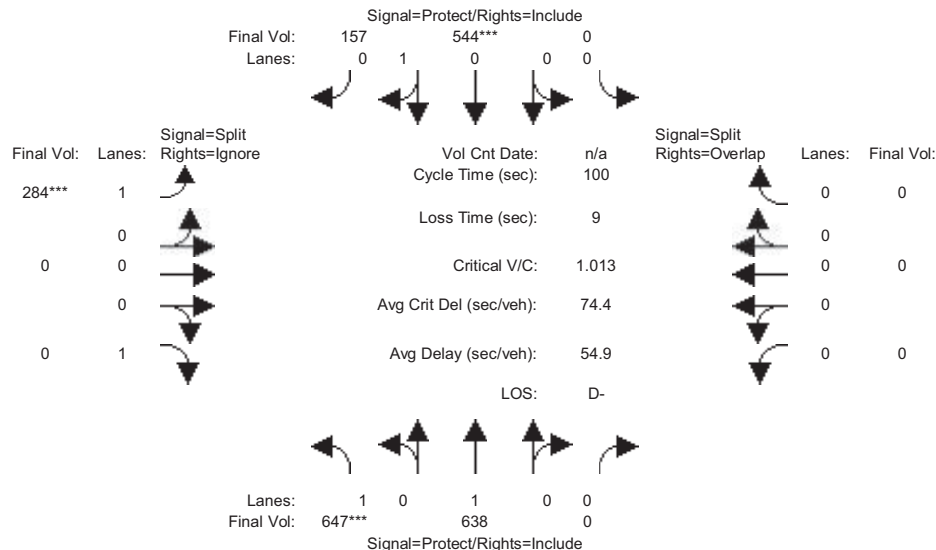
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.00	0.00	0.33	0.33	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	43.1	81.0	0.0	0.0	37.9	37.9	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.86	0.36	0.00	0.00	0.86	0.86	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	35.4	2.7	0.0	0.0	39.2	39.2	55.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	2.7	0.0	0.0	39.2	39.2	55.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D+	A	A	A	D	D	E+	A	A	A	A	A
HCM2kAvgQ:	20	4	0	0	20	20	4	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #46: Middlefield Rd / Ravenswood Ave



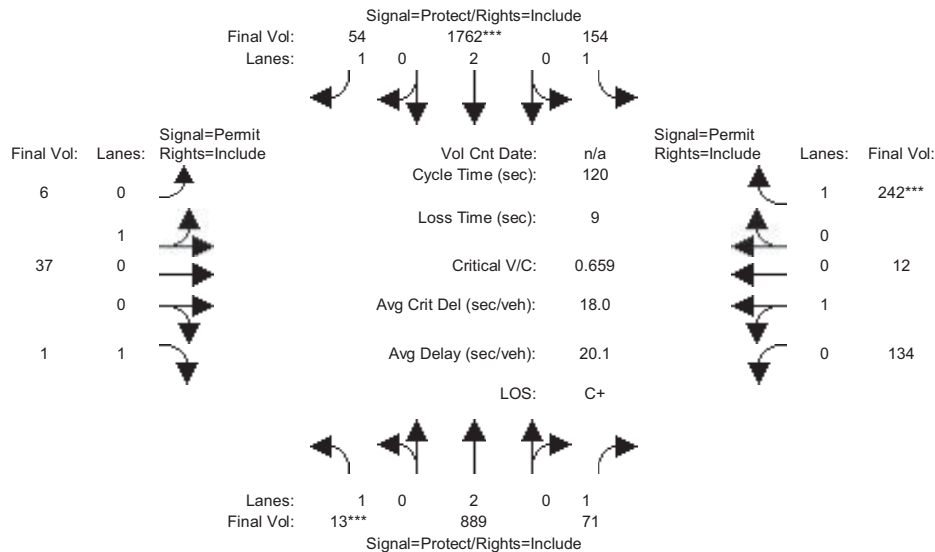
Street Name:	Middlefield Road			Ravenswood Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:						
Base Vol:	646	638	0	0	544	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	646	638	0	0	544	151
Added Vol:	1	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0
Initial Fut:	647	638	0	0	544	157
User Adj:	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
PHF Volume:	647	638	0	0	544	157
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	647	638	0	0	544	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	647	638	0	0	544	157
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22
Final Sat.:	1750	1900	0	0	1397	403
Capacity Analysis Module:						
Vol/Sat:	0.37	0.34	0.00	0.00	0.39	0.39
Crit Moves:	***			***		
Green Time:	36.5	75.0	0.0	0.0	38.5	38.5
Volume/Cap:	1.01	0.45	0.00	0.00	1.01	1.01
Delay/Veh:	70.5	4.9	0.0	0.0	68.1	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	4.9	0.0	0.0	68.1	68.1
LOS by Move:	E	A	A	A	E	E
HCM2kAvgQ:	25	7	0	0	31	31

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
Growth Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Added Vol:	0	25	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	889	71	154	1762	54	6	37	1	134	12	242
User Adj:	1.00	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	889	71	154	1762	54	6	37	1	134	12	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	889	71	154	1762	54	6	37	1	134	12	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	889	71	154	1762	54	6	37	1	134	12	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	251	1549	1750	1652	148	1750

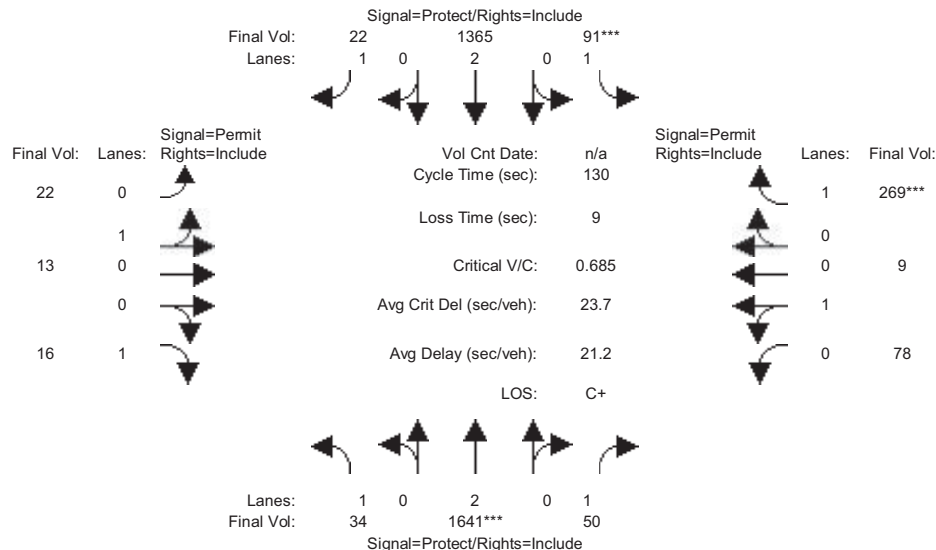
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.09	0.46	0.03	0.02	0.02	0.00	0.08	0.08	0.14
Crit Moves:	***			***								***
Green Time:	7.0	63.3	63.3	23.8	80.1	80.1	23.9	23.9	23.9	23.9	23.9	23.9
Volume/Cap:	0.13	0.44	0.08	0.44	0.69	0.05	0.12	0.12	0.00	0.41	0.41	0.69
Delay/Veh:	54.2	17.6	14.0	43.2	13.2	6.9	39.6	39.6	38.5	42.6	42.6	50.6
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:	54.2	17.6	14.0	43.2	13.2	6.9	39.6	39.6	38.5	42.6	42.6	50.6
LOS by Move:	D-	B	B	D	B	A	D	D	D+	D	D	D
HCM2kAvgQ:	0	10	1	6	20	1	1	1	0	5	5	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1643	50	91	1337	22	22	13	16	78	9	269
Added Vol:	0	-2	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1641	50	91	1365	22	22	13	16	78	9	269
User Adj:	1.00	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	1641	50	91	1365	22	22	13	16	78	9	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1641	50	91	1365	22	22	13	16	78	9	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1641	50	91	1365	22	22	13	16	78	9	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1614	186	1750

Capacity Analysis Module:

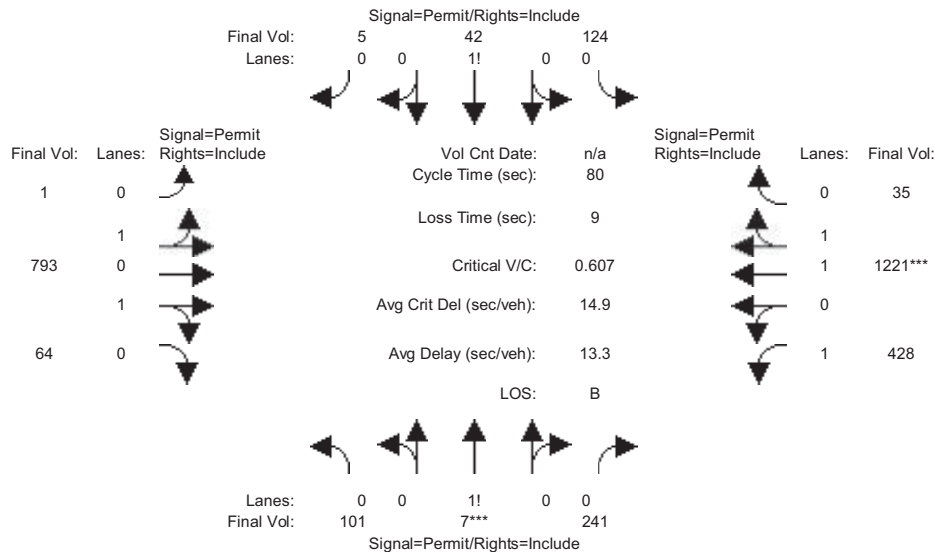
Vol/Sat:	0.02	0.43	0.03	0.05	0.36	0.01	0.02	0.02	0.01	0.05	0.05	0.15
Crit Moves:	****			****								****
Green Time:	12.0	82.0	82.0	9.9	79.9	79.9	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.21	0.68	0.05	0.68	0.58	0.02	0.09	0.09	0.04	0.22	0.22	0.68
Delay/Veh:	55.3	16.5	9.2	72.4	15.5	9.8	40.0	40.0	39.5	41.4	41.4	51.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	16.5	9.2	72.4	15.5	9.8	40.0	40.0	39.5	41.4	41.4	51.2
LOS by Move:	E+	B	A	E	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	20	1	5	16	0	1	1	1	3	3	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	7	240	124	42	5	1	785	64	428	1220	35
Added Vol:	0	0	1	0	0	0	0	8	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	7	241	124	42	5	1	793	64	428	1221	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	7	241	124	42	5	1	793	64	428	1221	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	7	241	124	42	5	1	793	64	428	1221	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	7	241	124	42	5	1	793	64	428	1221	35

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.72	0.25	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	506	35	1208	1269	430	51	4	3327	269	1750	3597	103

Capacity Analysis Module:

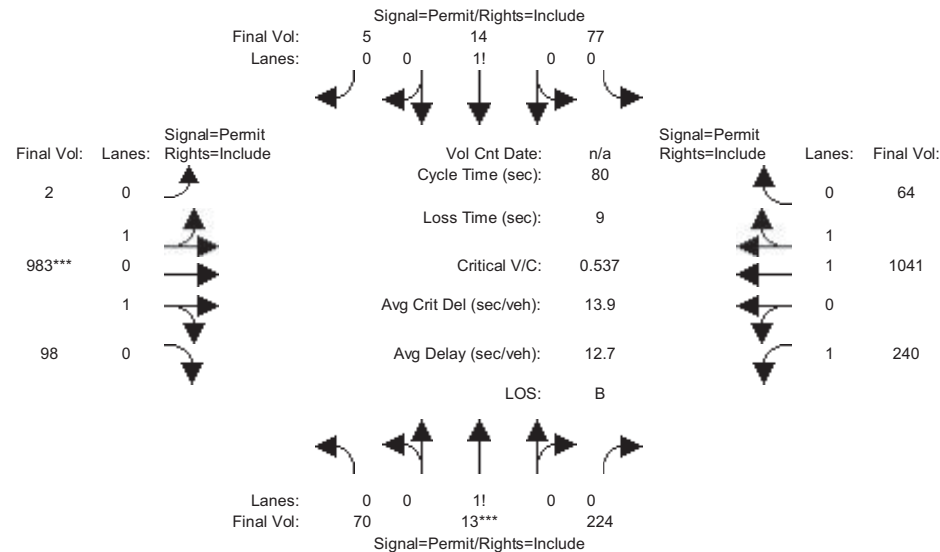
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.24	0.24	0.24	0.24	0.34	0.34
Crit Moves:	****									****		
Green Time:	26.3	26.3	26.3	26.3	26.3	26.3	44.7	44.7	44.7	44.7	44.7	44.7
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.30	0.43	0.43	0.43	0.44	0.61	0.61
Delay/Veh:	24.4	24.4	24.4	20.3	20.3	20.3	10.4	10.4	10.4	10.6	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	24.4	20.3	20.3	20.3	10.4	10.4	10.4	10.6	12.3	12.3
LOS by Move:	C	C	C	C+	C+	C+	B+	B+	B+	B+	B	B
HCM2kAvgQ:	9	9	9	3	3	3	7	7	7	7	11	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	13	224	77	14	5	2	984	98	239	1032	64
Added Vol:	0	0	0	0	0	0	0	-1	0	1	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	13	224	77	14	5	2	983	98	240	1041	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	13	224	77	14	5	2	983	98	240	1041	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	13	224	77	14	5	2	983	98	240	1041	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	13	224	77	14	5	2	983	98	240	1041	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.81	0.18	1.00	1.88	0.12
Final Sat.:	399	74	1277	1404	255	91	7	3268	326	1750	3486	214

Capacity Analysis Module:

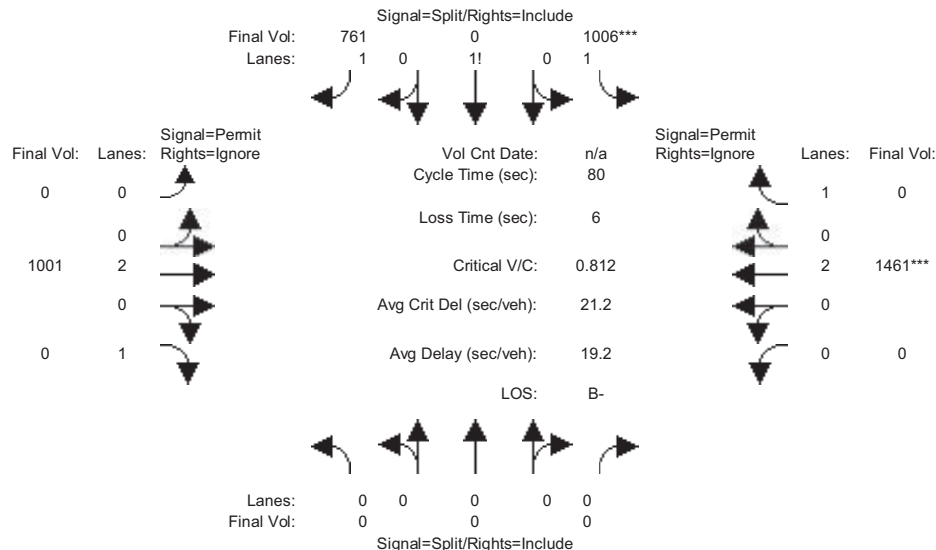
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.30	0.30	0.30	0.14	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	44.8	44.8	44.8	44.8	44.8	44.8
Volume/Cap:	0.54	0.54	0.54	0.17	0.17	0.17	0.54	0.54	0.54	0.24	0.53	0.53
Delay/Veh:	23.0	23.0	23.0	19.3	19.3	19.3	11.3	11.3	11.3	9.1	11.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	23.0	19.3	19.3	19.3	11.3	11.3	11.3	9.1	11.3	11.3
LOS by Move:	C+	C+	C+	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	7	7	7	2	2	2	9	9	9	3	9	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #49: US 101SB Ramp / Marsh Rd



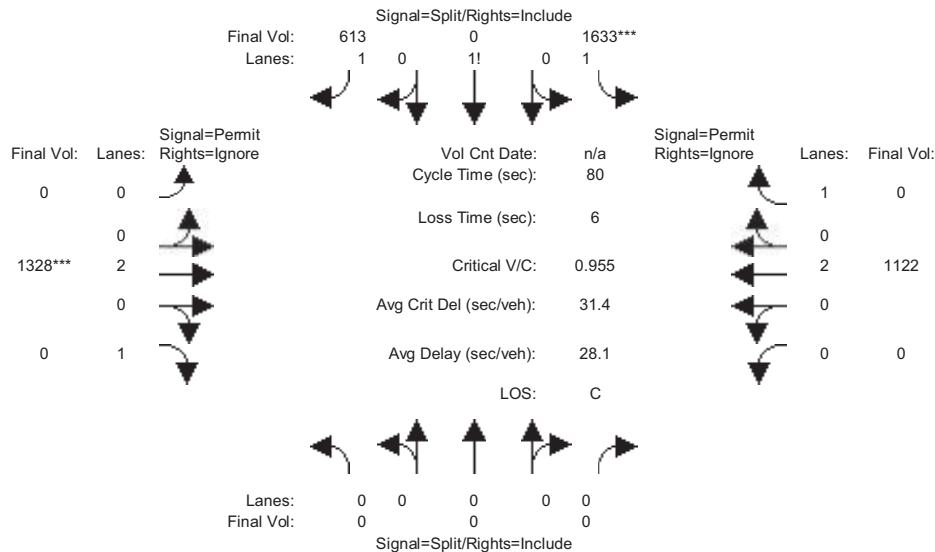
Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	1006	0	760	0	992	679	0	1461	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:	0	0	0	1006	0	760	0	992	679	0	1461	194
Added Vol:	0	0	0	0	0	1	0	9	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	0	761	0	1001	679	0	1461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	0	761	0	1001	0	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	0	761	0	1001	0	0	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1006	0	761	0	1001	0	0	1461	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.57	0.00	1.43	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2746	0	2504	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.30	0.00	0.26	0.00	0.00	0.38	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.1	0.0	36.1	0.0	37.9	0.0	0.0	37.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.67	0.00	0.56	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.0	0.0	15.4	0.0	0.0	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.4	0.0	18.0	0.0	15.4	0.0	0.0	20.9	0.0
LOS by Move:	A	A	A	C+	A	B-	A	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	17	0	12	0	9	0	0	16	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1633	0	603	0	1329	942	0	1122	349
Growth Adj:	1.00	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	1633	0	603	0	1329	942	0	1122	349
Added Vol:	0	0	0	0	0	10	0	-1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1633	0	613	0	1328	942	0	1122	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1633	0	613	0	1328	0	0	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1633	0	613	0	1328	0	0	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1633	0	613	0	1328	0	0	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.72	0.00	1.28	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3061	0	2233	0	3800	1750	0	3800	1750

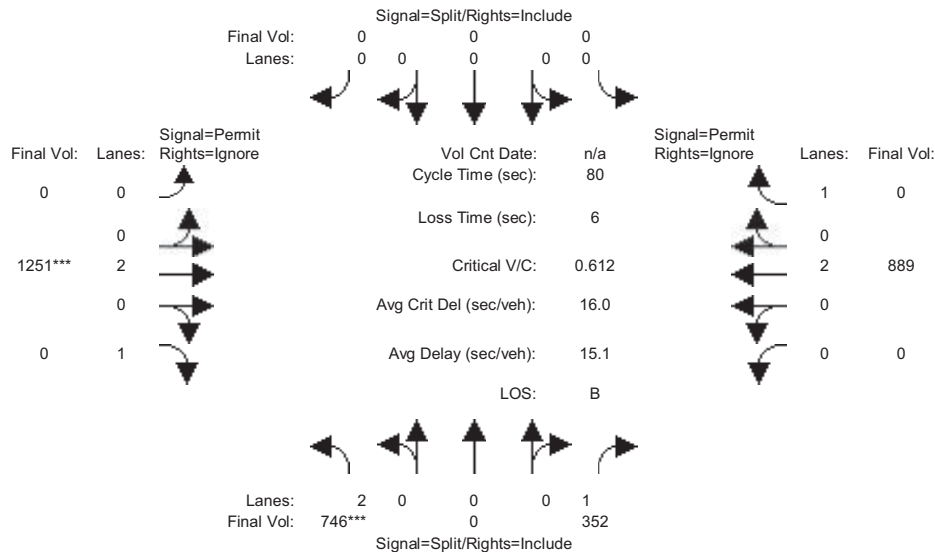
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.00	0.27	0.00	0.35	0.00	0.00	0.30	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	44.7	0.0	44.7	0.0	29.3	0.0	0.0	29.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.49	0.00	0.95	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	10.8	0.0	39.4	0.0	0.0	26.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	10.8	0.0	39.4	0.0	0.0	26.4	0.0
LOS by Move:	A	A	A	C	A	B+	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	30	0	8	0	19	0	0	13	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	746	0	352	0	0	0	0	1251	734	0	889	2009
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	0	352	0	0	0	0	1251	734	0	889	2009
Added Vol:	0	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	0	352	0	0	0	0	1251	743	0	889	2009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	746	0	352	0	0	0	0	1251	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	352	0	0	0	0	1251	0	0	889	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	746	0	352	0	0	0	0	1251	0	0	889	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

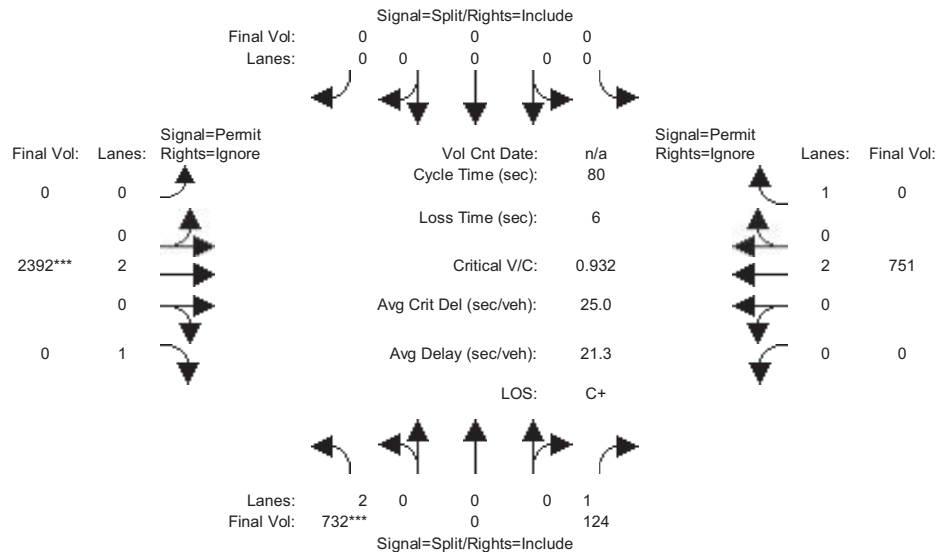
Vol/Sat:	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Crit Moves:	****							****				
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.61	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.43	0.00
Delay/Veh:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
User 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:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
LOS by Move:	C+	A	B-	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	10	0	8	0	0	0	0	10	0	0	6	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	732	0	124	0	0	0	0	2392	528	0	751	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	732	0	124	0	0	0	0	2392	528	0	751	1208
Added Vol:	0	0	0	0	0	0	0	0	-1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	732	0	124	0	0	0	0	2392	527	0	751	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	732	0	124	0	0	0	0	2392	0	0	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	732	0	124	0	0	0	0	2392	0	0	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	732	0	124	0	0	0	0	2392	0	0	751	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

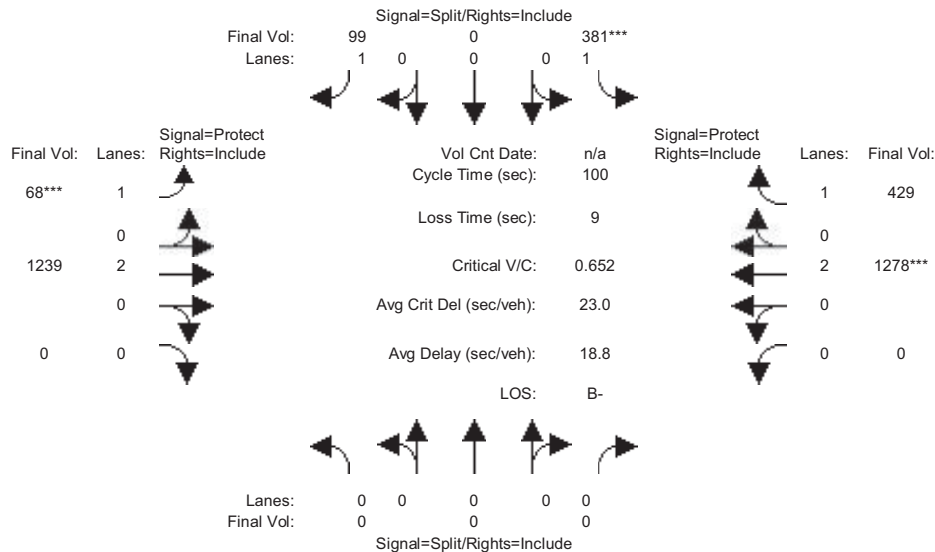
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.20	0.00
Crit Moves:	***							***				
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.93	0.00	0.28	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.29	0.00
Delay/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	15	0	3	0	0	0	0	25	0	0	4	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
Growth Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Added Vol:	0	0	0	0	0	0	0	13	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	99	68	1239	0	0	1278	429
User Adj:	1.00	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	381	0	99	68	1239	0	0	1278	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	99	68	1239	0	0	1278	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	381	0	99	68	1239	0	0	1278	429

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

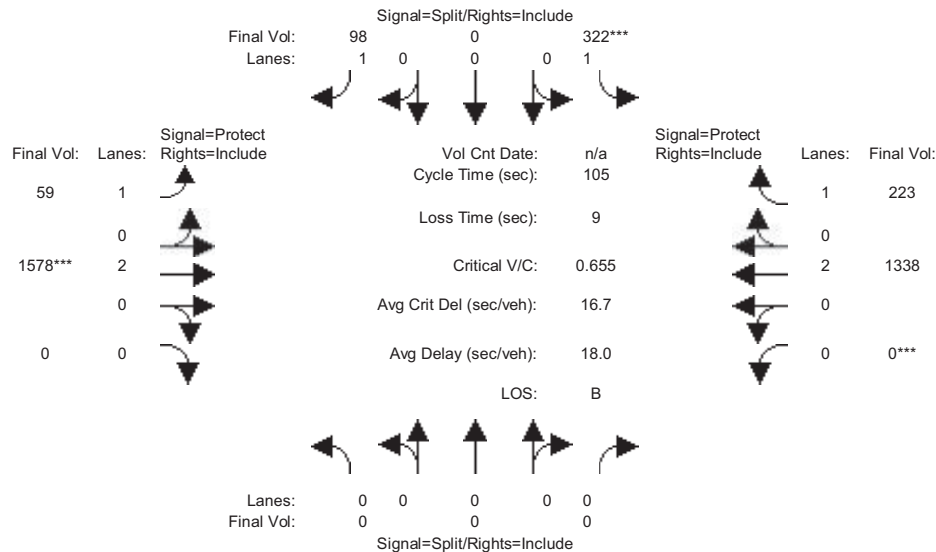
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.04	0.33	0.00	0.00	0.34	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	33.0	0.0	33.0	7.0	58.0	0.0	0.0	51.0	51.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.17	0.56	0.56	0.00	0.00	0.66	0.48
Delay/Veh:	0.0	0.0	0.0	31.5	0.0	23.9	50.5	13.4	0.0	0.0	18.9	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.5	0.0	23.9	50.5	13.4	0.0	0.0	18.9	16.3
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	12	0	2	2	12	0	0	15	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
Growth Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Added Vol:	0	0	0	0	0	0	0	8	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	98	59	1578	0	0	1338	223
User Adj:	1.00	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	322	0	98	59	1578	0	0	1338	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	98	59	1578	0	0	1338	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	322	0	98	59	1578	0	0	1338	223

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

Capacity Analysis Module:

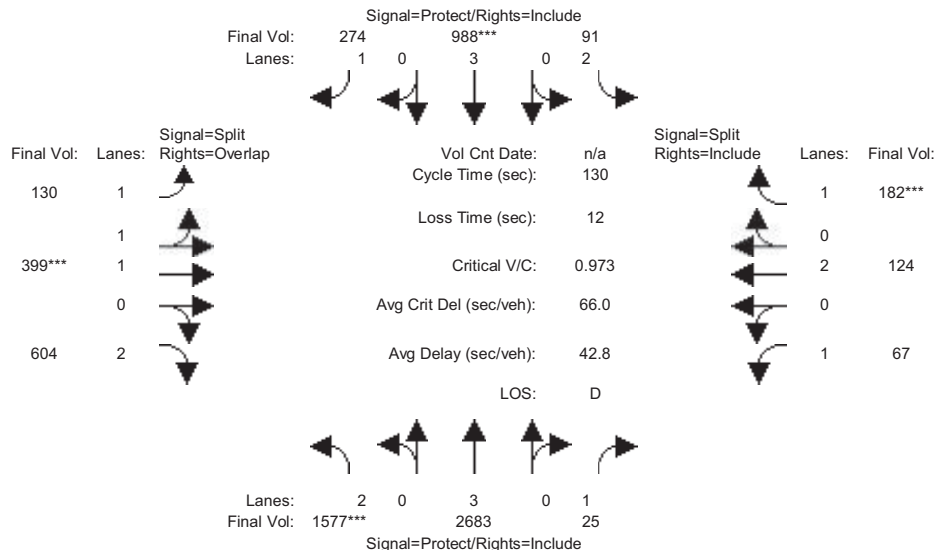
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.03	0.42	0.00	0.00	0.35	0.13
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	29.5	0.0	29.5	10.6	66.5	0.0	0.0	55.9	55.9
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.20	0.33	0.66	0.00	0.00	0.66	0.24
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	29.0	45.0	12.7	0.0	0.0	18.5	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	29.0	45.0	12.7	0.0	0.0	18.5	13.3
LOS by Move:	A	A	A	D+	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	3	2	16	0	0	16	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1567	2683	25	91	988	274	130	399	600	67	124	182
Added Vol:	10	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1577	2683	25	91	988	274	130	399	604	67	124	182
User Adj:	1.00	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:	1577	2683	25	91	988	274	130	399	604	67	124	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1577	2683	25	91	988	274	130	399	604	67	124	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1577	2683	25	91	988	274	130	399	604	67	124	182

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750

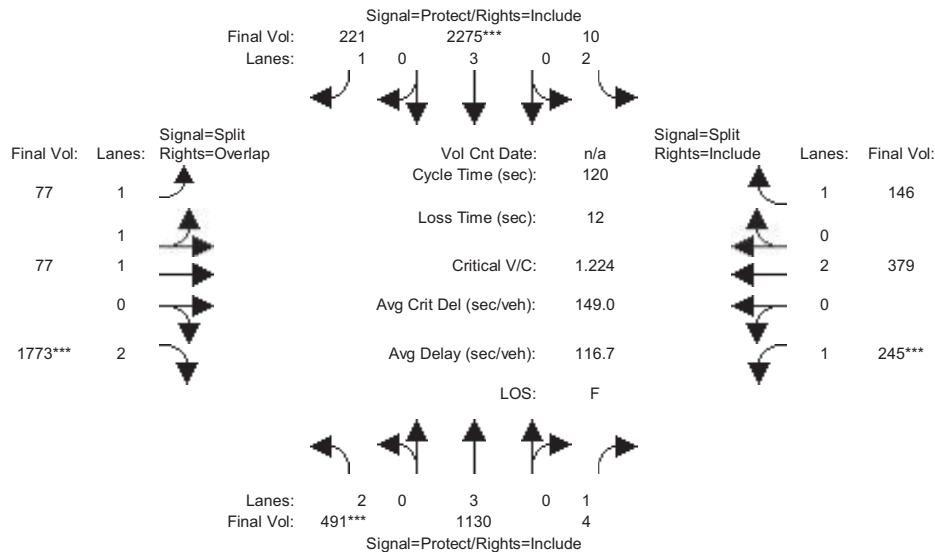
Capacity Analysis Module:												
Vol/Sat:	0.50	0.47	0.01	0.03	0.17	0.16	0.07	0.11	0.19	0.04	0.03	0.10
Crit Moves:	***			***			***					***
Green Time:	66.9	80.8	80.8	9.2	23.2	23.2	14.0	14.0	80.9	13.9	13.9	13.9
Volume/Cap:	0.97	0.76	0.02	0.41	0.97	0.88	0.69	0.97	0.31	0.36	0.31	0.97
Delay/Veh:	46.9	18.5	9.4	59.0	74.9	75.6	58.5	89.4	11.5	55.1	54.0	115.5
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:	46.9	18.5	9.4	59.0	74.9	75.6	58.5	89.4	11.5	55.1	54.0	115.5
LOS by Move:	D	B-	A	E+	E	E-	E+	F	B+	E+	D-	F
HCM2kAvgQ:	39	25	0	3	18	15	6	10	7	3	2	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Added Vol:	3	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	1130	4	10	2275	221	77	77	1773	245	379	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	491	1130	4	10	2275	221	77	77	1773	245	379	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	1130	4	10	2275	221	77	77	1773	245	379	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	491	1130	4	10	2275	221	77	77	1773	245	379	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750

Capacity Analysis Module:

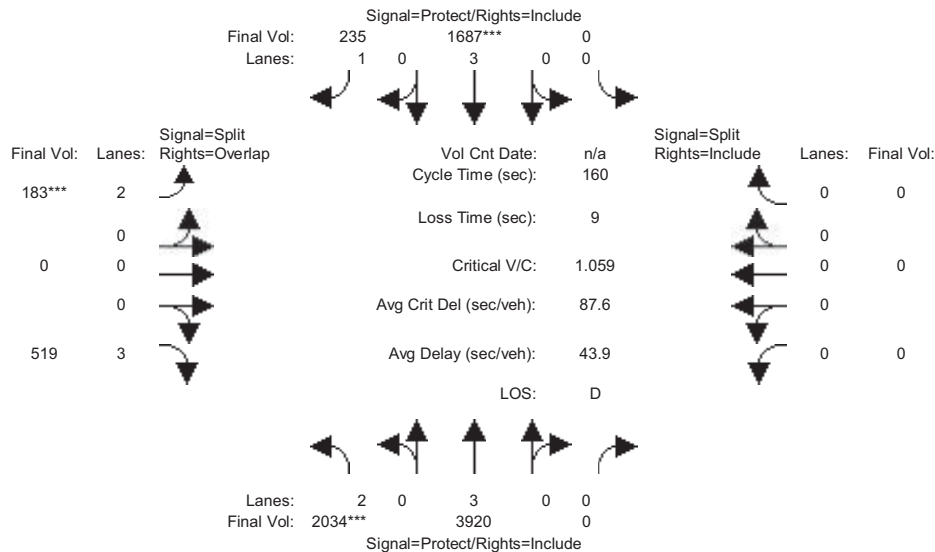
Vol/Sat:	0.16	0.20	0.00	0.00	0.40	0.13	0.03	0.03	0.56	0.14	0.10	0.08
Crit Moves:	***				***				***	***		
Green Time:	15.3	42.0	42.0	12.4	39.1	39.1	39.9	39.9	55.2	13.7	13.7	13.7
Volume/Cap:	1.22	0.57	0.01	0.03	1.22	0.39	0.09	0.09	1.22	1.22	0.87	0.73
Delay/Veh:	173.7	32.0	25.4	48.5	146	31.6	27.5	27.5	139.8	190.3	69.6	64.1
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:	173.7	32.0	25.4	48.5	146	31.6	27.5	27.5	139.8	190.3	69.6	64.1
LOS by Move:	F	C	C	D	F	C	C	C	F	F	E	E
HCM2kAvgQ:	18	11	0	0	47	7	1	1	64	18	10	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2030	3910	0	0	1683	235	183	0	518	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:	2030	3910	0	0	1683	235	183	0	518	0	0	0
Added Vol:	4	10	0	0	4	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2034	3920	0	0	1687	235	183	0	519	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:	2034	3920	0	0	1687	235	183	0	519	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2034	3920	0	0	1687	235	183	0	519	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:	2034	3920	0	0	1687	235	183	0	519	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

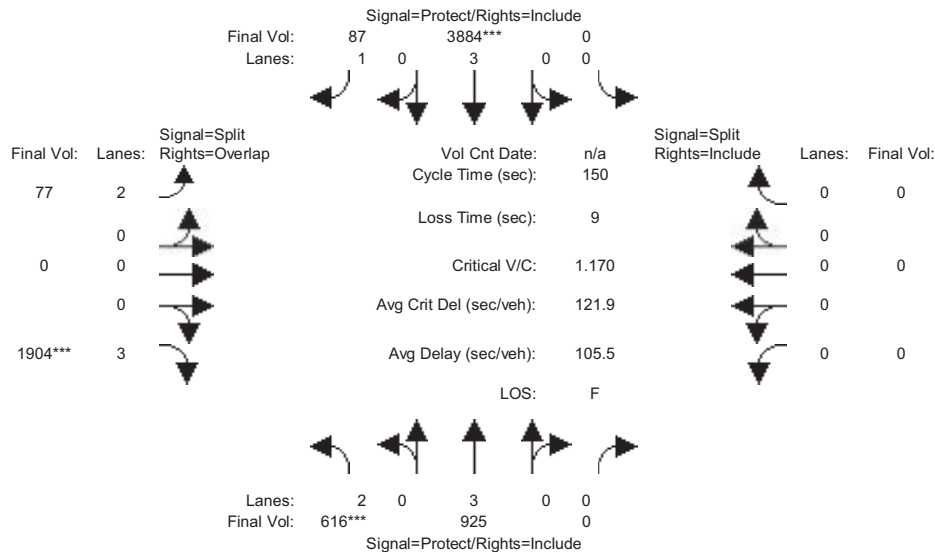
Capacity Analysis Module:												
Vol/Sat:	0.65	0.69	0.00	0.00	0.30	0.13	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	96.7	141	0.0	0.0	44.3	44.3	10.0	0.0	106.7	0.0	0.0	0.0
Volume/Cap:	1.07	0.78	0.00	0.00	1.07	0.48	0.93	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	73.4	4.4	0.0	0.0	101	49.1	119.2	0.0	10.1	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:	73.4	4.4	0.0	0.0	101	49.1	119.2	0.0	10.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	F	D	F	A	B+	A	A	A
HCM2kAvgQ:	73	25	0	0	31	10	6	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0
Added Vol:	1	3	0	0	9	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	925	0	0	3884	87	77	0	1904	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:	616	925	0	0	3884	87	77	0	1904	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	925	0	0	3884	87	77	0	1904	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	616	925	0	0	3884	87	77	0	1904	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

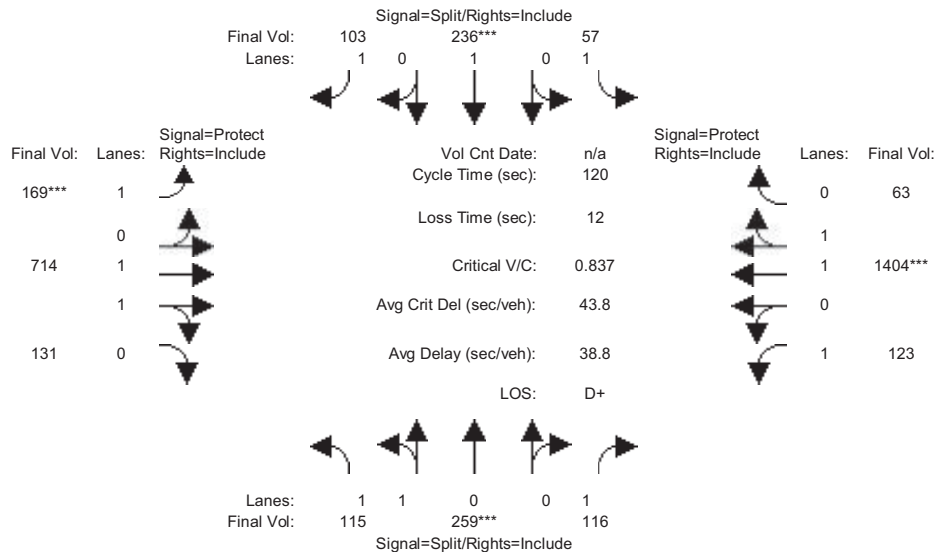
Vol/Sat:	0.20	0.16	0.00	0.00	0.68	0.05	0.02	0.00	0.42	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	25.1	112	0.0	0.0	87.4	87.4	28.6	0.0	53.6	0.0	0.0	0.0
Volume/Cap:	1.17	0.22	0.00	0.00	1.17	0.09	0.13	0.00	1.17	0.00	0.00	0.00
Delay/Veh:	157.8	5.6	0.0	0.0	111	13.8	50.5	0.0	131.6	0.0	0.0	0.0
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:	157.8	5.6	0.0	0.0	111	13.8	50.5	0.0	131.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	B	D	A	F	A	A	A
HCM2kAvgQ:	26	4	0	0	78	2	2	0	48	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	259	116	57	236	103	169	713	131	123	1400	63
Added Vol:	0	0	0	0	0	0	0	1	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	259	116	57	236	103	169	714	131	123	1404	63
User Adj:	1.00	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:	115	259	116	57	236	103	169	714	131	123	1404	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	116	57	236	103	169	714	131	123	1404	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	259	116	57	236	103	169	714	131	123	1404	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3126	574	1750	3541	159

Capacity Analysis Module:

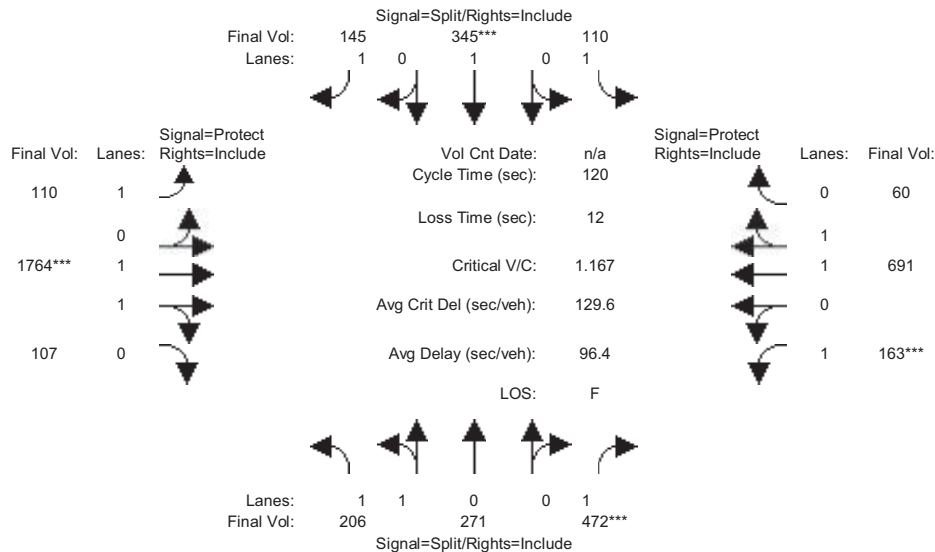
Vol/Sat:	0.07	0.14	0.07	0.03	0.12	0.06	0.10	0.23	0.23	0.07	0.40	0.40
Crit Moves:	****			****			****			****		
Green Time:	19.5	19.5	19.5	17.8	17.8	17.8	13.8	54.0	54.0	16.6	56.8	56.8
Volume/Cap:	0.40	0.84	0.41	0.22	0.84	0.40	0.84	0.51	0.51	0.51	0.84	0.84
Delay/Veh:	45.3	61.7	46.0	45.4	68.9	47.2	77.2	23.8	23.8	49.6	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	61.7	46.0	45.4	68.9	47.2	77.2	23.8	23.8	49.6	31.3	31.3
LOS by Move:	D	E	D	D	E	D	E-	C	C	D	C	C
HCM2kAvgQ:	4	12	4	2	11	4	7	11	11	4	25	25

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	271	472	110	345	145	110	1760	107	163	690	60
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	271	472	110	345	145	110	1764	107	163	691	60
User Adj:	1.00	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:	206	271	472	110	345	145	110	1764	107	163	691	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	271	472	110	345	145	110	1764	107	163	691	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	271	472	110	345	145	110	1764	107	163	691	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3488	212	1750	3404	296

Capacity Analysis Module:

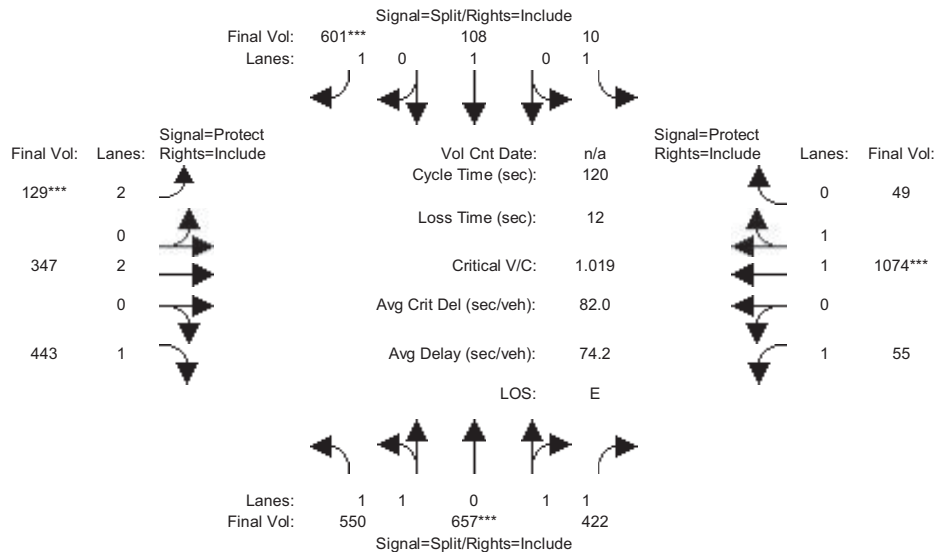
Vol/Sat:	0.12	0.14	0.27	0.06	0.18	0.08	0.06	0.51	0.51	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	27.7	27.7	27.7	18.7	18.7	18.7	14.6	52.0	52.0	9.6	47.0	47.0
Volume/Cap:	0.51	0.62	1.17	0.40	1.17	0.53	0.52	1.17	1.17	1.17	0.52	0.52
Delay/Veh:	40.7	42.9	144.9	46.6	156	48.7	51.7	116	116.2	183.2	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:	40.7	42.9	144.9	46.6	156	48.7	51.7	116	116.2	183.2	28.2	28.2
LOS by Move:	D	D	F	D	F	D	D	F	F	F	C	C
HCM2kAvgQ:	7	10	31	4	22	6	4	53	53	10	11	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	657	422	10	108	601	129	346	443	55	1070	49
Added Vol:	0	0	0	0	0	0	0	1	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	657	422	10	108	601	129	347	443	55	1074	49
User Adj:	1.00	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:	550	657	422	10	108	601	129	347	443	55	1074	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	657	422	10	108	601	129	347	443	55	1074	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	657	422	10	108	601	129	347	443	55	1074	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2397	2863	1839	1750	1900	1750	3150	3800	1750	1750	3538	161

Capacity Analysis Module:

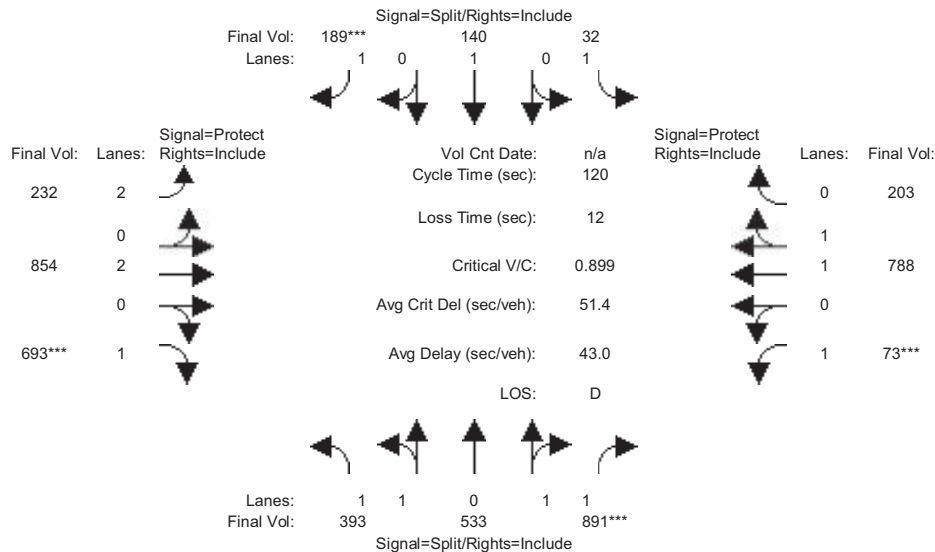
Vol/Sat:	0.23	0.23	0.23	0.01	0.06	0.34	0.04	0.09	0.25	0.03	0.30	0.30
Crit Moves:	****					****	****			****		
Green Time:	26.4	26.4	26.4	39.6	39.6	39.6	7.0	34.1	34.1	7.9	35.0	35.0
Volume/Cap:	1.04	1.04	1.04	0.02	0.17	1.04	0.70	0.32	0.89	0.48	1.04	1.04
Delay/Veh:	81.1	81.1	81.1	27.1	28.7	88.8	67.0	34.0	59.0	57.2	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:	81.1	81.1	81.1	27.1	28.7	88.8	67.0	34.0	59.0	57.2	81.3	81.3
LOS by Move:	F	F	F	C	C	F	E	C-	E+	E+	F	F
HCM2kAvgQ:	23	23	23	0	3	33	4	5	20	2	25	25

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	533	891	32	140	189	232	854	693	73	788	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:	393	533	891	32	140	189	232	854	693	73	788	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	533	891	32	140	189	232	854	693	73	788	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:	393	533	891	32	140	189	232	854	693	73	788	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2025	3385	1750	1900	1750	3150	3800	1750	1750	2942	758

Capacity Analysis Module:

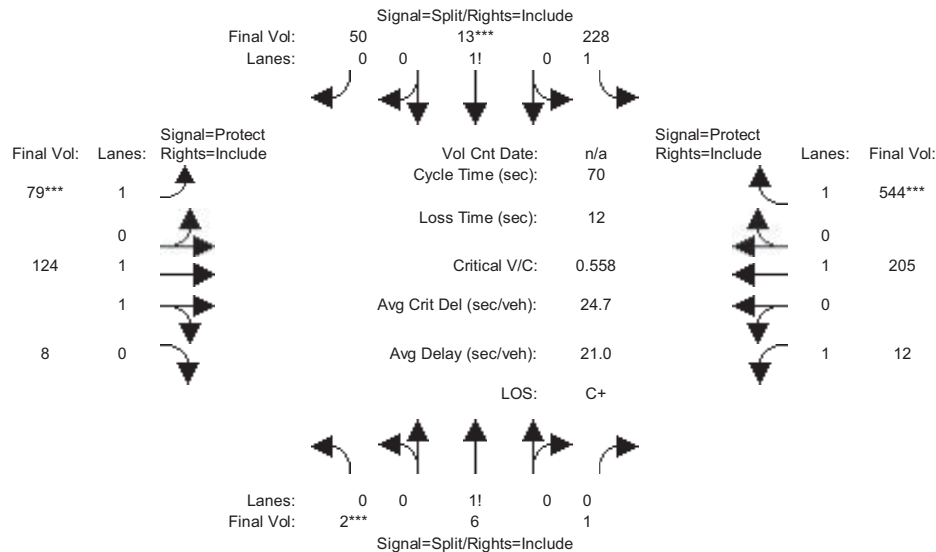
Vol/Sat:	0.22	0.26	0.26	0.02	0.07	0.11	0.07	0.22	0.40	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.7	34.7	34.7	14.2	14.2	14.2	12.8	52.1	52.1	7.0	46.4	46.4
Volume/Cap:	0.78	0.91	0.91	0.15	0.62	0.91	0.69	0.52	0.91	0.72	0.69	0.69
Delay/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	57.9	25.0	46.9	76.8	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	57.9	25.0	46.9	76.8	32.3	32.3
LOS by Move:	D	D	D	D	E+	F	E+	C	D	E-	C-	C-
HCM2kAvgQ:	16	22	22	1	6	11	6	11	30	3	15	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	6	1	197	13	49	79	105	8	12	199	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	197	13	49	79	105	8	12	199	539
Added Vol:	0	0	0	31	0	1	0	19	0	0	6	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	228	13	50	79	124	8	12	205	544
User Adj:	1.00	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	6	1	228	13	50	79	124	8	12	205	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	1	228	13	50	79	124	8	12	205	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	6	1	228	13	50	79	124	8	12	205	544

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.22	0.67	0.11	1.65	0.07	0.28	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	389	1167	194	2877	129	494	1750	3476	224	1750	1900	1750

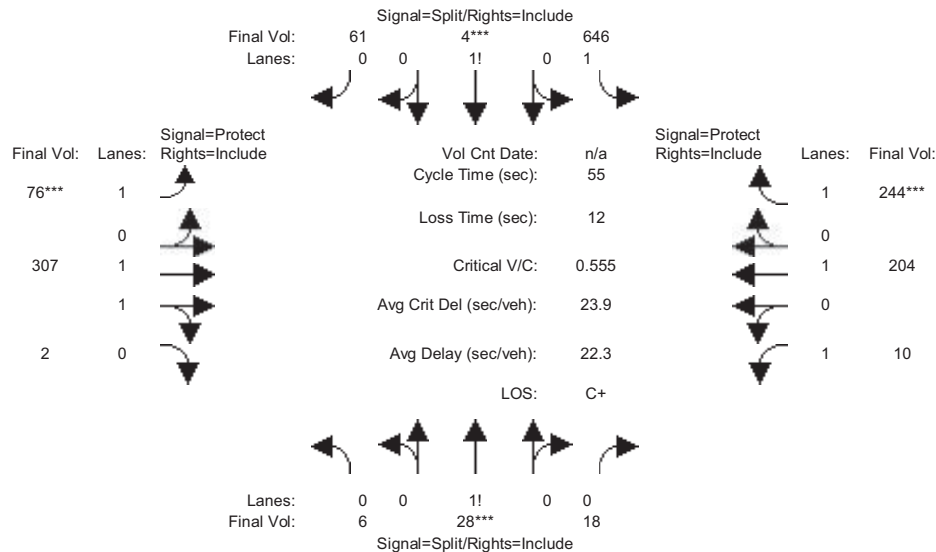
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.10	0.10	0.05	0.04	0.04	0.01	0.11	0.31
Crit Moves:	***			***			***					***
Green Time:	10.0	10.0	10.0	10.1	10.1	10.1	7.0	22.3	22.3	15.6	30.9	30.9
Volume/Cap:	0.04	0.04	0.04	0.55	0.70	0.70	0.45	0.11	0.11	0.03	0.24	0.70
Delay/Veh:	25.9	25.9	25.9	29.1	33.9	33.9	31.5	16.9	16.9	21.3	12.4	18.8
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:	25.9	25.9	25.9	29.1	33.9	33.9	31.5	16.9	16.9	21.3	12.4	18.8
LOS by Move:	C	C	C	C	C-	C-	C	B	B	C+	B	B-
HCM2kAvgQ:	0	0	0	4	6	6	2	1	1	0	3	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	28	18	648	4	61	74	304	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	648	4	61	74	304	2	10	182	212
Added Vol:	0	0	0	-2	0	0	2	3	0	0	22	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	646	4	61	76	307	2	10	204	244
User Adj:	1.00	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:	6	28	18	646	4	61	76	307	2	10	204	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	646	4	61	76	307	2	10	204	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	28	18	646	4	61	76	307	2	10	204	244

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.83	0.01	0.16	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3207	18	275	1750	3676	24	1750	1900	1750

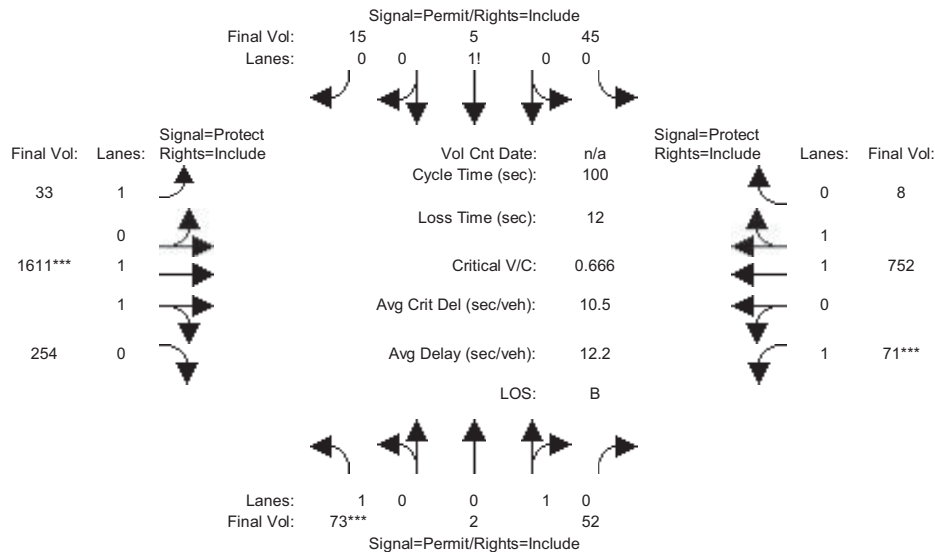
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.20	0.22	0.22	0.04	0.08	0.08	0.01	0.11	0.14
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.69	0.76	0.76	0.34	0.46	0.46	0.04	0.59	0.76
Delay/Veh:	19.2	19.2	19.2	19.4	21.6	21.6	22.8	20.6	20.6	21.1	23.2	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.2	19.4	21.6	21.6	22.8	20.6	20.6	21.1	23.2	31.8
LOS by Move:	B-	B-	B-	B-	C+	C+	C+	C+	C+	C+	C	C
HCM2kAvgQ:	1	1	1	7	9	9	2	3	3	0	3	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	69	2	44	45	5	15	33	1597	253	71	742	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:	69	2	44	45	5	15	33	1597	253	71	742	8
Added Vol:	4	0	8	0	0	0	0	14	1	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2	52	45	5	15	33	1611	254	71	752	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:	73	2	52	45	5	15	33	1611	254	71	752	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2	52	45	5	15	33	1611	254	71	752	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	2	52	45	5	15	33	1611	254	71	752	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.69	0.08	0.23	1.00	1.72	0.28	1.00	1.98	0.02
Final Sat.:	1750	67	1733	1212	135	404	1750	3196	504	1750	3661	39

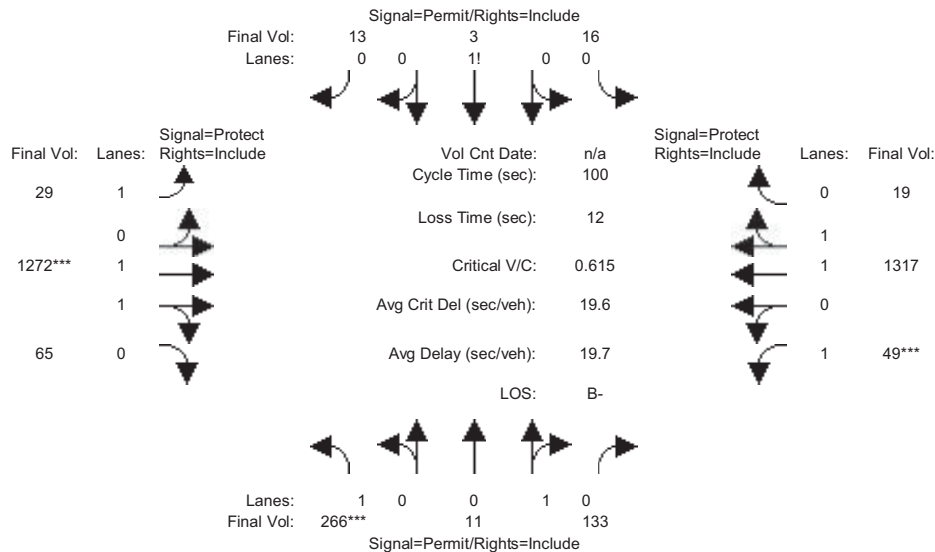
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.04	0.04	0.04	0.02	0.50	0.50	0.04	0.21	0.21
Crit Moves:	***						***			***		
Green Time:	6.3	6.3	6.3	6.3	6.3	6.3	20.8	75.7	75.7	6.1	61.0	61.0
Volume/Cap:	0.67	0.48	0.48	0.59	0.59	0.59	0.09	0.67	0.67	0.67	0.34	0.34
Delay/Veh:	60.4	48.5	48.5	54.1	54.1	54.1	32.1	6.6	6.6	60.9	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	48.5	48.5	54.1	54.1	54.1	32.1	6.6	6.6	60.9	9.7	9.7
LOS by Move:	E	D	D	D-	D-	D-	C-	A	A	E	A	A
HCM2kAvgQ:	2	2	2	3	3	3	1	14	14	2	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	266	11	135	16	3	13	29	1263	60	40	1303	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	11	135	16	3	13	29	1263	60	40	1303	19
Added Vol:	0	0	-2	0	0	0	0	9	5	9	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	11	133	16	3	13	29	1272	65	49	1317	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	11	133	16	3	13	29	1272	65	49	1317	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	11	133	16	3	13	29	1272	65	49	1317	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	11	133	16	3	13	29	1272	65	49	1317	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.08	0.92	0.50	0.09	0.41	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	1750	137	1662	875	164	711	1750	3520	180	1750	3647	53

Capacity Analysis Module:

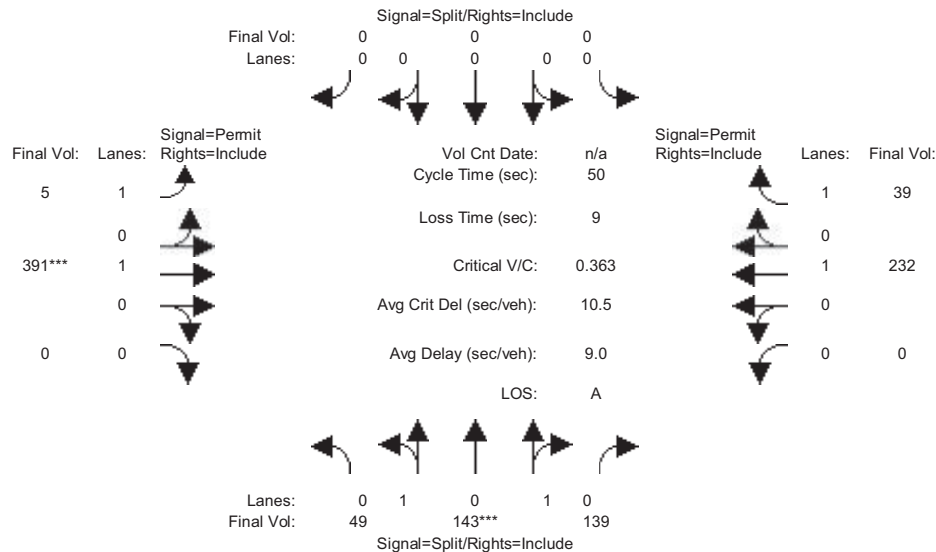
Vol/Sat:	0.15	0.08	0.08	0.02	0.02	0.02	0.02	0.36	0.36	0.03	0.36	0.36
Crit Moves:	***							***		***		
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	10.4	57.0	57.0	7.0	53.6	53.6
Volume/Cap:	0.63	0.33	0.33	0.08	0.08	0.08	0.16	0.63	0.63	0.40	0.67	0.67
Delay/Veh:	37.2	31.9	31.9	29.5	29.5	29.5	41.2	15.1	15.1	46.6	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	31.9	31.9	29.5	29.5	29.5	41.2	15.1	15.1	46.6	17.8	17.8
LOS by Move:	D+	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	4	4	1	1	1	1	14	14	2	15	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	46	126	136	0	0	0	5	389	0	0	225	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	126	136	0	0	0	5	389	0	0	225	35
Added Vol:	3	17	3	0	0	0	0	2	0	0	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	143	139	0	0	0	5	391	0	0	232	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	143	139	0	0	0	5	391	0	0	232	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	143	139	0	0	0	5	391	0	0	232	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	143	139	0	0	0	5	391	0	0	232	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.30	0.86	0.84	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	533	1555	1512	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

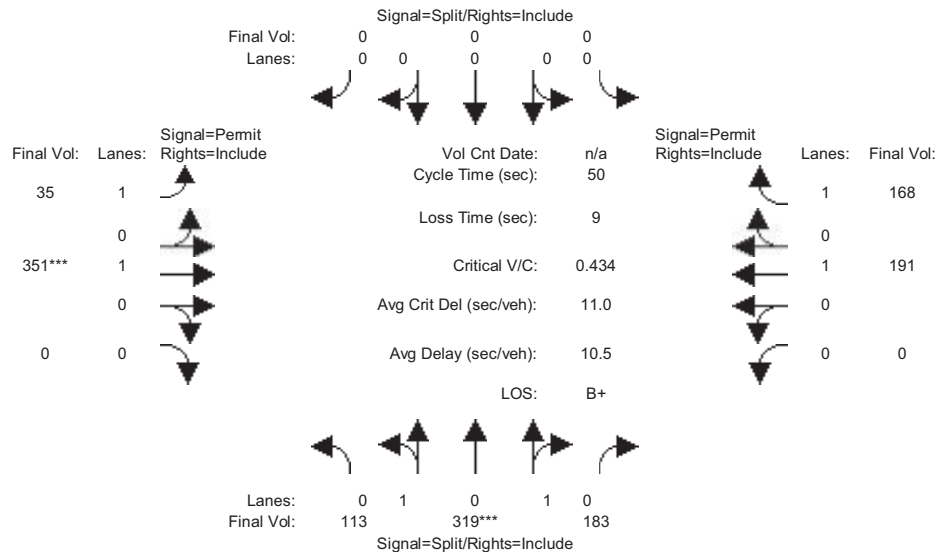
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.12	0.02
Crit Moves:	****						****					
Green Time:	12.7	12.7	12.7	0.0	0.0	0.0	28.3	28.3	0.0	0.0	28.3	28.3
Volume/Cap:	0.36	0.36	0.36	0.00	0.00	0.00	0.01	0.36	0.00	0.00	0.22	0.04
Delay/Veh:	15.6	15.6	15.6	0.0	0.0	0.0	4.7	6.1	0.0	0.0	5.4	4.8
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:	15.6	15.6	15.6	0.0	0.0	0.0	4.7	6.1	0.0	0.0	5.4	4.8
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	113	319	186	0	0	0	35	338	0	0	188	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	319	186	0	0	0	35	338	0	0	188	168
Added Vol:	0	0	-3	0	0	0	0	13	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	319	183	0	0	0	35	351	0	0	191	168
User Adj:	1.00	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:	113	319	183	0	0	0	35	351	0	0	191	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	319	183	0	0	0	35	351	0	0	191	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	319	183	0	0	0	35	351	0	0	191	168

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.37	1.04	0.59	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	661	1867	1071	0	0	0	1750	1900	0	0	1900	1750

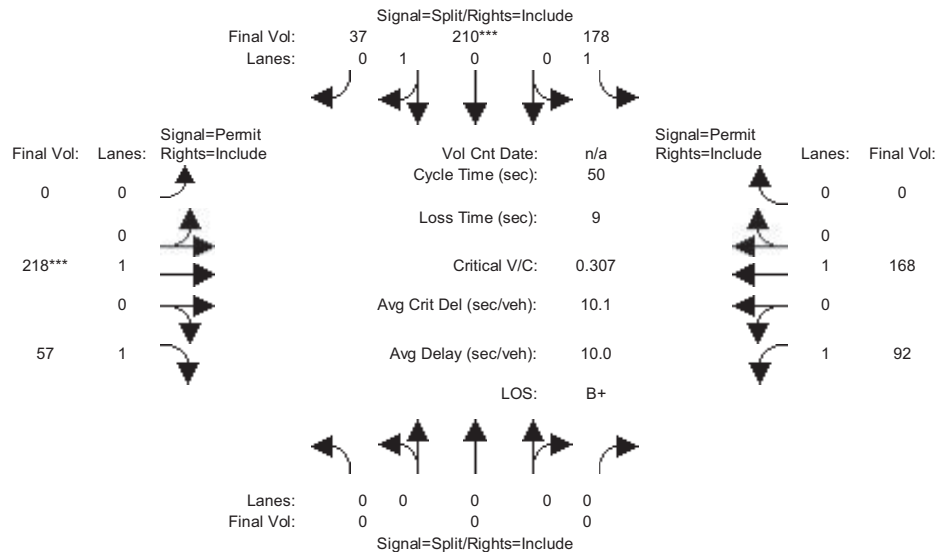
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.10	0.10
Crit Moves:	****						****					
Green Time:	19.7	19.7	19.7	0.0	0.0	0.0	21.3	21.3	0.0	0.0	21.3	21.3
Volume/Cap:	0.43	0.43	0.43	0.00	0.00	0.00	0.05	0.43	0.00	0.00	0.24	0.23
Delay/Veh:	11.3	11.3	11.3	0.0	0.0	0.0	8.4	10.5	0.0	0.0	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	0.0	0.0	0.0	8.4	10.5	0.0	0.0	9.3	9.3
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	0	4	0	0	2	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	177	207	37	0	217	56	93	157	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	177	207	37	0	217	56	93	157	0
Added Vol:	0	0	0	1	3	0	0	1	1	-1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	178	210	37	0	218	57	92	168	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	178	210	37	0	218	57	92	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	210	37	0	218	57	92	168	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	178	210	37	0	218	57	92	168	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.85	0.15	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1530	270	0	1900	1750	1750	1900	0

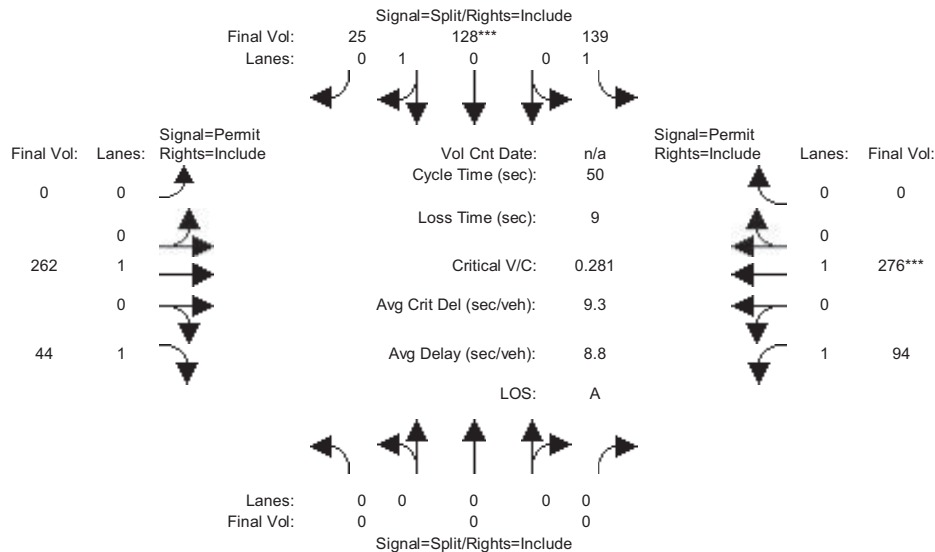
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.14	0.14	0.00	0.11	0.03	0.05	0.09	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	22.3	22.3	22.3	0.0	18.7	18.7	18.7	18.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.31	0.31	0.00	0.31	0.09	0.14	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	8.7	9.1	9.1	0.0	11.3	10.2	10.5	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.7	9.1	9.1	0.0	11.3	10.2	10.5	10.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	B+	B+	A
HCM2kAvgQ:	0	0	0	2	3	3	0	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB			Welch Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Added Vol:	0	0	0	4	19	0	0	9	4	4	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	128	25	0	262	44	94	276	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	139	128	25	0	262	44	94	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	128	25	0	262	44	94	276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	139	128	25	0	262	44	94	276	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1506	294	0	1900	1750	1750	1900	0

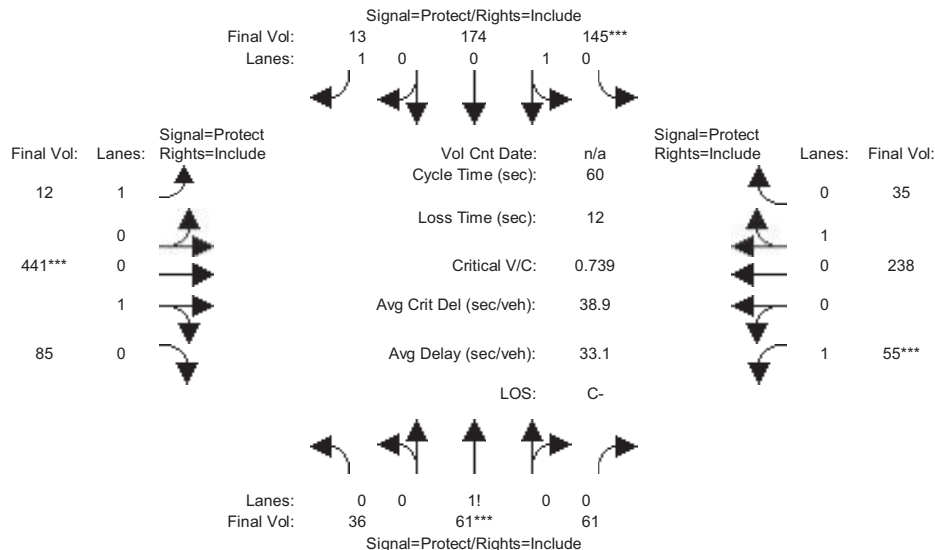
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.09	0.09	0.00	0.14	0.03	0.05	0.15	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	15.1	15.1	15.1	0.0	25.9	25.9	25.9	25.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.28	0.28	0.00	0.27	0.05	0.10	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	13.5	13.6	13.6	0.0	6.9	6.0	6.2	7.0	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	13.5	13.6	13.6	0.0	6.9	6.0	6.2	7.0	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	2	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	60	60	144	174	13	5	435	85	55	231	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	60	60	144	174	13	5	435	85	55	231	30
Added Vol:	1	1	1	1	0	0	7	6	0	0	7	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	61	61	145	174	13	12	441	85	55	238	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	61	61	145	174	13	12	441	85	55	238	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	61	61	145	174	13	12	441	85	55	238	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	61	61	145	174	13	12	441	85	55	238	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.23	0.39	0.38	0.45	0.55	1.00	1.00	0.84	0.16	1.00	0.87	0.13
Final Sat.:	399	676	676	818	982	1750	1750	1509	291	1750	1569	231

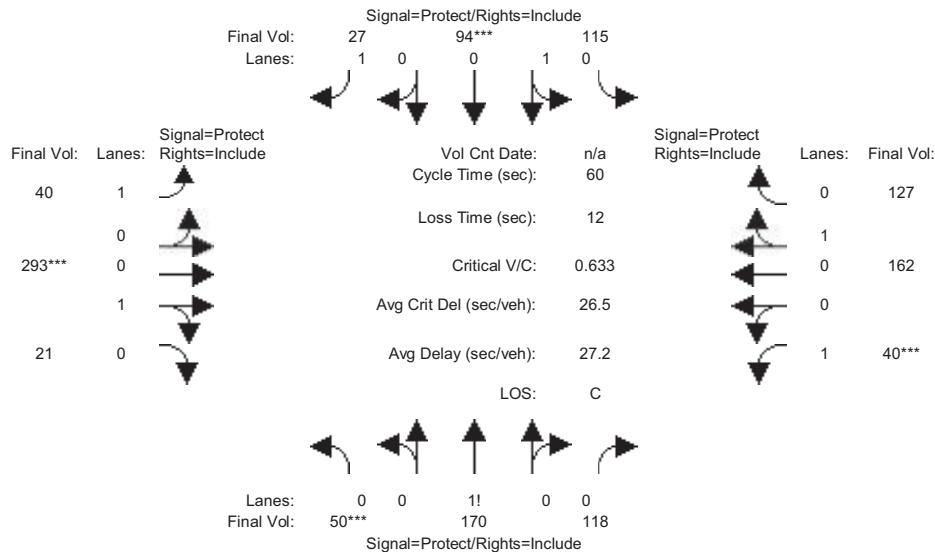
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.01	0.01	0.29	0.29	0.03	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.6	10.0	10.0	11.7	13.1	13.1	10.8	19.3	19.3	7.0	15.5	15.5
Volume/Cap:	0.63	0.54	0.54	0.91	0.81	0.03	0.04	0.91	0.91	0.27	0.59	0.59
Delay/Veh:	29.2	25.0	25.0	50.1	34.4	18.5	20.3	37.8	37.8	24.9	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	25.0	25.0	50.1	34.4	18.5	20.3	37.8	37.8	24.9	21.5	21.5
LOS by Move:	C	C	C	D	C-	B-	C+	D+	D+	C	C+	C+
HCM2kAvgQ:	4	4	4	7	6	0	0	14	14	1	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	170	118	110	93	20	42	287	20	39	157	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	118	110	93	20	42	287	20	39	157	127
Added Vol:	0	0	0	5	1	7	-2	6	1	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	170	118	115	94	27	40	293	21	40	162	127
User Adj:	1.00	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:	50	170	118	115	94	27	40	293	21	40	162	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	170	118	115	94	27	40	293	21	40	162	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	170	118	115	94	27	40	293	21	40	162	127

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.50	0.35	0.55	0.45	1.00	1.00	0.93	0.07	1.00	0.56	0.44
Final Sat.:	259	880	611	990	810	1750	1750	1680	120	1750	1009	791

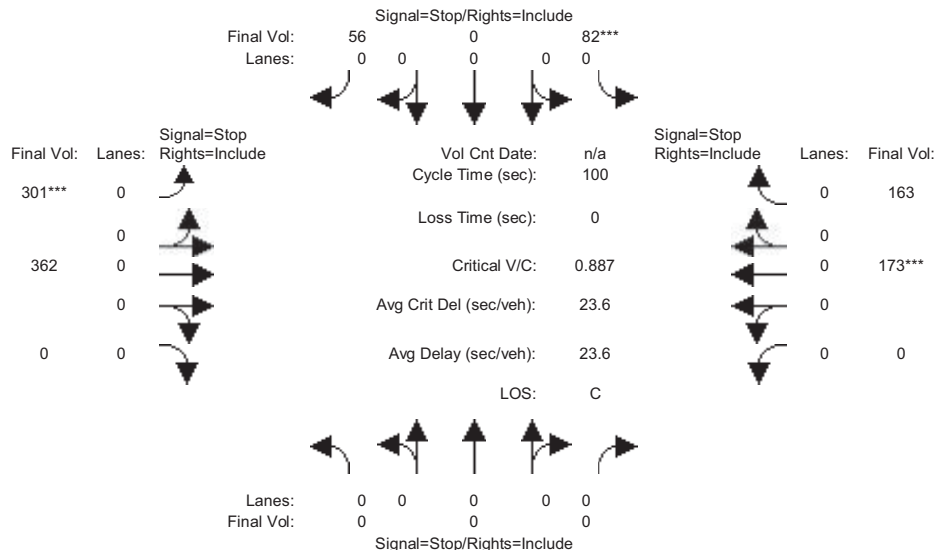
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.12	0.12	0.02	0.02	0.17	0.17	0.02	0.16	0.16
Crit Moves:	***			***			***			***		
Green Time:	16.3	16.4	16.4	9.9	10.0	10.0	8.9	14.7	14.7	7.0	12.8	12.8
Volume/Cap:	0.71	0.71	0.71	0.70	0.70	0.09	0.15	0.71	0.71	0.20	0.75	0.75
Delay/Veh:	24.7	24.5	24.5	31.1	30.6	21.3	22.5	26.1	26.1	24.4	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.5	24.5	31.1	30.6	21.3	22.5	26.1	26.1	24.4	30.4	30.4
LOS by Move:	C	C	C	C	C	C+	C+	C	C	C	C	C
HCM2kAvgQ:	8	8	8	4	4	0	1	7	7	1	7	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	0	0	0	81	0	56	301	362	0	0	173	163
Growth Adj:	1.00	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	81	0	56	301	362	0	0	173	163
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	56	301	362	0	0	173	163
User Adj:	1.00	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	82	0	56	301	362	0	0	173	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	56	301	362	0	0	173	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	82	0	56	301	362	0	0	173	163

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	344	0	235	339	408	0	0	376	354

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.24	xxxx	0.24	0.89	0.89	xxxx	xxxx	0.46	0.46
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.4	32.4	0.0	0.0	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.4	32.4	0.0	0.0	11.6	11.6
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.6			32.4				11.6	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxx			10.6			32.4				11.6	
LOS by Appr:	*			B			D				B	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	5.1	5.1	5.1	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      82    0    56      301  362    0      0  173  163
-----|-----|-----|-----|-----|
Major Street Volume:                999
Minor Approach Volume:                138
Minor Approach Volume Threshold: 220
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

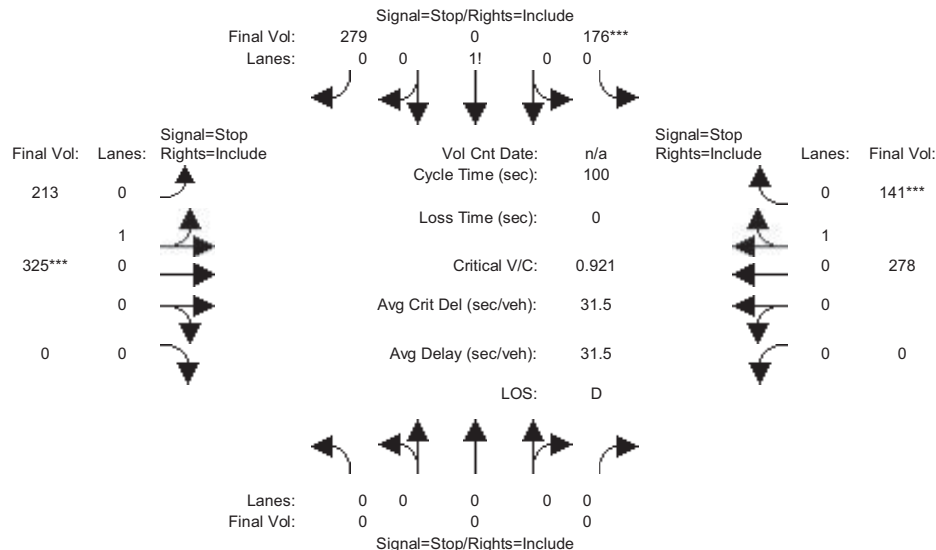
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #61: Bowdoin St / Stanford Ave



Street Name:				Bowdoin Street				Stanford Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Min. Green:	0		0		0	0		0		0	0		0		0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0		0		0	176		0		279	213		325		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	176		0		279	213		325		0
Added Vol:	0		0		0	0		0		0	0		0		1
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	176		0		279	213		325		0
User Adj:	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
PHF Volume:	0		0		0	176		0		279	213		325		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	176		0		279	213		325		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	176		0		279	213		325		0
----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	0.39		0.00		0.61	0.40		0.60		0.00
Final Sat.:	0		0		0	224		0		354	231		353		0
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.79		xxxx		0.79	0.92		0.92		xxxx
Crit Moves:						****					****				****
Delay/Veh:	0.0		0.0		0.0	26.0		0.0		26.0	43.5		43.5		0.0
Delay Adj:	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	26.0		0.0		26.0	43.5		43.5		0.0
LOS by Move:	*		*		*	D		*		D	E		E		*
ApproachDel:	xxxxxx							26.0					43.5		22.1
Delay Adj:	xxxxxx							1.00					1.00		1.00
ApprAdjDel:	xxxxxx							26.0					43.5		22.1
LOS by Appr:			*					D					E		C
AllWayAvgQ:	0.0		0.0		0.0	2.7		2.7		2.7	5.6		5.6		5.6
Note: Queue reported is the number of cars per lane.															

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      176  0  279      213  325    0      0  278  141
-----|-----|-----|-----|-----|
Major Street Volume:                957
Minor Approach Volume:                455
Minor Approach Volume Threshold: 231
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

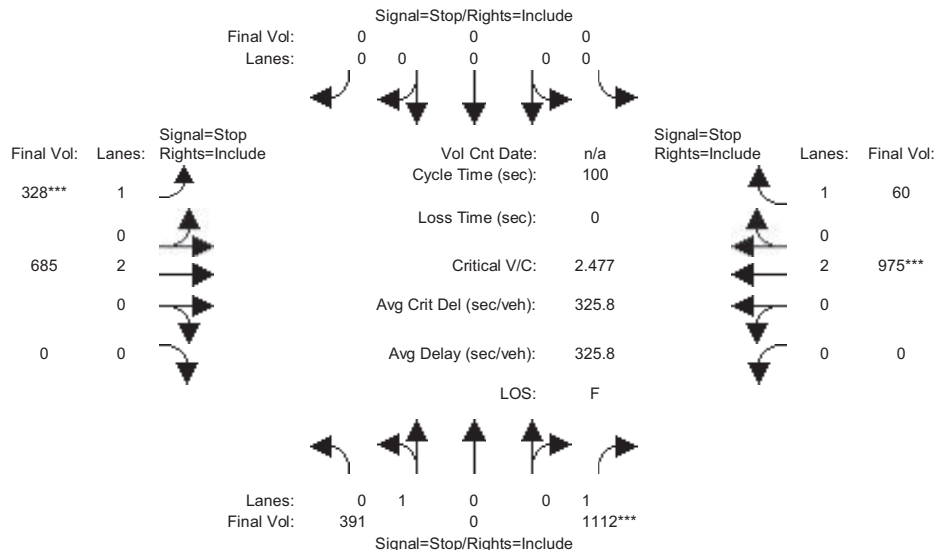
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol:	391 0 1111	0 0 0	328 685 0	0 0 965 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	391 0 1111	0 0 0	328 685 0	0 0 965 60
Added Vol:	0 0 1	0 0 0	0 0 0	0 10 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	391 0 1112	0 0 0	328 685 0	0 0 975 60
User Adj:	1.00 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:	391 0 1112	0 0 0	328 685 0	0 0 975 60
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	391 0 1112	0 0 0	328 685 0	0 0 975 60
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	391 0 1112	0 0 0	328 685 0	0 0 975 60

Saturation Flow Module:

Adjustment	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	0.00 0.00 0.00	1.00 2.00 0.00	0.00 2.00 1.00
Final Sat.:	392 0 449	0 0 0	347 728 0	0 618 316

Capacity Analysis Module:

Vol/Sat	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	1.00 xxxx 2.48	xxxx xxxx xxxx	0.95 0.94 xxxx	xxxx 1.58 0.19
Crit Moves:	75.6 0.0 687.3	0.0 0.0 0.0	68.7 65.3 0.0	0.0 303 16.1
Delay/Veh:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	75.6 0.0 687.3	0.0 0.0 0.0	68.7 65.3 0.0	0.0 303 16.1
LOS by Move:	F * F	* *	F F *	* F C
ApproachDel:	528.1	xxxxxx	66.4	286.0
Delay Adj:	1.00	xxxxxx	1.00	1.00
ApprAdjDel:	528.1	xxxxxx	66.4	286.0
LOS by Appr:	F	*	F	F
AllWayAvgQ:	6.9 6.9 84.4	0.0 0.0 0.0	5.3 5.3 0.0	0.0 24.8 0.2

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	391		0	1112		0	0	0	0	0	328	685		0		0	975		60	
Major Street Volume:	2048																			
Minor Approach Volume:	1503																			
Minor Approach Volume Threshold:	66 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

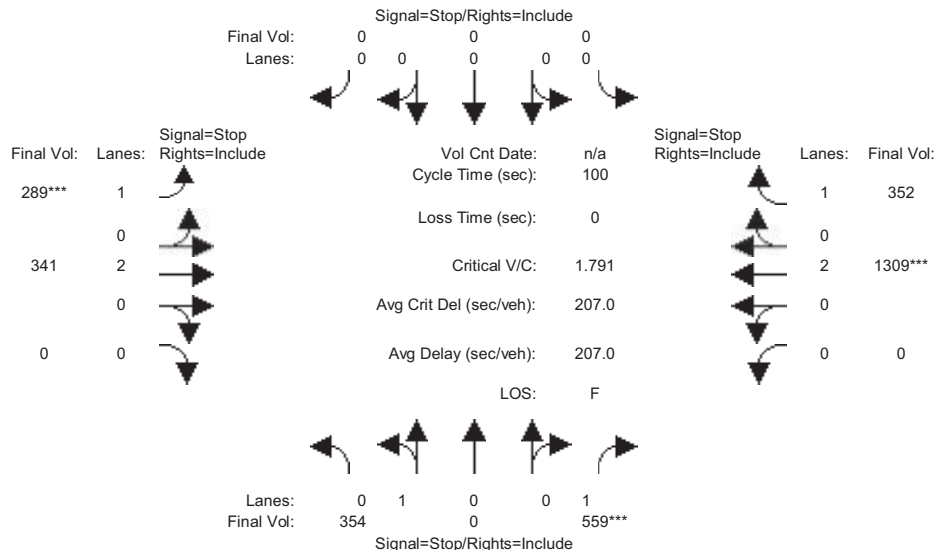
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	354	0	551	0	0	0	289	338	0	0	1310	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	0	551	0	0	0	289	338	0	0	1310	352
Added Vol:	0	0	8	0	0	0	0	3	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	559	0	0	0	289	341	0	0	1309	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	0	559	0	0	0	289	341	0	0	1309	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	0	559	0	0	0	289	341	0	0	1309	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	0	559	0	0	0	289	341	0	0	1309	352

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	393	0	451	0	0	0	298	611	0	0	731	391

Capacity Analysis Module:

Vol/Sat:	0.90	xxxx	1.24	xxxx	xxxx	xxxx	0.97	0.56	xxxx	xxxx	1.79	0.90
Crit Moves:			****				****				****	
Delay/Veh:	54.4	0.0	150.2	0.0	0.0	0.0	80.4	27.4	0.0	0.0	389	53.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	0.0	150.2	0.0	0.0	0.0	80.4	27.4	0.0	0.0	389	53.1
LOS by Move:	F	*	F	*	*	*	F	D	*	*	F	F
ApproachDel:	113.1			xxxxxx			51.7				317.5	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	113.1			xxxxxx			51.7				317.5	
LOS by Appr:	F			*			F				F	
AllWayAvgQ:	4.6	4.6	17.5	0.0	0.0	0.0	5.4	1.1	0.0	0.0	38.2	4.5

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    354      0      559      0      0      0      289  341      0      0 1309  352
-----|-----|-----|-----|-----|
Major Street Volume:                2291
Minor Approach Volume:                913
Minor Approach Volume Threshold: 18 [less than minimum of 150]
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

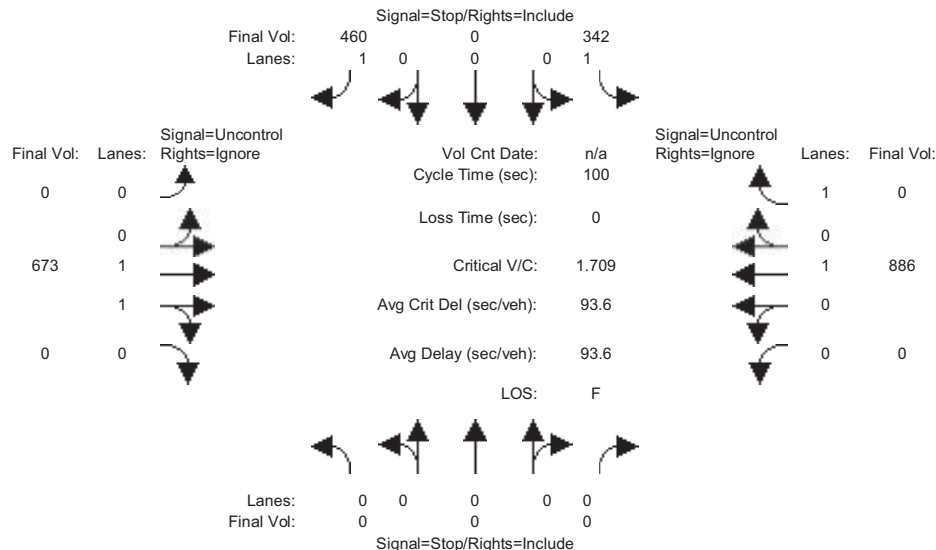
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	342	0	460	0	673	167	0	884	430
Growth Adj:	1.00	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	342	0	460	0	673	167	0	884	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	2	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	460	0	673	167	0	886	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	342	0	460	0	673	0	0	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	342	0	460	0	673	0	0	886	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1223	xxxx	886	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	200	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	200	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.71	xxxx	1.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	23.3	xxxx	22.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	380.9	xxxx	197.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			275.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 673 167      0 886 437
ApproachDel:    xxxxxx          275.5          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.4]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=802]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2965]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 673 167      0 886 437
-----|-----|-----|-----|-----|

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Major Street Volume: 2163

Minor Approach Volume: 802

Minor Approach Volume Threshold: 42 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

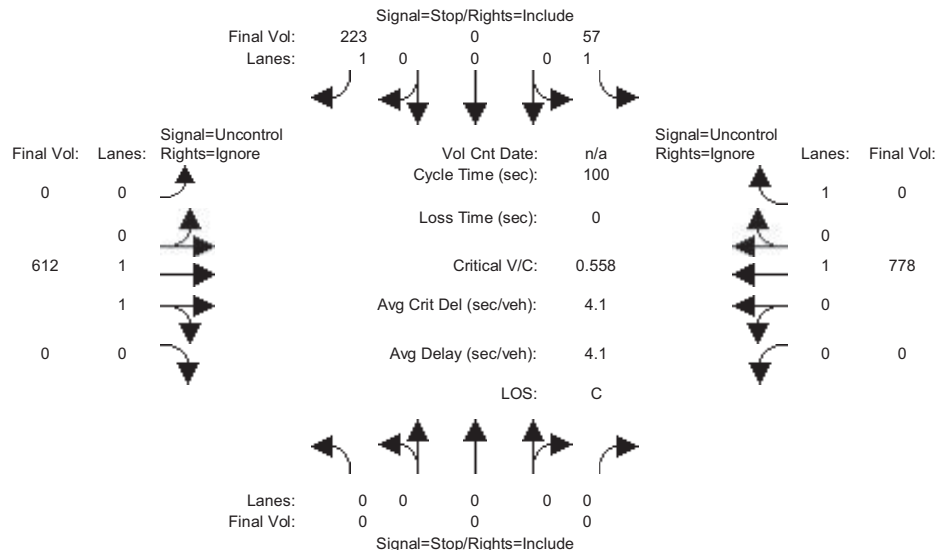
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	57	0	223	0	609	219	0	778	879
Growth Adj:	1.00	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	57	0	223	0	609	219	0	778	879
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	223	0	612	219	0	778	878
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	57	0	223	0	612	0	0	778	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	57	0	223	0	612	0	0	778	0

Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1084	xxxx	778	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	242	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	242	xxxx	400	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.56	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	3.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	24.4	xxxx	24.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	C	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      57 0 223      0 612 219      0 778 878
ApproachDel:    xxxxxx          24.7          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=280]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2767]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      57 0 223      0 612 219      0 778 878
-----|-----|-----|-----|-----|

```

Major Street Volume: 2487

Minor Approach Volume: 280

Minor Approach Volume Threshold: -18 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

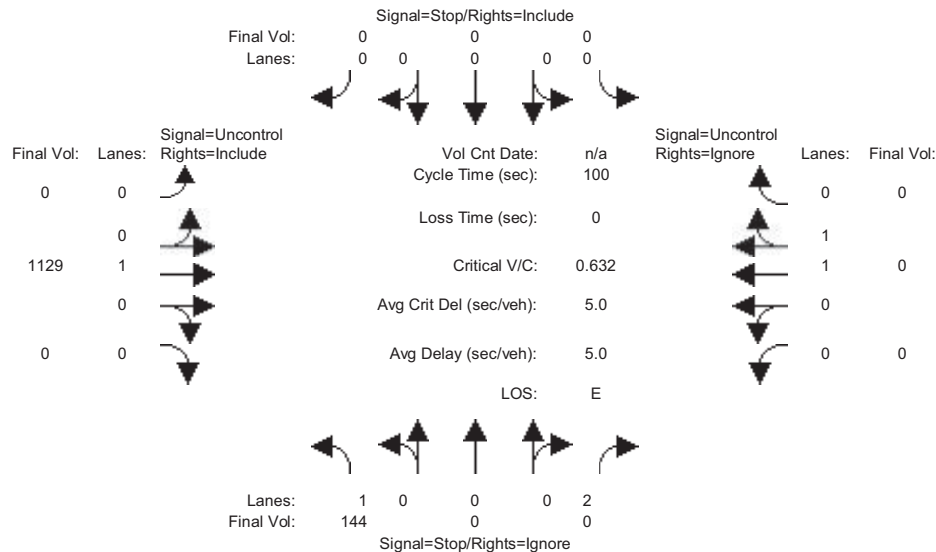
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	0	2072	0	0	0	0	1129	0	0	633	796
Growth Adj:	1.00	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	0	2072	0	0	0	0	1129	0	0	633	796
Added Vol:	0	0	1	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	2073	0	0	0	0	1129	0	0	642	796
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	144	0	0	0	0	0	0	1129	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	0	0	0	0	0	0	1129	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1129	xxxx	1129	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	228	xxxx	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	228	xxxx	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.63	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	44.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	44.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2073	0 0 0 0	0 1129 0	0 642 796
ApproachDel:	44.6	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=27.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2217]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4784]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2073	0 0 0 0	0 1129 0	0 642 796

Major Street Volume: 2567

Minor Approach Volume: 2217

Minor Approach Volume Threshold: -31 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

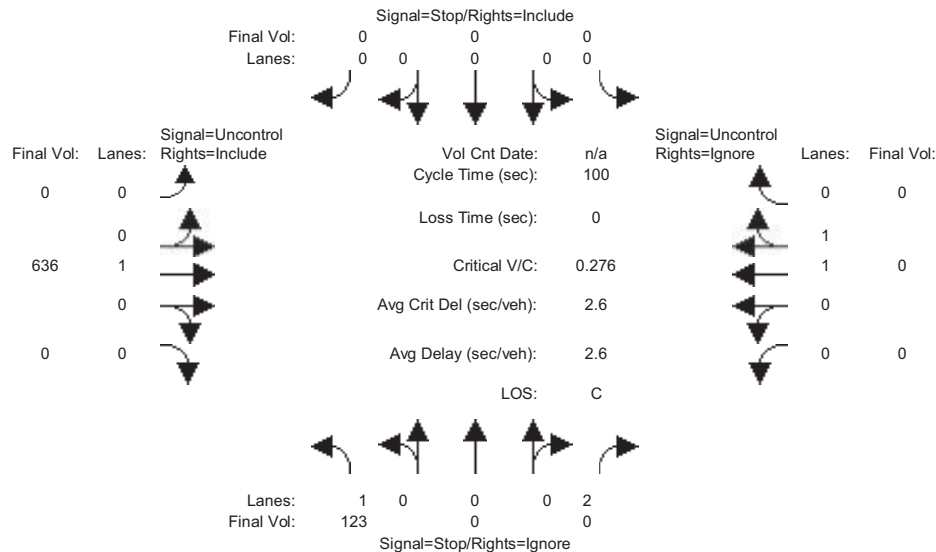
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	123	0	671	0	0	0	0	634	0	0	1765	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	671	0	0	0	0	634	0	0	1765	1320
Added Vol:	0	0	8	0	0	0	0	2	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	679	0	0	0	0	636	0	0	1764	1320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	0	0	0	0	0	636	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	0	0	0	0	0	636	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	636	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	C		*			*			*			*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 679	0 0 0 0	0 636 0	0 1764 1320
ApproachDel:	16.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=802]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4522]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 679	0 0 0 0	0 636 0	0 1764 1320

Major Street Volume: 3720

Minor Approach Volume: 802

Minor Approach Volume Threshold: -191 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

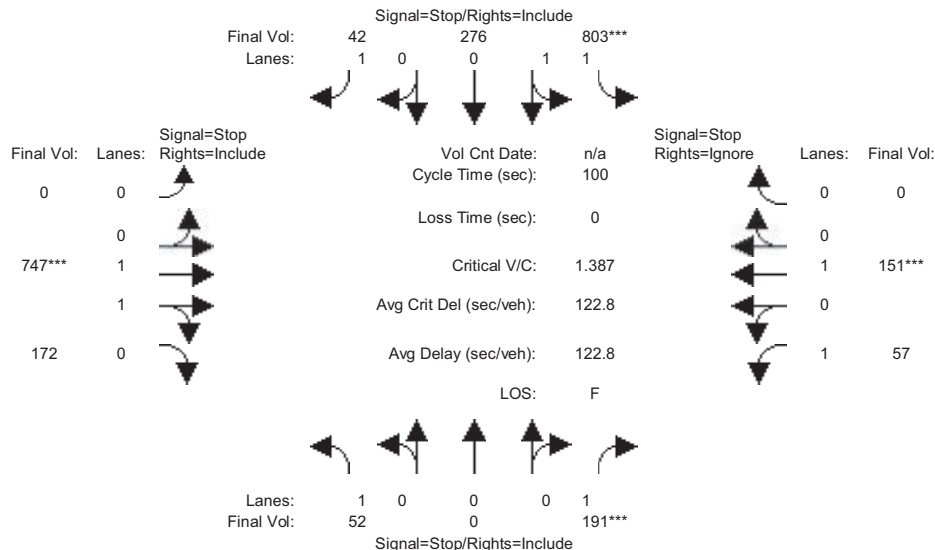
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	52 0 191	803 276 42	0 747 172	57 149 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 0 191	803 276 42	0 747 172	57 149 0
Added Vol	0 0 0	0 0 0	0 0 0	0 2 7
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	52 0 191	803 276 42	0 747 172	57 151 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 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	52 0 191	803 276 42	0 747 172	57 151 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	52 0 191	803 276 42	0 747 172	57 151 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	52 0 191	803 276 42	0 747 172	57 151 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.49 0.51 1.00	0.00 1.63 0.37	1.00 1.00 0.00
Final Sat	363 0 415	579 203 436	0 732 172	362 382 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.14 xxxx	0.46 1.39 1.36 0.10	xxxx 1.02 1.00	0.16 0.40 xxxx
Crit Moves	xxxx	xxxx	xxxx	xxxx
Delay/Veh	14.2 0.0	18.5 214.7 203 11.7	0.0 76.4 70.1	14.4 18.0 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
AdjDel/Veh	14.2 0.0	18.5 214.7 203 11.7	0.0 76.4 70.1	14.4 18.0 0.0
LOS by Move	B *	C F F B	* F F	B C *
ApproachDel	17.5	204.4	75.2	17.0
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	17.5	204.4	75.2	17.0
LOS by Appr	C	F	F	C
AllWayAvgQ	0.2 0.0	0.8 21.1 21.1 0.1	0.0 8.6 7.6	0.2 0.6 0.6

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          1  0  0  0  1      1  1  0  0  1      0  0  1  1  0      1  0  0  1  0
Initial Vol:    52    0   191      803 276   42      0  747  172      57 151    7
-----|-----|-----|-----|-----|
Major Street Volume:                1364
Minor Approach Volume:                919
Minor Approach Volume Threshold: 241
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

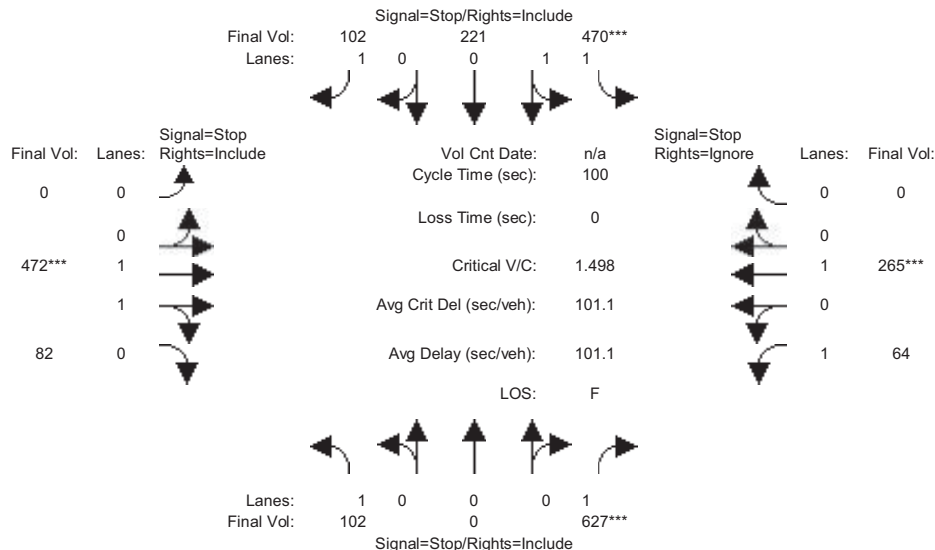
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	102	0	627	470	221	102	0	470	82	64	265	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:	102	0	627	470	221	102	0	470	82	64	265	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	0	627	470	221	102	0	472	82	64	265	-1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	102	0	627	470	221	102	0	472	82	64	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	627	470	221	102	0	472	82	64	265	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	102	0	627	470	221	102	0	472	82	64	265	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.36	0.64	1.00	0.00	1.70	0.30	1.00	1.00	0.00
Final Sat.:	359	0	418	481	231	387	0	663	117	345	366	0

Capacity Analysis Module:

Vol/Sat:	0.28	xxxx	1.50	0.98	0.95	0.26	xxxx	0.71	0.70	0.19	0.72	xxxx
Crit Moves:			****	****				****			****	
Delay/Veh:	16.2	0.0	259.0	75.0	68.6	14.9	0.0	31.2	30.2	15.2	33.5	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
AdjDel/Veh:	16.2	0.0	259.0	75.0	68.6	14.9	0.0	31.2	30.2	15.2	33.5	0.0
LOS by Move:	C	*	F	F	F	B	*	D	D	C	D	*
ApproachDel:	225.1			65.5				31.0			29.9	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	225.1			65.5				31.0			29.9	
LOS by Appr:	F			F				D			D	
AllWayAvgQ:	0.4	0.0	28.8	5.6	5.6	0.3	0.0	2.1	2.0	0.2	2.1	2.1

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	102		0		627	470	221			102	0	472			82	64	265			-1
Major Street Volume:					1522															
Minor Approach Volume:					554															
Minor Approach Volume Threshold:					193															

SIGNAL WARRANT DISCLAIMER

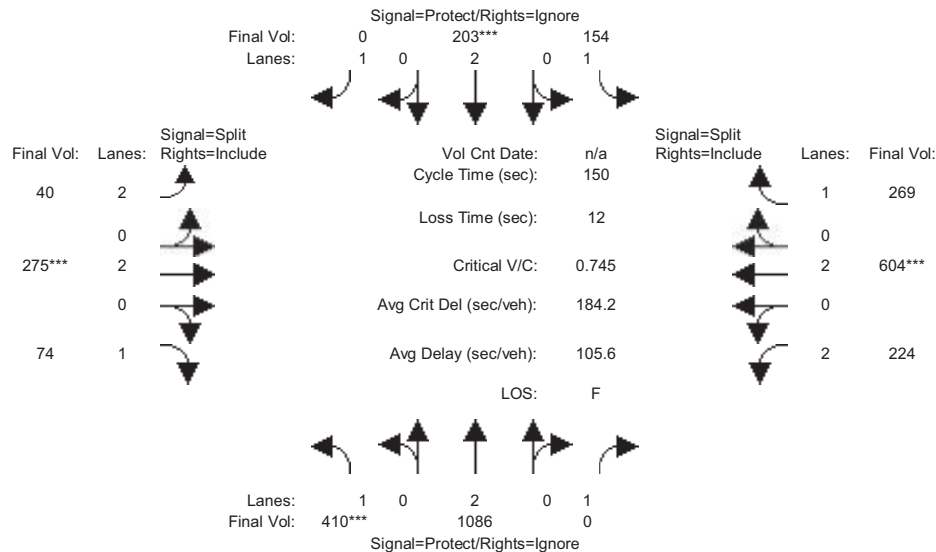
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC TDM

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	410	1085	450	154	195	25	40	275	74	224	604	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1085	450	154	195	25	40	275	74	224	604	269
Added Vol:	0	1	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	1086	450	154	203	25	40	275	74	224	604	269
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:	410	1086	0	154	203	0	40	275	74	224	604	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1086	0	154	203	0	40	275	74	224	604	269
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
Final Volume:	410	1086	0	154	203	0	40	275	74	224	604	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

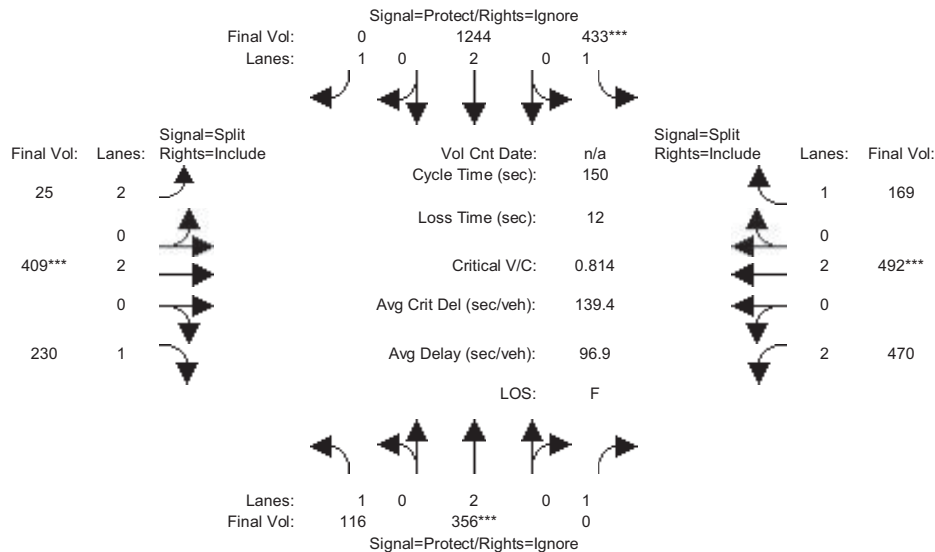
Vol/Sat:	0.23	0.29	0.00	0.09	0.05	0.00	0.02	0.12	0.04	0.10	0.27	0.15
Crit Moves:	***			***			***			***		
Green Time:	27.4	72.9	0.0	18.5	64.0	0.0	14.5	14.5	14.5	32.1	32.1	32.1
Volume/Cap:	1.28	0.59	0.00	0.71	0.13	0.00	0.19	1.28	0.44	0.48	1.28	0.72
Delay/Veh:	209.9	28.3	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
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:	209.9	28.3	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
LOS by Move:	F	C	A	E	C	A	E	F	E	D-	F	E
HCM2kAvgQ:	34	18	0	7	3	0	1	12	4	5	21	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC TDM

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	116	347	475	433	1245	22	25	409	230	470	492	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	347	475	433	1245	22	25	409	230	470	492	169
Added Vol:	0	9	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	356	475	433	1244	22	25	409	230	470	492	169
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:	116	356	0	433	1244	0	25	409	230	470	492	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	356	0	433	1244	0	25	409	230	470	492	169
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
Final Volume:	116	356	0	433	1244	0	25	409	230	470	492	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.00	0.25	0.33	0.00	0.01	0.18	0.13	0.21	0.22	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.5	55.0	0.0	31.4	70.9	0.0	23.4	23.4	23.4	28.3	28.3	28.3
Volume/Cap:	0.64	0.26	0.00	1.18	0.69	0.00	0.07	1.18	0.84	1.13	1.18	0.51
Delay/Veh:	72.2	33.3	0.0	166.5	32.2	0.0	54.2	172	82.2	145.5	166	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	33.3	0.0	166.5	32.2	0.0	54.2	172	82.2	145.5	166	56.0
LOS by Move:	E	C-	A	F	C-	A	D-	F	F	F	F	E+
HCM2kAvgQ:	7	6	0	29	21	0	1	16	14	17	16	7

Note: Queue reported is the number of cars per lane.

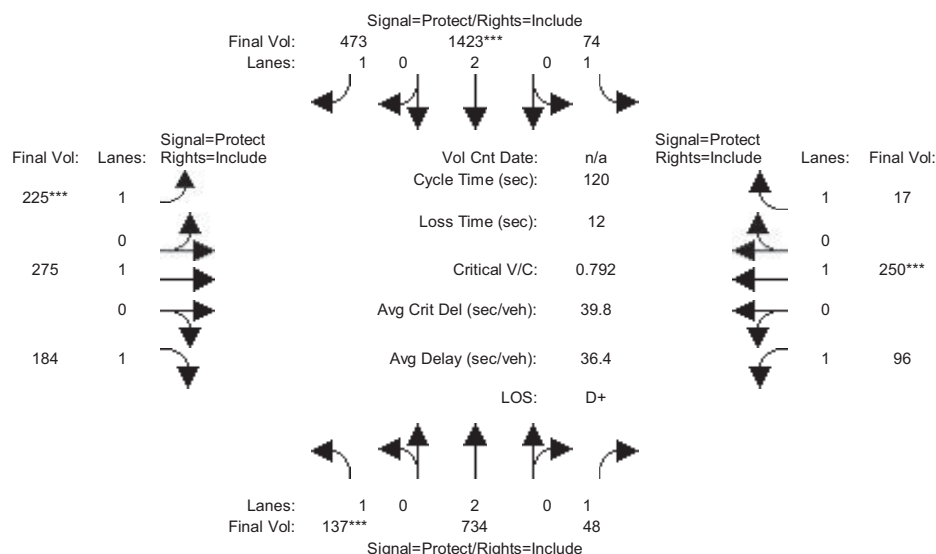
APPENDIX T-5

TRAFFIX RESULTS FOR 2025 CONDITIONS -
WITH ROADWAY MITIGATIONS

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC_Mitigation

Intersection #1: El Camino Real / Valparaiso Ave



Street Name:	El Camino Real						Valparaiso Avenue - Glenwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	136	710	44	74	1346	473	225	275	180	83	250	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	710	44	74	1346	473	225	275	180	83	250	17
Added Vol:	1	24	4	0	77	0	0	0	4	13	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	734	48	74	1423	473	225	275	184	96	250	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	734	48	74	1423	473	225	275	184	96	250	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	734	48	74	1423	473	225	275	184	96	250	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	137	734	48	74	1423	473	225	275	184	96	250	17

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

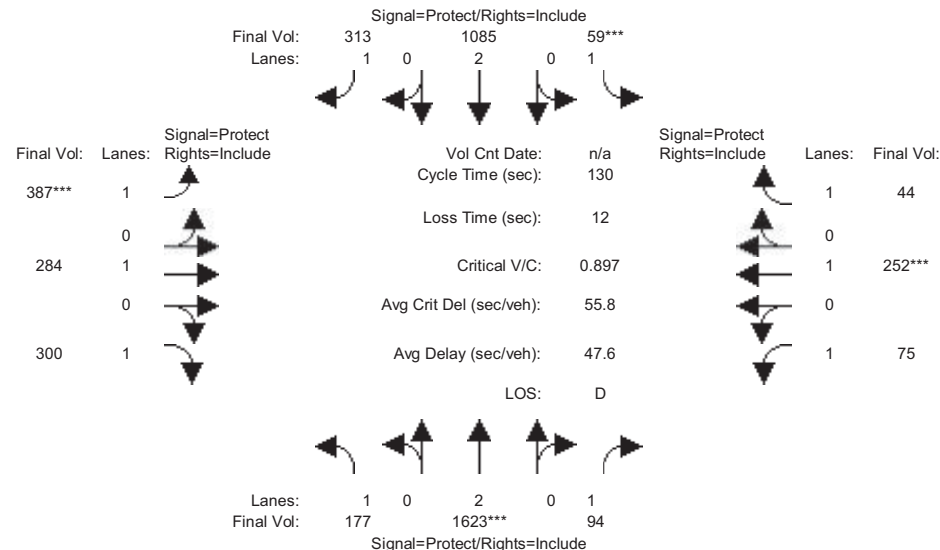
Vol/Sat:	0.08	0.19	0.03	0.04	0.37	0.27	0.13	0.14	0.11	0.05	0.13	0.01
Crit Moves:	***			***			***			***		
Green Time:	11.9	47.9	47.9	20.7	56.7	56.7	19.5	25.0	25.0	14.4	19.9	19.9
Volume/Cap:	0.79	0.48	0.07	0.25	0.79	0.57	0.79	0.69	0.50	0.46	0.79	0.06
Delay/Veh:	74.4	27.1	22.3	43.3	29.2	23.8	62.4	49.2	43.1	50.7	60.8	42.2
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:	74.4	27.1	22.3	43.3	29.2	23.8	62.4	49.2	43.1	50.7	60.8	42.2
LOS by Move:	E	C	C+	D	C	C	E	D	D	D	E	D
HCM2kAvgQ:	6	10	1	2	22	13	11	10	7	4	11	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 173 1552 82 59 1058 313 387 284 299 71 252 44

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 173 1552 82 59 1058 313 387 284 299 71 252 44

Added Vol: 4 71 12 0 27 0 0 0 0 1 4 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 177 1623 94 59 1085 313 387 284 300 75 252 44

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 177 1623 94 59 1085 313 387 284 300 75 252 44

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 177 1623 94 59 1085 313 387 284 300 75 252 44

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 177 1623 94 59 1085 313 387 284 300 75 252 44

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1900 1750

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.10 0.43 0.05 0.03 0.29 0.18 0.22 0.15 0.17 0.04 0.13 0.03

Crit Moves: ****

Green Time: 18.1 59.1 59.1 10.0 51.0 51.0 30.6 33.8 33.8 15.2 18.3 18.3

Volume/Cap: 0.73 0.94 0.12 0.44 0.73 0.46 0.94 0.58 0.66 0.37 0.94 0.18

Delay/Veh: 64.2 44.4 20.5 59.6 35.4 29.7 78.4 43.5 46.6 54.1 94.2 49.5

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: 64.2 44.4 20.5 59.6 35.4 29.7 78.4 43.5 46.6 54.1 94.2 49.5

LOS by Move: E D C+ E+ D+ C E- D D D- F D

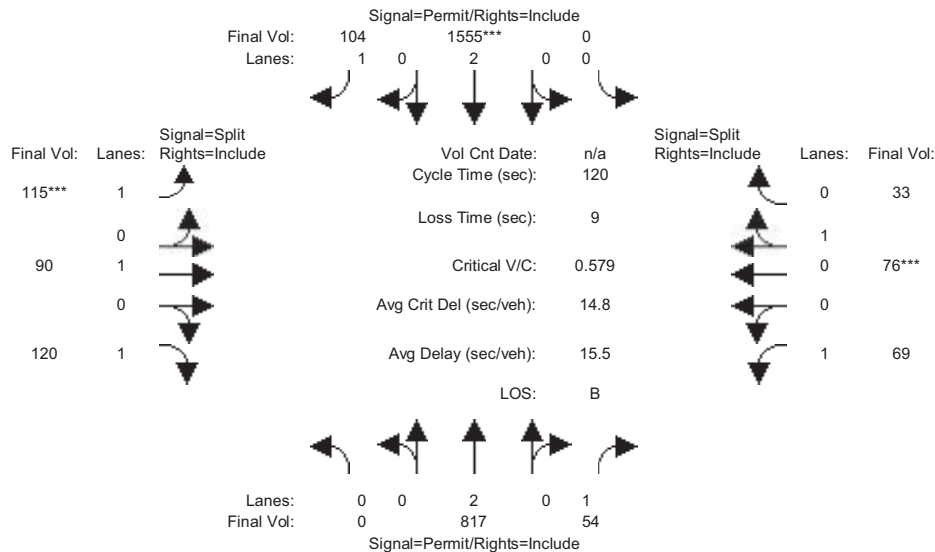
HCM2kAvgQ: 7 32 2 2 18 10 21 10 12 3 14 2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	787	54	0	1461	104	115	90	120	69	76	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	787	54	0	1461	104	115	90	120	69	76	33
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	817	54	0	1555	104	115	90	120	69	76	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	817	54	0	1555	104	115	90	120	69	76	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	817	54	0	1555	104	115	90	120	69	76	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	817	54	0	1555	104	115	90	120	69	76	33

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.70	0.30
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1255	545

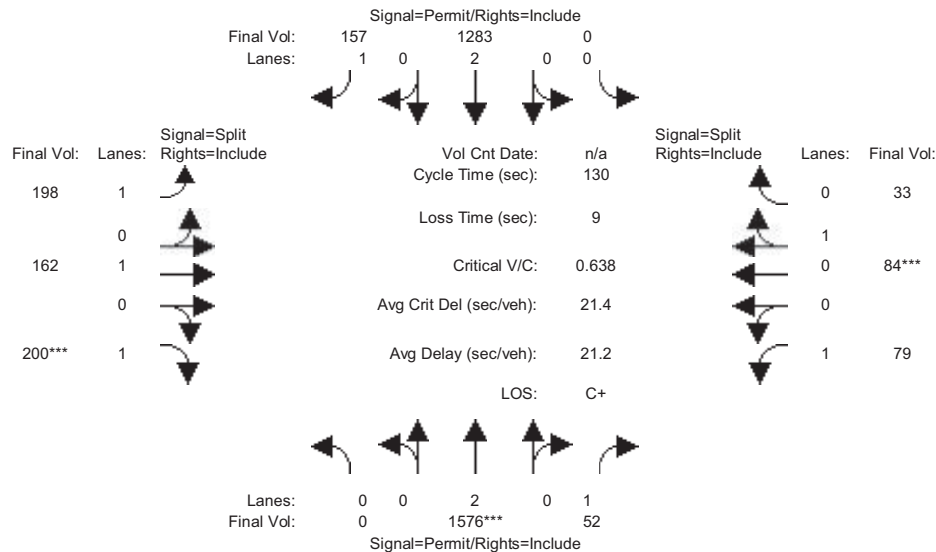
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.03	0.00	0.41	0.06	0.07	0.05	0.07	0.04	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	0.0	84.8	84.8	0.0	84.8	84.8	14.2	14.2	14.2	12.6	12.6	12.6
Volume/Cap:	0.00	0.30	0.04	0.00	0.58	0.08	0.55	0.40	0.58	0.38	0.58	0.58
Delay/Veh:	0.0	6.6	5.3	0.0	9.0	5.5	53.2	50.1	54.1	51.4	55.7	55.7
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	6.6	5.3	0.0	9.0	5.5	53.2	50.1	54.1	51.4	55.7	55.7
LOS by Move:	A	A	A	A	A	A	D-	D	D-	D-	E+	E+
HCM2kAvgQ:	0	5	1	0	14	1	5	3	5	3	5	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	52	0	1250	157	198	162	200	79	84	33
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1576	52	0	1283	157	198	162	200	79	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1576	52	0	1283	157	198	162	200	79	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1576	52	0	1283	157	198	162	200	79	84	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1576	52	0	1283	157	198	162	200	79	84	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1292	508

Capacity Analysis Module:

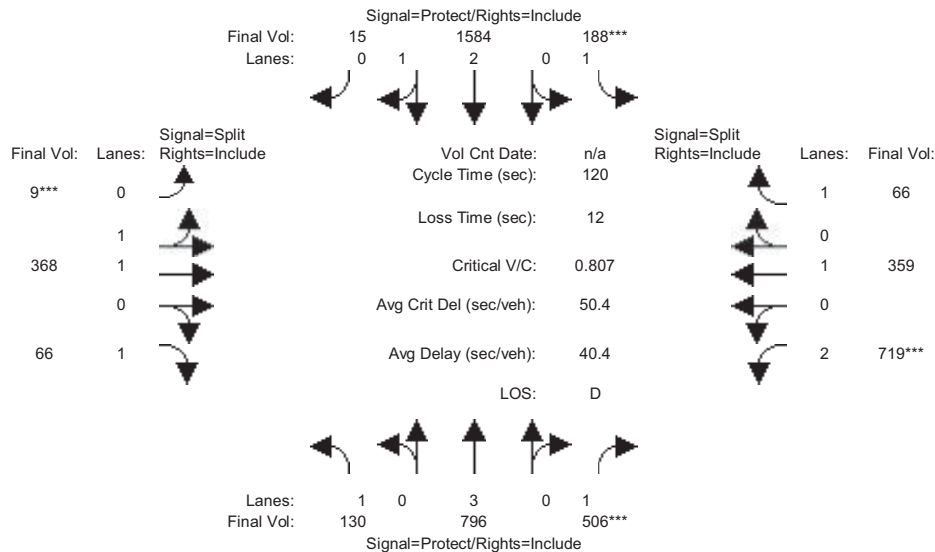
Vol/Sat:	0.00	0.41	0.03	0.00	0.34	0.09	0.11	0.09	0.11	0.05	0.07	0.07
Crit Moves:	****						****			****		
Green Time:	0.0	84.5	84.5	0.0	84.5	84.5	23.3	23.3	23.3	13.2	13.2	13.2
Volume/Cap:	0.00	0.64	0.05	0.00	0.52	0.14	0.63	0.48	0.64	0.44	0.64	0.64
Delay/Veh:	0.0	14.2	8.2	0.0	12.2	8.8	53.5	48.9	53.8	56.7	63.4	63.4
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	14.2	8.2	0.0	12.2	8.8	53.5	48.9	53.8	56.7	63.4	63.4
LOS by Move:	A	B	A	A	B	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	18	1	0	13	2	9	6	9	4	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	130	766	500	188	1490	15	9	368	66	700	359	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	766	500	188	1490	15	9	368	66	700	359	66
Added Vol:	0	30	6	0	94	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	796	506	188	1584	15	9	368	66	719	359	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	796	506	188	1584	15	9	368	66	719	359	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	796	506	188	1584	15	9	368	66	719	359	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	796	506	188	1584	15	9	368	66	719	359	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.97	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.97	0.03	0.05	1.95	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5547	53	88	3612	1750	3150	1900	1750

Capacity Analysis Module:

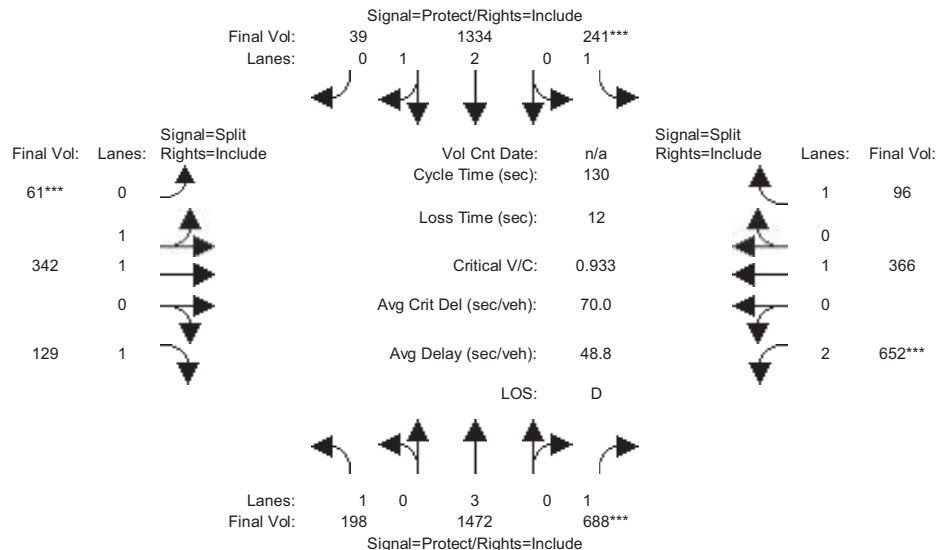
Vol/Sat:	0.07	0.14	0.29	0.11	0.29	0.29	0.10	0.10	0.04	0.23	0.19	0.04
Crit Moves:	****			****			****			****		
Green Time:	12.2	43.0	43.0	16.0	46.8	46.8	15.1	15.1	15.1	33.9	33.9	33.9
Volume/Cap:	0.73	0.39	0.81	0.81	0.73	0.73	0.81	0.81	0.30	0.81	0.67	0.13
Delay/Veh:	66.9	28.9	42.4	69.0	32.6	32.6	61.0	61.0	48.4	45.5	41.3	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	28.9	42.4	69.0	32.6	32.6	61.0	61.0	48.4	45.5	41.3	32.2
LOS by Move:	E	C	D	E	C-	C-	E	E	D	D	D	C-
HCM2kAvgQ:	5	7	19	8	17	17	9	9	3	15	12	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	1385	670	241	1301	39	61	342	129	645	366	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1385	670	241	1301	39	61	342	129	645	366	96
Added Vol:	0	87	18	0	33	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1472	688	241	1334	39	61	342	129	652	366	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1472	688	241	1334	39	61	342	129	652	366	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1472	688	241	1334	39	61	342	129	652	366	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1472	688	241	1334	39	61	342	129	652	366	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.98	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.91	0.09	0.31	1.69	1.00	2.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5441	159	560	3140	1750	3150	1900	1750

Capacity Analysis Module:

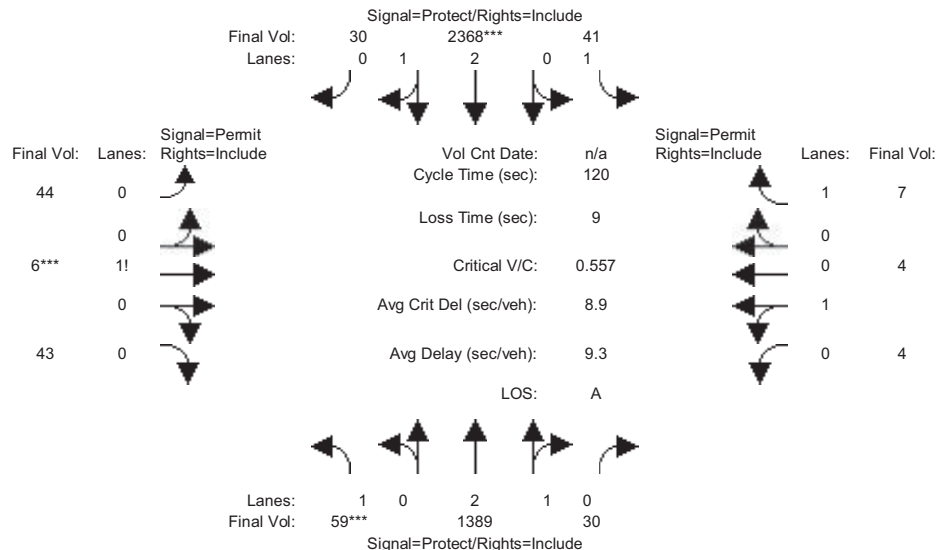
Vol/Sat:	0.11	0.26	0.39	0.14	0.25	0.25	0.11	0.11	0.07	0.21	0.19	0.05
Crit Moves:	****			****			****			****		
Green Time:	23.4	54.8	54.8	19.2	50.6	50.6	15.2	15.2	15.2	28.8	28.8	28.8
Volume/Cap:	0.63	0.61	0.93	0.93	0.63	0.63	0.93	0.93	0.63	0.93	0.87	0.25
Delay/Veh:	53.4	29.8	54.6	92.9	32.7	32.7	84.1	84.1	61.0	69.1	66.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	29.8	54.6	92.9	32.7	32.7	84.1	84.1	61.0	69.1	66.0	42.0
LOS by Move:	D-	C	D-	F	C-	C-	F	F	E	E	E	D
HCM2kAvgQ:	8	15	31	12	15	15	12	12	6	17	15	3

Note: Queue reported is the number of cars per lane.

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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	59	1353	30	41	2255	30	44	6	43	4	4	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:	59	1353	30	41	2255	30	44	6	43	4	4	7
Added Vol:	0	36	0	0	113	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1389	30	41	2368	30	44	6	43	4	4	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:	59	1389	30	41	2368	30	44	6	43	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1389	30	41	2368	30	44	6	43	4	4	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1389	30	41	2368	30	44	6	43	4	4	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.48	0.06	0.46	0.50	0.50	1.00
Final Sat.:	1750	5481	118	1750	5530	70	828	113	809	900	900	1750

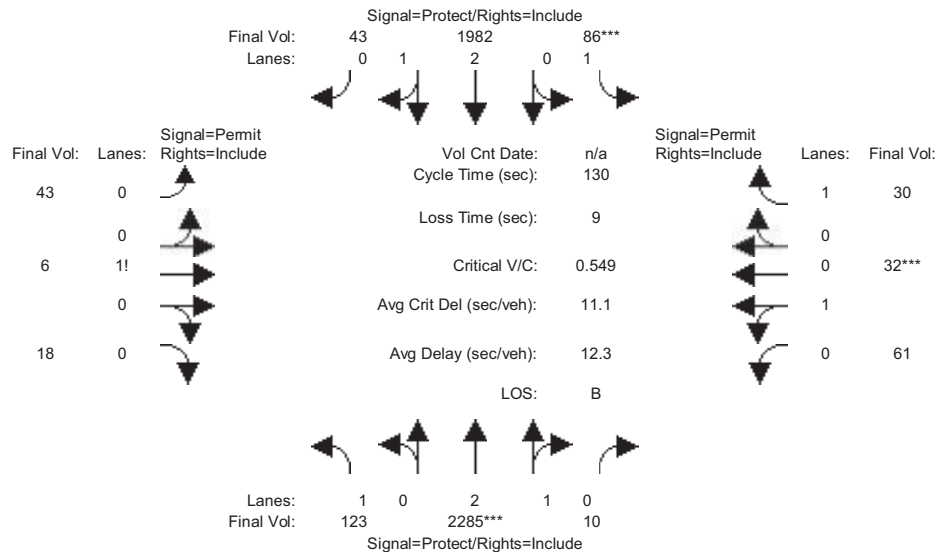
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.43	0.43	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.3	80.9	80.9	18.6	92.3	92.3	11.5	11.5	11.5	11.5	11.5	11.5
Volume/Cap:	0.56	0.38	0.38	0.15	0.56	0.56	0.56	0.56	0.56	0.05	0.05	0.04
Delay/Veh:	61.2	8.6	8.6	44.1	5.8	5.8	56.0	56.0	56.0	49.4	49.4	49.4
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:	61.2	8.6	8.6	44.1	5.8	5.8	56.0	56.0	56.0	49.4	49.4	49.4
LOS by Move:	E	A	A	D	A	A	E+	E+	E+	D	D	D
HCM2kAvgQ:	2	8	8	1	12	12	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	123	2180	10	86	1943	43	43	6	18	61	32	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	2180	10	86	1943	43	43	6	18	61	32	30
Added Vol:	0	105	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2285	10	86	1982	43	43	6	18	61	32	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2285	10	86	1982	43	43	6	18	61	32	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2285	10	86	1982	43	43	6	18	61	32	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2285	10	86	1982	43	43	6	18	61	32	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5576	24	1750	5481	119	1123	157	470	1181	619	1750

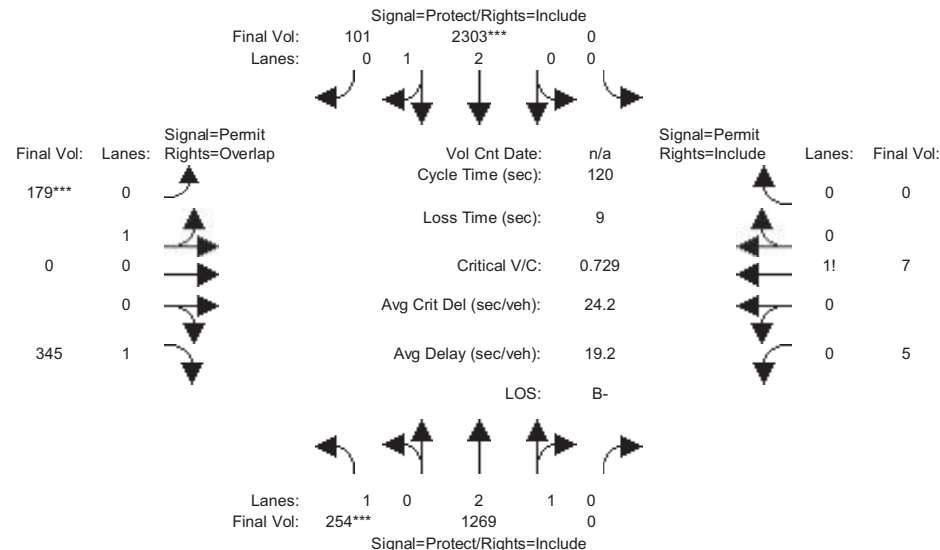
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.05	0.36	0.36	0.04	0.04	0.04	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	17.7	97.1	97.1	11.6	91.1	91.1	12.2	12.2	12.2	12.2	12.2	12.2
Volume/Cap:	0.52	0.55	0.55	0.55	0.52	0.52	0.41	0.41	0.41	0.55	0.55	0.18
Delay/Veh:	54.1	7.2	7.2	60.7	9.3	9.3	57.1	57.1	57.1	60.0	60.0	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	7.2	7.2	60.7	9.3	9.3	57.1	57.1	57.1	60.0	60.0	54.8
LOS by Move:	D-	A	A	E	A	A	E+	E+	E+	E	E	D-
HCM2kAvgQ:	5	12	12	3	12	12	3	3	3	4	4	1

Note: Queue reported is the number of cars per lane.

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Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	253	1233	0	0	2190	101	179	0	343	5	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:	253	1233	0	0	2190	101	179	0	343	5	7	0
Added Vol:	1	36	0	0	113	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1269	0	0	2303	101	179	0	345	5	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:	254	1269	0	0	2303	101	179	0	345	5	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1269	0	0	2303	101	179	0	345	5	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
Final Volume:	254	1269	0	0	2303	101	179	0	345	5	7	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.42	0.58	0.00
Final Sat.:	1750	5600	0	0	5364	235	1800	0	1750	750	1050	0

Capacity Analysis Module:

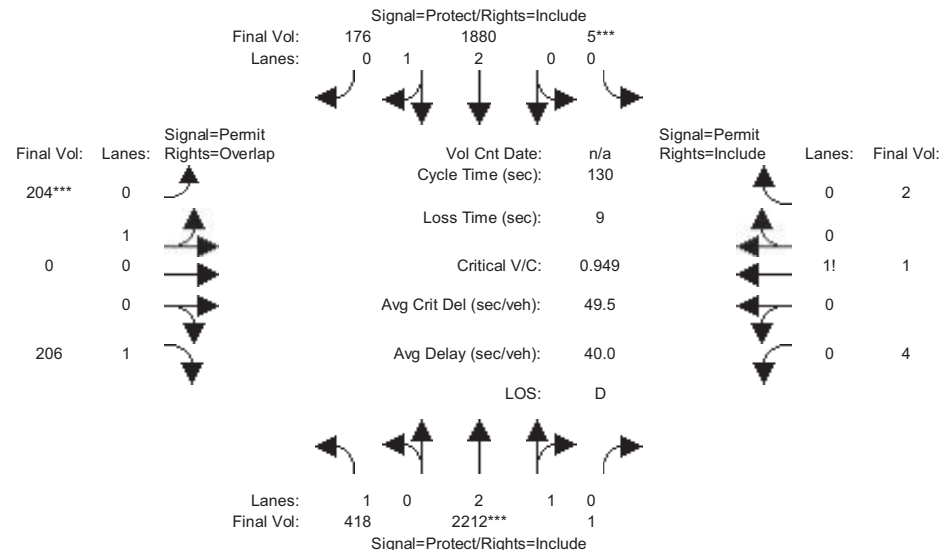
Vol/Sat:	0.15	0.23	0.00	0.00	0.43	0.43	0.10	0.00	0.20	0.01	0.01	0.00
Crit Moves:	***				***		***					
Green Time:	23.9	94.6	0.0	0.0	70.7	70.7	16.4	0.0	40.3	16.4	16.4	0.0
Volume/Cap:	0.73	0.29	0.00	0.00	0.73	0.73	0.73	0.00	0.59	0.05	0.05	0.00
Delay/Veh:	52.6	3.5	0.0	0.0	18.6	18.6	60.2	0.0	34.5	45.1	45.1	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:	52.6	3.5	0.0	0.0	18.6	18.6	60.2	0.0	34.5	45.1	45.1	0.0
LOS by Move:	D-	A	A	A	B-	B-	E	A	C-	D	D	A
HCM2kAvgQ:	10	4	0	0	21	21	8	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	416	2107	1	5	1841	176	204	0	205	4	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	2107	1	5	1841	176	204	0	205	4	1	2
Added Vol:	2	105	0	0	39	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	2212	1	5	1880	176	204	0	206	4	1	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:	418	2212	1	5	1880	176	204	0	206	4	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	2212	1	5	1880	176	204	0	206	4	1	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
Final Volume:	418	2212	1	5	1880	176	204	0	206	4	1	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.73	0.26	1.00	0.00	1.00	0.57	0.14	0.29
Final Sat.:	1750	5597	3	13	5017	470	1800	0	1750	1000	250	500

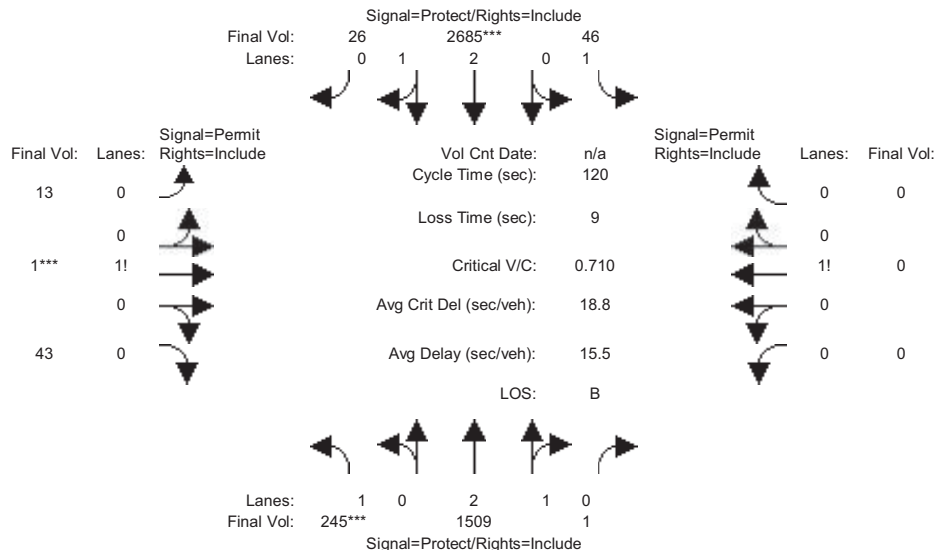
Capacity Analysis Module:												
Vol/Sat:	0.24	0.40	0.40	0.37	0.37	0.37	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	41.1	54.1	54.1	51.3	64.4	64.4	15.5	0.0	56.6	15.5	15.5	15.5
Volume/Cap:	0.76	0.95	0.95	0.95	0.76	0.76	0.95	0.00	0.27	0.03	0.03	0.03
Delay/Veh:	45.9	46.0	46.0	48.0	27.7	27.7	103.8	0.0	23.7	50.7	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	46.0	46.0	48.0	27.7	27.7	103.8	0.0	23.7	50.7	50.7	50.7
LOS by Move:	D	D	D	D	C	C	F	A	C	D	D	D
HCM2kAvgQ:	16	31	31	30	23	23	12	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	244	1473	1	46	2570	26	13	1	43	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:	244	1473	1	46	2570	26	13	1	43	0	0	0
Added Vol:	1	36	0	0	115	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1509	1	46	2685	26	13	1	43	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:	245	1509	1	46	2685	26	13	1	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1509	1	46	2685	26	13	1	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	1509	1	46	2685	26	13	1	43	0	0	0

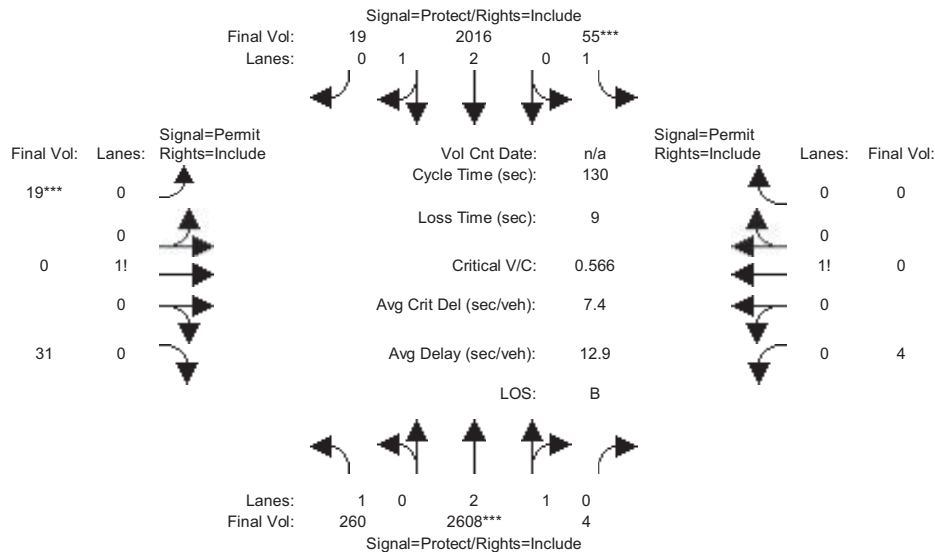
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5596	4	1750	5546	54	399	31	1320	0	1750	0

Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.03	0.48	0.48	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	22.7	83.0	83.0	18.0	78.3	78.3	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.74	0.39	0.39	0.18	0.74	0.74	0.39	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	54.6	7.9	7.9	44.9	14.9	14.9	53.8	53.8	53.8	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:	54.6	7.9	7.9	44.9	14.9	14.9	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D-	A	A	D	B	B	D-	D-	D-	A	A	A
HCM2kAvgQ:	11	8	8	2	22	22	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real							Cambridge Avenue												
Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----				-----				-----				-----							
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					

Volume Module:												
Base Vol:	260	2501	4	55	1976	19	19	0	31	4	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:	260	2501	4	55	1976	19	19	0	31	4	0	0
Added Vol:	0	107	0	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2608	4	55	2016	19	19	0	31	4	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:	260	2608	4	55	2016	19	19	0	31	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2608	4	55	2016	19	19	0	31	4	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:	260	2608	4	55	2016	19	19	0	31	4	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5591	9	1750	5548	52	665	0	1085	1750	0	0

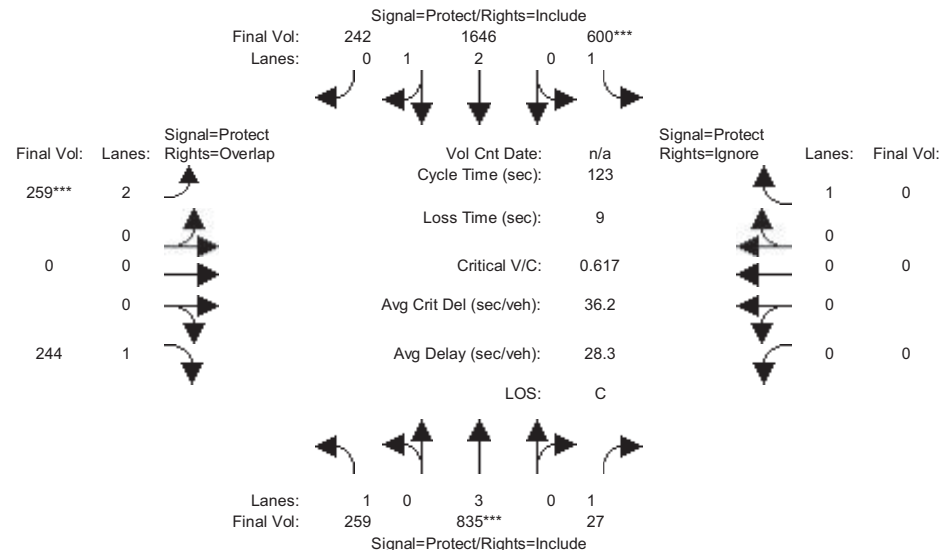
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.47	0.03	0.36	0.36	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	32.2	104	104.0	7.0	78.8	78.8	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.60	0.58	0.58	0.58	0.60	0.60	0.37	0.00	0.37	0.03	0.00	0.00
Delay/Veh:	45.5	5.1	5.1	69.1	16.1	16.1	58.7	0.0	58.7	55.6	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:	45.5	5.1	5.1	69.1	16.1	16.1	58.7	0.0	58.7	55.6	0.0	0.0
LOS by Move:	D	A	A	E	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	10	13	13	2	16	16	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	161	817	27	600	1590	425	240	0	220	0	0	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	817	27	600	1590	425	240	0	220	0	0	660
Added Vol:	98	18	0	0	56	59	19	0	24	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	835	27	600	1646	484	259	0	244	0	0	661
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	259	835	27	600	1646	242	259	0	244	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	835	27	600	1646	242	259	0	244	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	259	835	27	600	1646	242	259	0	244	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.60	0.40	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4881	718	3150	0	1750	0	0	1750

Capacity Analysis Module:

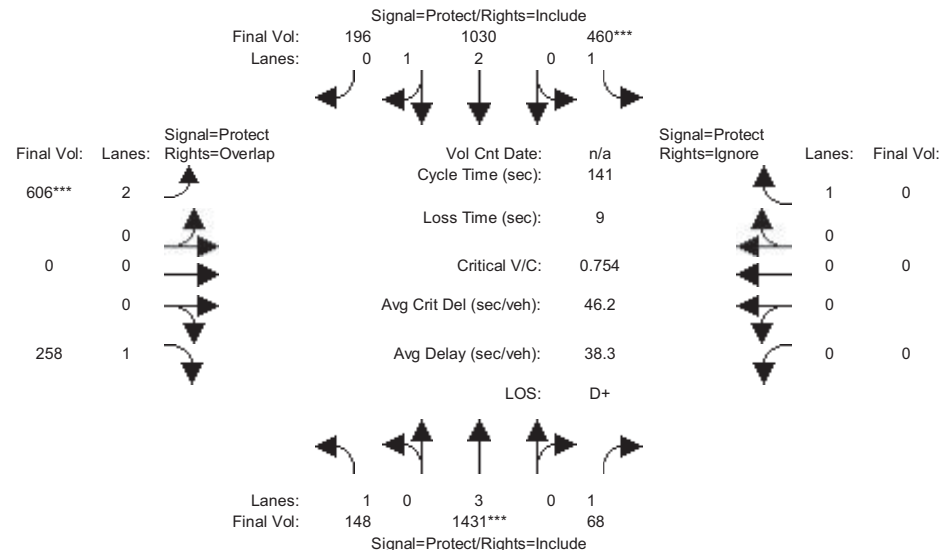
Vol/Sat:	0.15	0.15	0.02	0.34	0.34	0.34	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	29.8	29.2	29.2	68.4	67.8	67.8	16.4	0.0	46.2	0.0	0.0	0.0
Volume/Cap:	0.61	0.62	0.06	0.62	0.61	0.61	0.62	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	44.1	42.8	36.4	19.7	19.0	19.0	53.1	0.0	28.2	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:	44.1	42.8	36.4	19.7	19.0	19.0	53.1	0.0	28.2	0.0	0.0	0.0
LOS by Move:	D	D	D+	B-	B-	B-	D-	A	C	A	A	A
HCM2kAvgQ:	10	10	1	17	16	16	6	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	1379	67	460	1010	370	551	0	191	0	0	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1379	67	460	1010	370	551	0	191	0	0	454
Added Vol:	35	52	1	0	20	21	55	0	67	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1431	68	460	1030	391	606	0	258	0	0	454
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	148	1431	68	460	1030	196	606	0	258	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1431	68	460	1030	196	606	0	258	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	148	1431	68	460	1030	196	606	0	258	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4705	893	3150	0	1750	0	0	1750

Capacity Analysis Module:

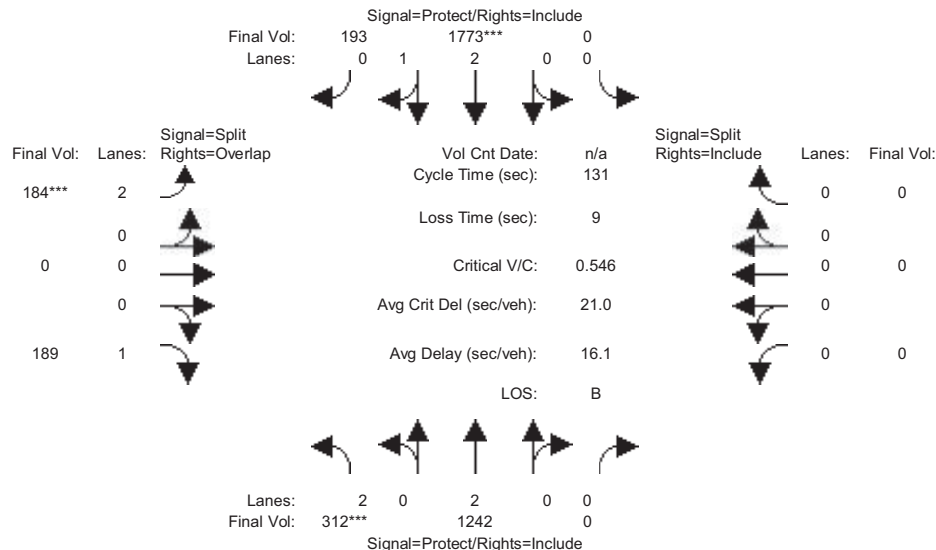
Vol/Sat:	0.08	0.25	0.04	0.26	0.22	0.22	0.19	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.8	46.9	46.9	49.1	69.3	69.3	36.0	0.0	62.7	0.0	0.0	0.0
Volume/Cap:	0.45	0.75	0.12	0.75	0.45	0.45	0.75	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	51.5	43.7	32.7	45.9	23.5	23.5	52.5	0.0	25.7	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:	51.5	43.7	32.7	45.9	23.5	23.5	52.5	0.0	25.7	0.0	0.0	0.0
LOS by Move:	D-	D	C-	D	C	C	D-	A	C	A	A	A
HCM2kAvgQ:	6	19	2	20	11	11	16	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	231	1145	0	0	1750	135	166	0	155	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:	231	1145	0	0	1750	135	166	0	155	0	0	0
Added Vol:	81	97	0	0	23	58	18	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	1242	0	0	1773	193	184	0	189	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:	312	1242	0	0	1773	193	184	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	1242	0	0	1773	193	184	0	189	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:	312	1242	0	0	1773	193	184	0	189	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.69	0.31	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5050	550	3150	0	1750	0	0	0

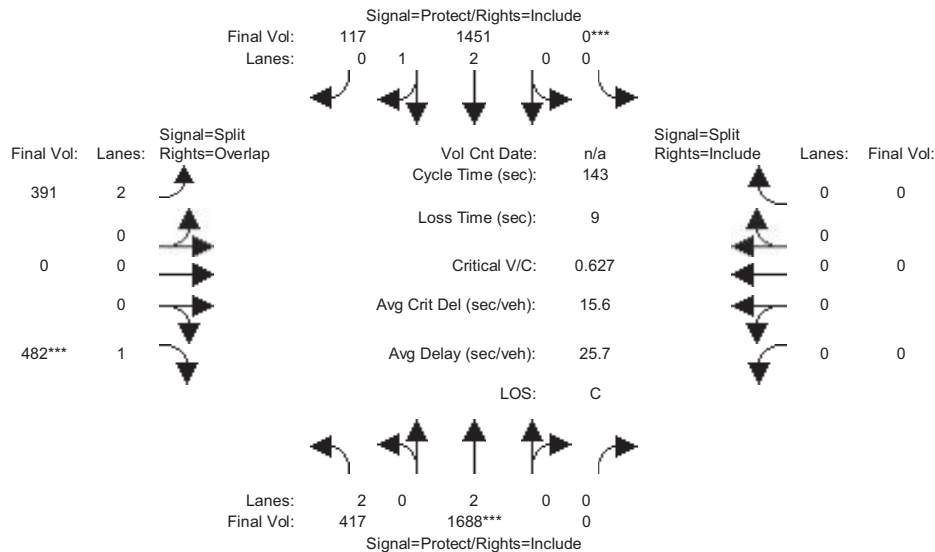
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.00	0.00	0.35	0.35	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	23.8	108	0.0	0.0	84.2	84.2	14.0	0.0	37.8	0.0	0.0	0.0
Volume/Cap:	0.55	0.40	0.00	0.00	0.55	0.55	0.55	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	49.8	3.1	0.0	0.0	13.0	13.0	57.3	0.0	37.7	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:	49.8	3.1	0.0	0.0	13.0	13.0	57.3	0.0	37.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E+	A	D+	A	A	A
HCM2kAvgQ:	7	7	0	0	15	15	5	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	389	1654	0	0	1385	97	337	0	382	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:	389	1654	0	0	1385	97	337	0	382	0	0	0
Added Vol:	28	34	0	0	66	20	54	0	100	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1688	0	0	1451	117	391	0	482	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:	417	1688	0	0	1451	117	391	0	482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1688	0	0	1451	117	391	0	482	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	417	1688	0	0	1451	117	391	0	482	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5182	418	3150	0	1750	0	0	0

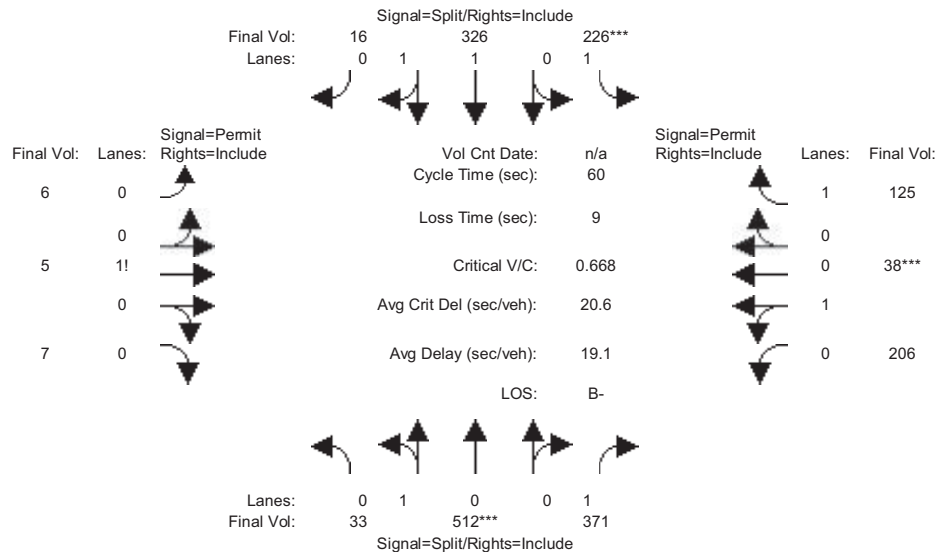
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.00	0.00	0.28	0.28	0.12	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	32.5	101	0.0	0.0	68.8	68.8	32.6	0.0	65.2	0.0	0.0	0.0
Volume/Cap:	0.58	0.63	0.00	0.00	0.58	0.58	0.54	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	50.4	11.4	0.0	0.0	27.0	27.0	49.5	0.0	30.6	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:	50.4	11.4	0.0	0.0	27.0	27.0	49.5	0.0	30.6	0.0	0.0	0.0
LOS by Move:	D	B+	A	A	C	C	D	A	C	A	A	A
HCM2kAvgQ:	10	19	0	0	17	17	9	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	33	503	364	226	326	16	6	5	7	154	38	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	503	364	226	326	16	6	5	7	154	38	124
Added Vol:	0	9	7	0	0	0	0	0	0	52	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	512	371	226	326	16	6	5	7	206	38	125
User Adj:	1.00	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:	33	512	371	226	326	16	6	5	7	206	38	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	512	371	226	326	16	6	5	7	206	38	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	512	371	226	326	16	6	5	7	206	38	125

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.84	0.16	1.00
Final Sat.:	109	1691	1750	1750	3527	173	583	486	681	1520	280	1750

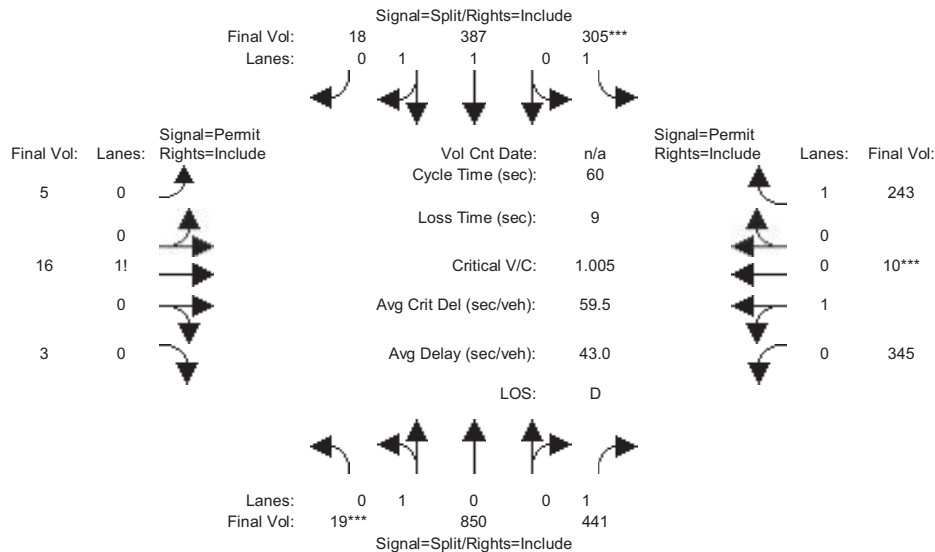
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.21	0.13	0.09	0.09	0.01	0.01	0.01	0.14	0.14	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.2	27.2	27.2	11.6	11.6	11.6	12.2	12.2	12.2	12.2	12.2	12.2
Volume/Cap:	0.67	0.67	0.47	0.67	0.48	0.48	0.05	0.05	0.05	0.67	0.67	0.35
Delay/Veh:	15.0	15.0	11.8	27.5	22.0	22.0	19.3	19.3	19.3	26.7	26.7	21.1
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:	15.0	15.0	11.8	27.5	22.0	22.0	19.3	19.3	19.3	26.7	26.7	21.1
LOS by Move:	B	B	B+	C	C+	C+	B-	B-	B-	C	C	C+
HCM2kAvgQ:	9	9	6	6	3	3	0	0	0	6	6	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	19	823	420	304	387	18	5	16	3	327	10	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	823	420	304	387	18	5	16	3	327	10	243
Added Vol:	0	27	21	1	0	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	850	441	305	387	18	5	16	3	345	10	243
User Adj:	1.00	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:	19	850	441	305	387	18	5	16	3	345	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	850	441	305	387	18	5	16	3	345	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	850	441	305	387	18	5	16	3	345	10	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	39	1761	1750	1750	3535	164	365	1167	219	1749	51	1750

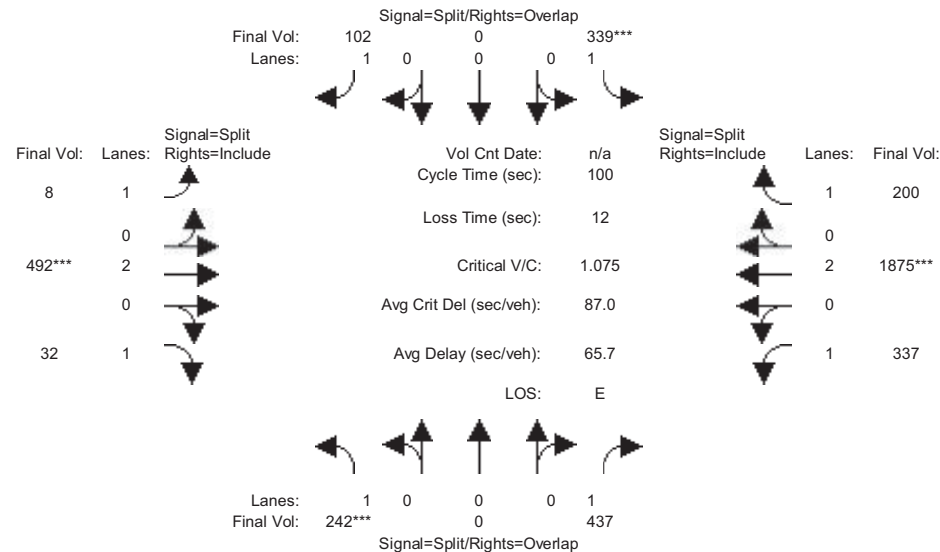
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.25	0.17	0.11	0.11	0.01	0.01	0.01	0.20	0.20	0.14
Crit Moves:	***			***						***		
Green Time:	28.8	28.8	28.8	10.4	10.4	10.4	11.8	11.8	11.8	11.8	11.8	11.8
Volume/Cap:	1.01	1.01	0.52	1.01	0.63	0.63	0.07	0.07	0.07	1.01	1.01	0.71
Delay/Veh:	47.4	47.4	11.4	77.7	25.1	25.1	19.7	19.7	19.7	73.3	73.3	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:	47.4	47.4	11.4	77.7	25.1	25.1	19.7	19.7	19.7	73.3	73.3	29.2
LOS by Move:	D	D	B+	E-	C	C	B-	B-	B-	E	E	C
HCM2kAvgQ:	26	26	7	12	5	5	0	0	0	13	13	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	0	437	313	0	102	8	471	32	337	1810	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	437	313	0	102	8	471	32	337	1810	118
Added Vol:	0	96	0	26	31	0	0	21	0	0	65	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	96	437	339	31	102	8	492	32	337	1875	200
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	242	0	437	339	0	102	8	492	32	337	1875	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	437	339	0	102	8	492	32	337	1875	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	0	437	339	0	102	8	492	32	337	1875	200

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1800	1800	0	1800	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

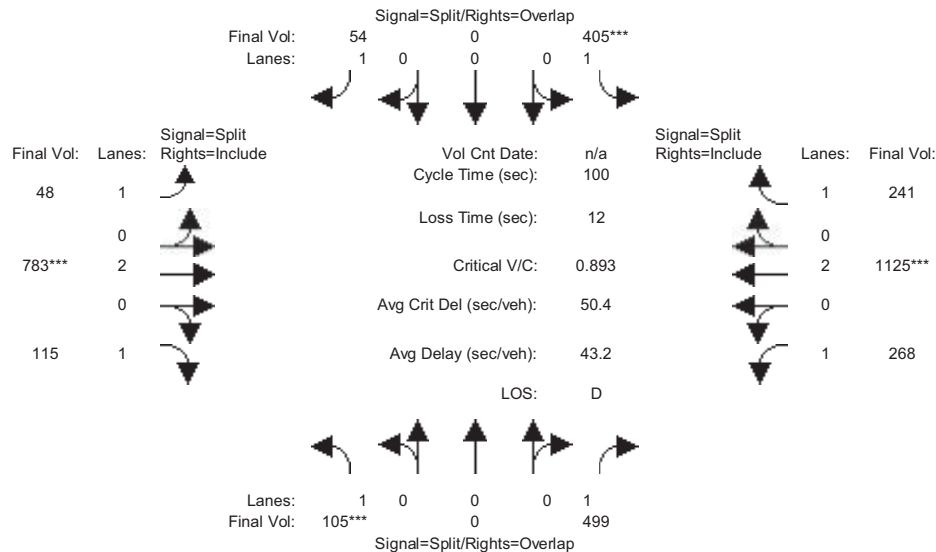
Vol/Sat:	0.13	0.00	0.24	0.19	0.00	0.06	0.00	0.13	0.02	0.19	0.49	0.11
Crit Moves:	***			***			***			***		
Green Time:	12.5	0.0	58.4	17.5	0.0	29.6	12.0	12.0	12.0	45.9	45.9	45.9
Volume/Cap:	1.07	0.00	0.42	1.07	0.00	0.19	0.04	1.07	0.15	0.42	1.07	0.25
Delay/Veh:	101.3	0.0	11.6	107.0	0.0	26.3	38.9	107	39.7	18.5	71.8	16.7
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:	101.3	0.0	11.6	107.0	0.0	26.3	38.9	107	39.7	18.5	71.8	16.7
LOS by Move:	F	A	B+	F	A	C	D+	F	D	B-	E	B
HCM2kAvgQ:	14	0	8	18	0	2	0	11	1	7	40	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	0	499	329	0	54	48	722	115	268	1102	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	499	329	0	54	48	722	115	268	1102	213
Added Vol:	0	34	0	76	90	0	0	61	0	0	23	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	34	499	405	90	54	48	783	115	268	1125	241
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	105	0	499	405	0	54	48	783	115	268	1125	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	499	405	0	54	48	783	115	268	1125	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	0	499	405	0	54	48	783	115	268	1125	241

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	0	1800	1800	0	1800	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.00	0.28	0.23	0.00	0.03	0.03	0.21	0.07	0.15	0.30	0.14
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	41.8	24.1	0.0	46.2	22.1	22.1	22.1	31.8	31.8	31.8
Volume/Cap:	0.58	0.00	0.66	0.93	0.00	0.06	0.12	0.93	0.30	0.48	0.93	0.43
Delay/Veh:	43.9	0.0	25.3	61.9	0.0	14.9	31.3	55.1	32.9	28.2	45.9	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	0.0	25.3	61.9	0.0	14.9	31.3	55.1	32.9	28.2	45.9	27.5
LOS by Move:	D	A	C	E	A	B	C	E+	C-	C	D	C
HCM2kAvgQ:	4	0	14	17	0	1	1	14	3	7	19	6

Note: Queue reported is the number of cars per lane.

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Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
128***	1	↖	0	0	↖
	0	↗	1	1	↗
206	2	→	2	2	→
	0	↘	0	0	↘
83	1	↙	310	2	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
128***	1	↖	0	0	↖
	0	↗	1	1	↗
206	2	→	1	1	→
	0	↘	0	0	↘
83	1	↙	1	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:	
496***	2	↖	0	0	↖
	0	↗	3	3	↗
1508	3	→	0	0	→
	0	↘	1	1	↘
51	1	↙	51	1	↙

Signal=Protect/Rights=Include		

[illegible]

Volume Module:												
Base Vol:	490	1419	102	308	1084	145	128	195	164	243	561	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1419	102	308	1084	145	128	195	164	243	561	233
Added Vol:	6	89	0	2	28	0	0	11	2	0	35	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	496	1508	102	310	1112	145	128	206	166	243	596	240
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	496	1508	51	310	1112	73	128	206	83	243	596	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1508	51	310	1112	73	128	206	83	243	596	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	1508	51	310	1112	73	128	206	83	243	596	240

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	2.81	0.19	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	3150	5700	1750	3150	5257	343	1750	3800	1750	1750	2637	1062

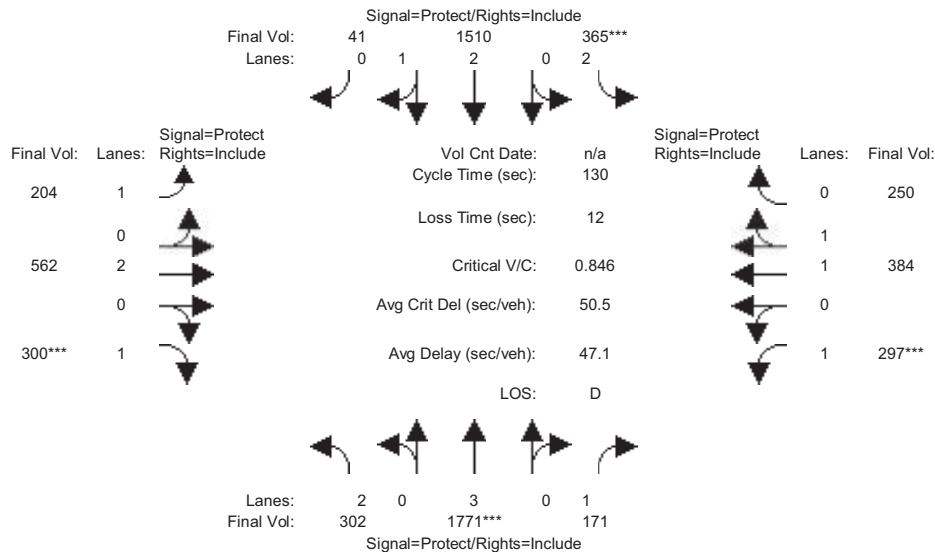
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.03	0.10	0.21	0.21	0.07	0.05	0.05	0.14	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	27.8	47.5	47.5	17.7	37.4	37.4	12.9	18.8	18.8	34.0	39.9	39.9
Volume/Cap:	0.74	0.72	0.08	0.72	0.74	0.74	0.74	0.37	0.33	0.53	0.74	0.74
Delay/Veh:	51.9	36.9	27.0	59.9	43.7	43.7	72.0	50.7	50.7	42.4	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	36.9	27.0	59.9	43.7	43.7	72.0	50.7	50.7	42.4	42.9	42.9
LOS by Move:	D-	D+	C	E+	D	D	E	D	D	D	D	D
HCM2kAvgQ:	12	18	1	9	16	16	6	4	3	9	16	16

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real			Galvez Street-Embarcadero Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	300	1740	341	358	1427	82	204	529	594	297	372	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1740	341	358	1427	82	204	529	594	297	372	247
Added Vol:	2	31	0	7	83	0	0	33	6	0	12	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1771	341	365	1510	82	204	562	600	297	384	250
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	302	1771	171	365	1510	41	204	562	300	297	384	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1771	171	365	1510	41	204	562	300	297	384	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1771	171	365	1510	41	204	562	300	297	384	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	1.00	2.00	1.00	1.00	1.19	0.81
Final Sat.:	3150	5700	1750	3150	5452	148	1750	3800	1750	1750	2240	1458

Capacity Analysis Module:

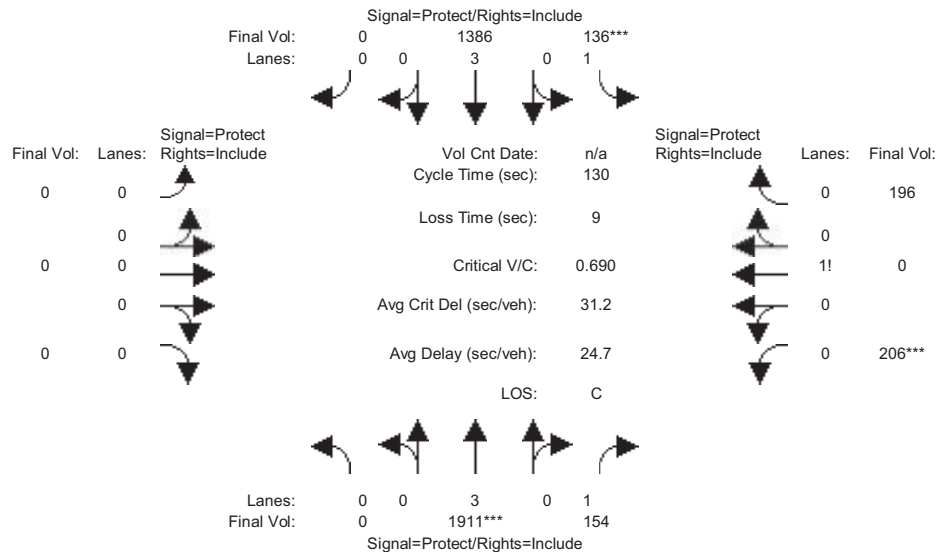
Vol/Sat:	0.10	0.31	0.10	0.12	0.28	0.28	0.12	0.15	0.17	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	16.9	47.8	47.8	17.8	48.7	48.7	21.2	26.3	26.3	26.1	31.2	31.2
Volume/Cap:	0.74	0.85	0.27	0.85	0.74	0.74	0.71	0.73	0.85	0.85	0.71	0.71
Delay/Veh:	61.5	41.1	29.0	69.0	36.6	36.6	59.8	52.1	66.7	67.0	48.1	48.1
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:	61.5	41.1	29.0	69.0	36.6	36.6	59.8	52.1	66.7	67.0	48.1	48.1
LOS by Move:	E	D	C	E	D+	D+	E+	D-	E	E	D	D
HCM2kAvgQ:	9	24	5	11	19	19	8	10	13	15	13	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1824	154	133	1358	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1824	154	133	1358	0	0	0	0	206	0	188
Added Vol:	0	87	0	3	28	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1911	154	136	1386	0	0	0	0	206	0	196
User Adj:	1.00	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	1911	154	136	1386	0	0	0	0	206	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1911	154	136	1386	0	0	0	0	206	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1911	154	136	1386	0	0	0	0	206	0	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.51	0.00	0.49
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	897	0	853

Capacity Analysis Module:

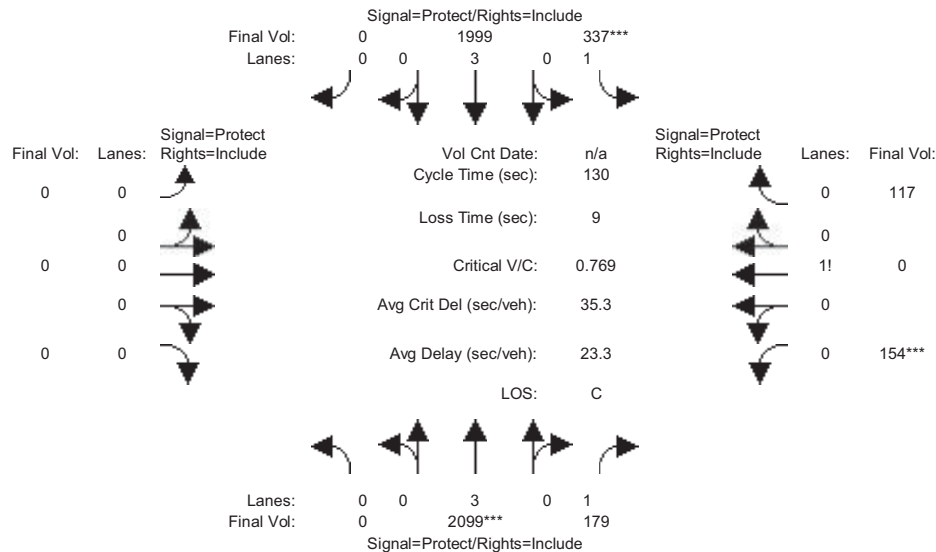
Vol/Sat:	0.00	0.34	0.09	0.08	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****			****			****		
Green Time:	0.0	63.1	63.1	14.6	77.8	0.0	0.0	0.0	0.0	43.2	0.0	43.2
Volume/Cap:	0.00	0.69	0.18	0.69	0.41	0.00	0.00	0.00	0.00	0.69	0.00	0.69
Delay/Veh:	0.0	26.6	19.0	65.5	14.0	0.0	0.0	0.0	0.0	41.1	0.0	41.1
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	26.6	19.0	65.5	14.0	0.0	0.0	0.0	0.0	41.1	0.0	41.1
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	4	7	10	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
Growth Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Added Vol:	0	31	0	7	81	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2099	179	337	1999	0	0	0	0	154	0	117
User Adj:	1.00	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	2099	179	337	1999	0	0	0	0	154	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2099	179	337	1999	0	0	0	0	154	0	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2099	179	337	1999	0	0	0	0	154	0	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	994	0	756

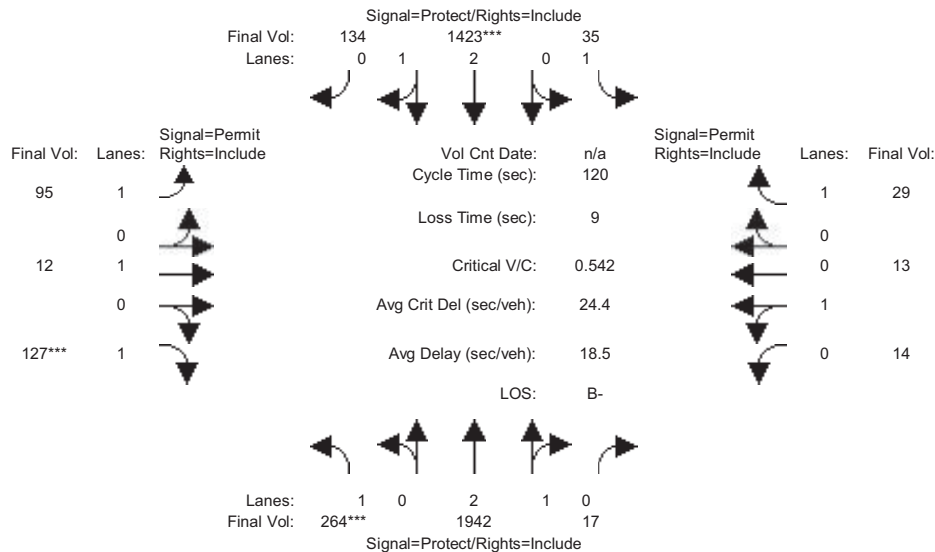
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.10	0.19	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****			****			****		
Green Time:	0.0	62.3	62.3	32.6	94.8	0.0	0.0	0.0	0.0	26.2	0.0	26.2
Volume/Cap:	0.00	0.77	0.21	0.77	0.48	0.00	0.00	0.00	0.00	0.77	0.00	0.77
Delay/Veh:	0.0	29.3	19.8	53.3	7.4	0.0	0.0	0.0	0.0	58.9	0.0	58.9
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	29.3	19.8	53.3	7.4	0.0	0.0	0.0	0.0	58.9	0.0	58.9
LOS by Move:	A	C	B-	D-	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	23	4	15	11	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

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Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1855	17	35	1395	134	95	12	127	14	13	29
Added Vol:	1	87	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1942	17	35	1423	134	95	12	127	14	13	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1942	17	35	1423	134	95	12	127	14	13	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1942	17	35	1423	134	95	12	127	14	13	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	264	1942	17	35	1423	134	95	12	127	14	13	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5551	49	1750	5117	482	1750	1900	1750	933	867	1750

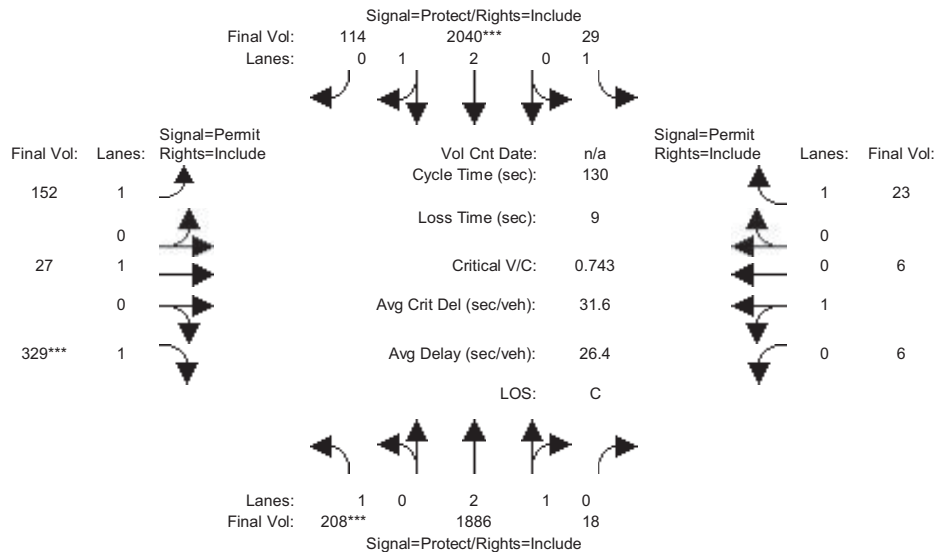
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.02	0.28	0.28	0.05	0.01	0.07	0.02	0.02	0.02
Crit Moves:	***			***					***			
Green Time:	33.4	81.4	81.4	13.6	61.5	61.5	16.1	16.1	16.1	16.1	16.1	16.1
Volume/Cap:	0.54	0.52	0.52	0.18	0.54	0.54	0.41	0.05	0.54	0.11	0.11	0.12
Delay/Veh:	38.1	9.7	9.7	48.6	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
User DelAdj:	1.00	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	9.7	9.7	48.6	19.9	19.9	48.7	45.4	51.1	45.9	45.9	46.0
LOS by Move:	D+	A	A	D	B-	B-	D	D	D-	D	D	D
HCM2kAvgQ:	9	12	12	1	13	13	4	0	5	1	1	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1855	18	29	1959	114	152	27	328	6	6	23
Added Vol:	0	31	0	0	81	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1886	18	29	2040	114	152	27	329	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1886	18	29	2040	114	152	27	329	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1886	18	29	2040	114	152	27	329	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1886	18	29	2040	114	152	27	329	6	6	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.84	0.16	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5547	53	1750	5303	296	1750	1900	1750	900	900	1750

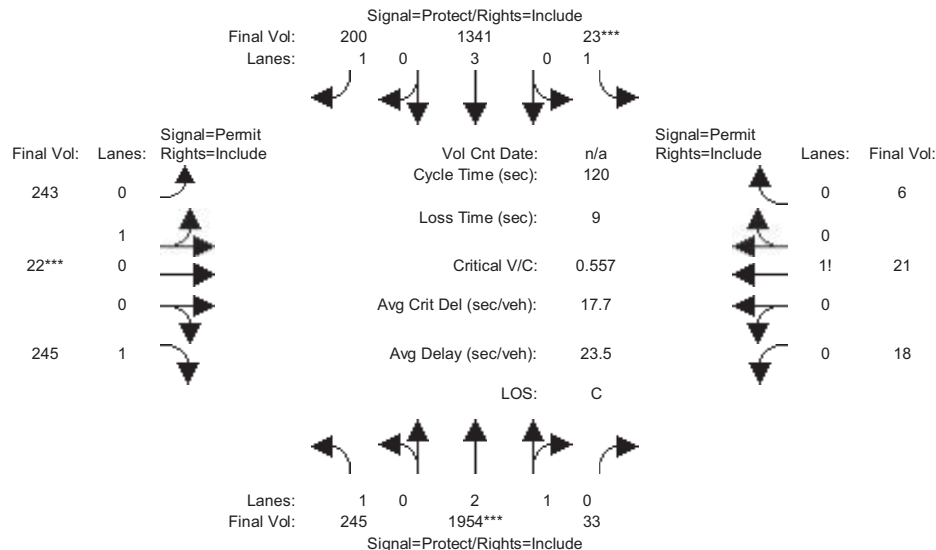
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.34	0.02	0.38	0.38	0.09	0.01	0.19	0.01	0.01	0.01
Crit Moves:	***			***					***			
Green Time:	20.8	76.1	76.1	12.0	67.3	67.3	32.9	32.9	32.9	32.9	32.9	32.9
Volume/Cap:	0.74	0.58	0.58	0.18	0.74	0.74	0.34	0.06	0.74	0.03	0.03	0.05
Delay/Veh:	62.3	17.2	17.2	54.9	25.6	25.6	40.2	36.8	51.3	36.5	36.5	36.8
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:	62.3	17.2	17.2	54.9	25.6	25.6	40.2	36.8	51.3	36.5	36.5	36.8
LOS by Move:	E	B	B	D-	C	C	D	D+	D-	D+	D+	D+
HCM2kAvgQ:	9	16	16	1	23	23	5	1	14	0	0	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1866	33	23	1313	200	243	22	244	18	21	6
Added Vol:	2	88	0	0	28	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1954	33	23	1341	200	243	22	245	18	21	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1954	33	23	1341	200	243	22	245	18	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1954	33	23	1341	200	243	22	245	18	21	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	1954	33	23	1341	200	243	22	245	18	21	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.40	0.47	0.13
Final Sat.:	1750	5507	93	1750	5700	1750	1651	149	1750	700	817	233

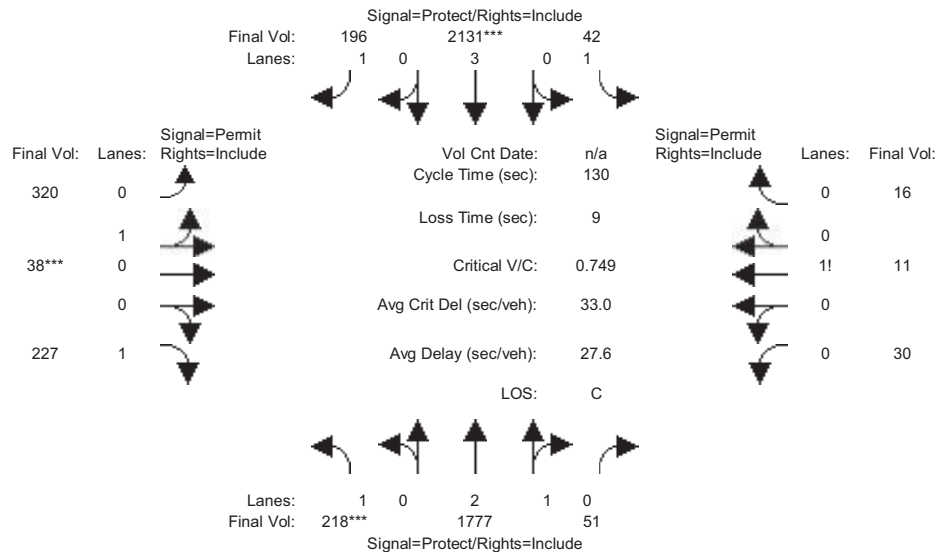
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.01	0.24	0.11	0.15	0.15	0.14	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	30.0	73.5	73.5	7.0	50.5	50.5	30.5	30.5	30.5	30.5	30.5	30.5
Volume/Cap:	0.56	0.58	0.58	0.23	0.56	0.27	0.58	0.58	0.55	0.10	0.10	0.10
Delay/Veh:	40.8	14.2	14.2	55.0	26.6	22.9	41.0	41.0	40.3	34.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	14.2	14.2	55.0	26.6	22.9	41.0	41.0	40.3	34.4	34.4	34.4
LOS by Move:	D	B	B	E+	C	C+	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	14	14	1	12	5	9	9	9	1	1	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1746	51	42	2049	196	320	38	225	30	11	16
Added Vol:	1	31	0	0	82	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	1777	51	42	2131	196	320	38	227	30	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	1777	51	42	2131	196	320	38	227	30	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1777	51	42	2131	196	320	38	227	30	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	218	1777	51	42	2131	196	320	38	227	30	11	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5444	156	1750	5700	1750	1609	191	1750	921	338	491

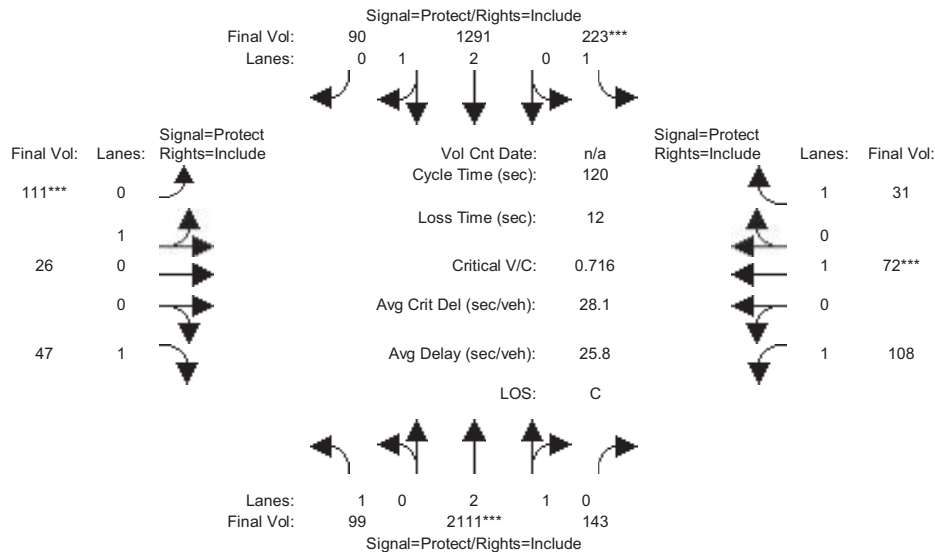
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.33	0.02	0.37	0.11	0.20	0.20	0.13	0.03	0.03	0.03
Crit Moves:	***			***			***					
Green Time:	21.6	74.2	74.2	12.2	64.9	64.9	34.5	34.5	34.5	34.5	34.5	34.5
Volume/Cap:	0.75	0.57	0.57	0.25	0.75	0.22	0.75	0.75	0.49	0.12	0.12	0.12
Delay/Veh:	61.9	18.0	18.0	55.5	27.2	18.5	50.3	50.3	41.1	36.4	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	18.0	18.0	55.5	27.2	18.5	50.3	50.3	41.1	36.4	36.4	36.4
LOS by Move:	E	B-	B-	E+	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	2	22	4	15	15	8	2	2	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2021	143	223	1262	90	111	26	47	108	72	31
Added Vol:	0	90	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2111	143	223	1291	90	111	26	47	108	72	31
User Adj:	1.00	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:	99	2111	143	223	1291	90	111	26	47	108	72	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2111	143	223	1291	90	111	26	47	108	72	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	2111	143	223	1291	90	111	26	47	108	72	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5244	355	1750	5235	365	1458	342	1750	1750	1900	1750

Capacity Analysis Module:

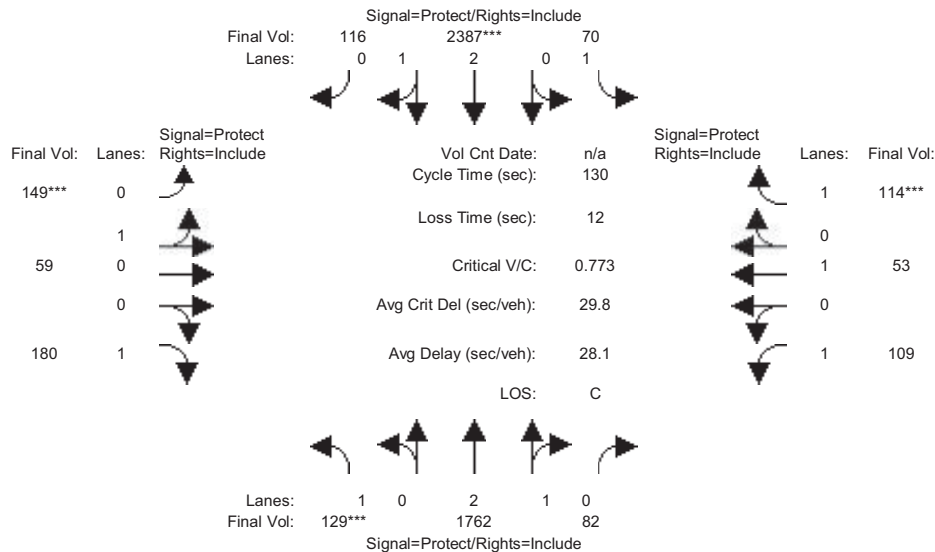
Vol/Sat:	0.06	0.40	0.40	0.13	0.25	0.25	0.08	0.08	0.03	0.06	0.04	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.4	65.1	65.1	20.6	69.3	69.3	12.3	12.8	12.8	9.5	10.0	10.0
Volume/Cap:	0.41	0.74	0.74	0.74	0.43	0.43	0.74	0.71	0.25	0.78	0.45	0.21
Delay/Veh:	48.6	22.0	22.0	56.7	14.3	14.3	67.2	63.7	49.9	78.4	54.5	52.1
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:	48.6	22.0	22.0	56.7	14.3	14.3	67.2	63.7	49.9	78.4	54.5	52.1
LOS by Move:	D	C+	C+	E+	B	B	E	E	D	E-	D-	D-
HCM2kAvgQ:	3	20	20	9	9	9	7	7	2	6	3	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1731	82	70	2303	116	149	59	180	109	53	114
Added Vol:	0	31	0	0	84	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1762	82	70	2387	116	149	59	180	109	53	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1762	82	70	2387	116	149	59	180	109	53	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1762	82	70	2387	116	149	59	180	109	53	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1762	82	70	2387	116	149	59	180	109	53	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.86	0.14	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5351	249	1750	5340	260	1289	511	1750	1750	1900	1750

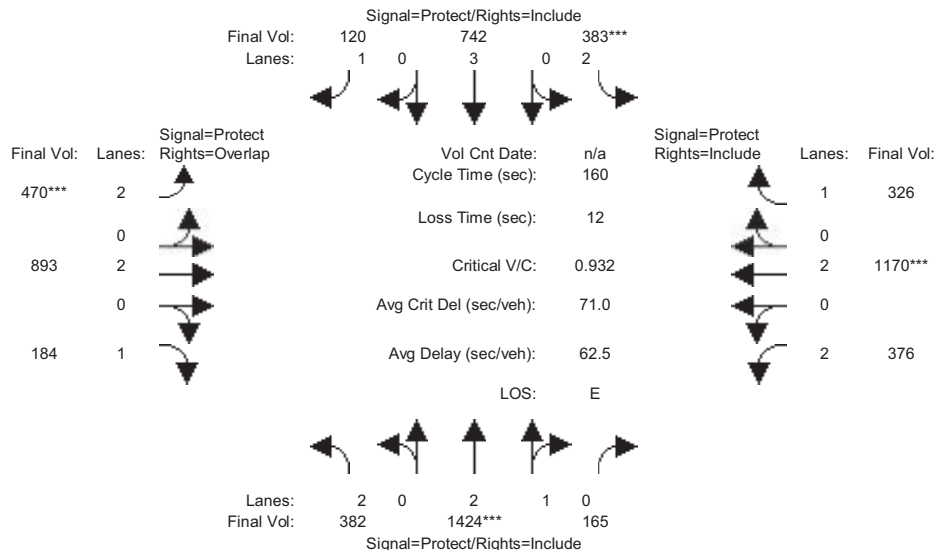
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.04	0.45	0.45	0.12	0.12	0.10	0.06	0.03	0.07
Crit Moves:	***			***			***					***
Green Time:	12.4	75.3	75.3	12.3	75.2	75.2	19.4	19.8	19.8	10.6	11.0	11.0
Volume/Cap:	0.77	0.57	0.57	0.42	0.77	0.77	0.77	0.76	0.68	0.76	0.33	0.77
Delay/Veh:	77.1	17.4	17.4	57.2	22.1	22.1	66.1	64.6	58.9	79.3	57.3	80.2
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:	77.1	17.4	17.4	57.2	22.1	22.1	66.1	64.6	58.9	79.3	57.3	80.2
LOS by Move:	E-	B	B	E+	C+	C+	E	E	E+	E-	E+	F
HCM2kAvgQ:	5	14	14	3	25	25	10	10	8	6	2	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 382 1375 165 370 726 300 470 893 184 376 1170 286

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 382 1375 165 370 726 300 470 893 184 376 1170 286

Added Vol: 0 49 0 13 16 0 0 0 0 0 0 0 40

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 382 1424 165 383 742 300 470 893 184 376 1170 326

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 382 1424 165 383 742 120 470 893 184 376 1170 326

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 382 1424 165 383 742 120 470 893 184 376 1170 326

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 382 1424 165 383 742 120 470 893 184 376 1170 326

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.68 0.32 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 5018 581 3150 5700 1750 3150 3800 1750 3150 3800 1750

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.12 0.28 0.28 0.12 0.13 0.07 0.15 0.24 0.11 0.12 0.31 0.19

Crit Moves: ****

Green Time: 33.5 48.7 48.7 20.9 36.0 36.0 25.6 52.0 85.6 26.4 52.8 52.8

Volume/Cap: 0.58 0.93 0.93 0.93 0.58 0.30 0.93 0.72 0.20 0.72 0.93 0.56

Delay/Veh: 58.1 63.9 63.9 96.9 55.9 52.0 90.7 49.8 19.5 68.3 64.4 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: 58.1 63.9 63.9 96.9 55.9 52.0 90.7 49.8 19.5 68.3 64.4 45.4

LOS by Move: E+ E E F E+ D- F D B- E E D

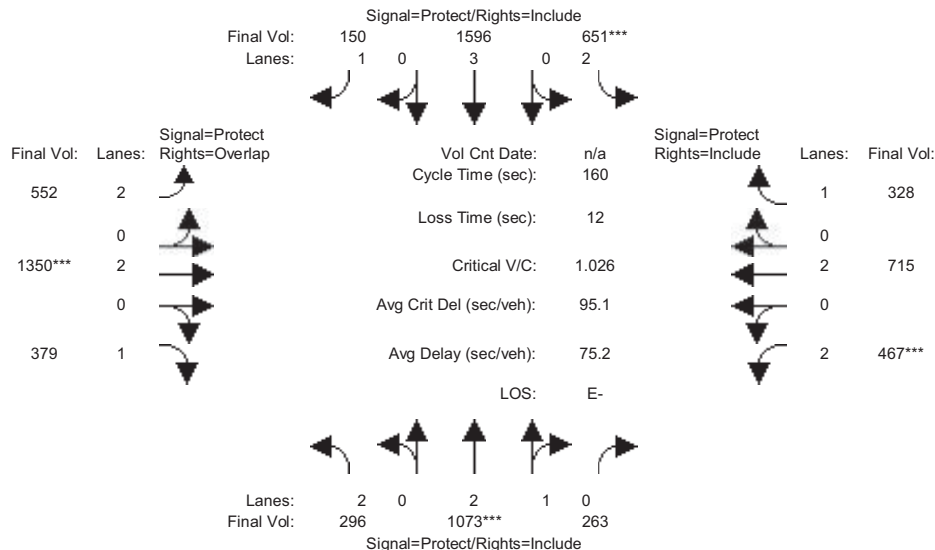
HCM2kAvgQ: 9 26 26 13 10 5 13 18 5 12 31 14

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Volume Module:

Base Vol: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Added Vol: 0 17 0 37 46 0 0 0 0 0 0 14

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 296 1073 263 651 1596 374 552 1350 379 467 715 328

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 296 1073 263 651 1596 150 552 1350 379 467 715 328

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 296 1073 263 651 1596 150 552 1350 379 467 715 328

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 296 1073 263 651 1596 150 552 1350 379 467 715 328

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.39 0.61 2.00 3.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 4496 1102 3150 5700 1750 3150 3800 1750 3150 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.09 0.24 0.24 0.21 0.28 0.09 0.18 0.36 0.22 0.15 0.19 0.19

Crit Moves: ****

Green Time: 17.5 37.2 37.2 32.2 52.0 52.0 37.9 55.4 72.9 23.1 40.7 40.7

Volume/Cap: 0.86 1.03 1.03 1.03 0.86 0.26 0.74 1.03 0.48 1.03 0.74 0.74

Delay/Veh: 89.4 93.1 93.1 106.3 55.0 40.1 60.5 83.9 30.7 117.3 57.9 61.2

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: 89.4 93.1 93.1 106.3 55.0 40.1 60.5 83.9 30.7 117.3 57.9 61.2

LOS by Move: F F F F E+ D E F C F E+ E

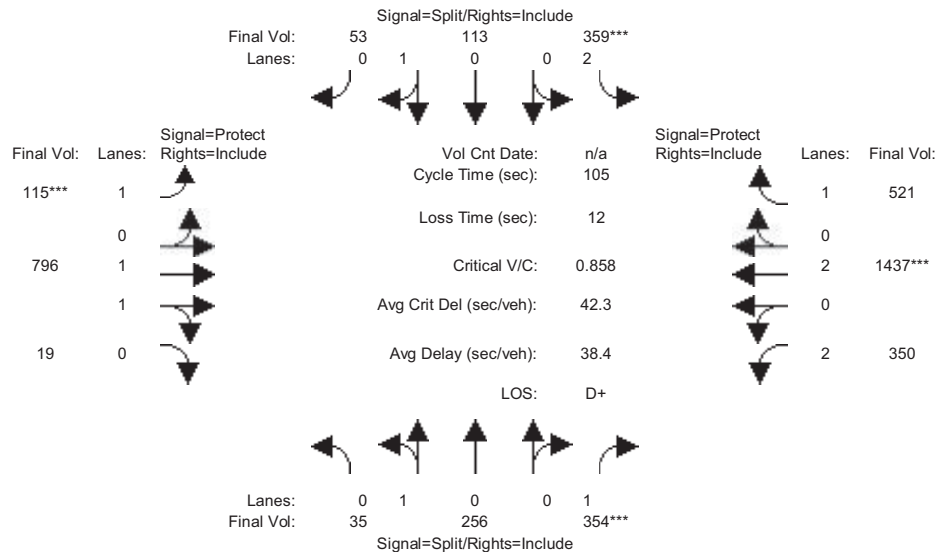
HCM2kAvgQ: 9 25 25 22 24 5 15 39 13 19 17 17

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	256	354	359	113	53	115	779	19	350	1385	521
Added Vol:	0	0	0	0	0	0	0	17	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	256	354	359	113	53	115	796	19	350	1437	521
User Adj:	1.00	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:	35	256	354	359	113	53	115	796	19	350	1437	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	256	354	359	113	53	115	796	19	350	1437	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	256	354	359	113	53	115	796	19	350	1437	521

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.83	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	2.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1225	575	1750	3614	86	3150	3800	1750

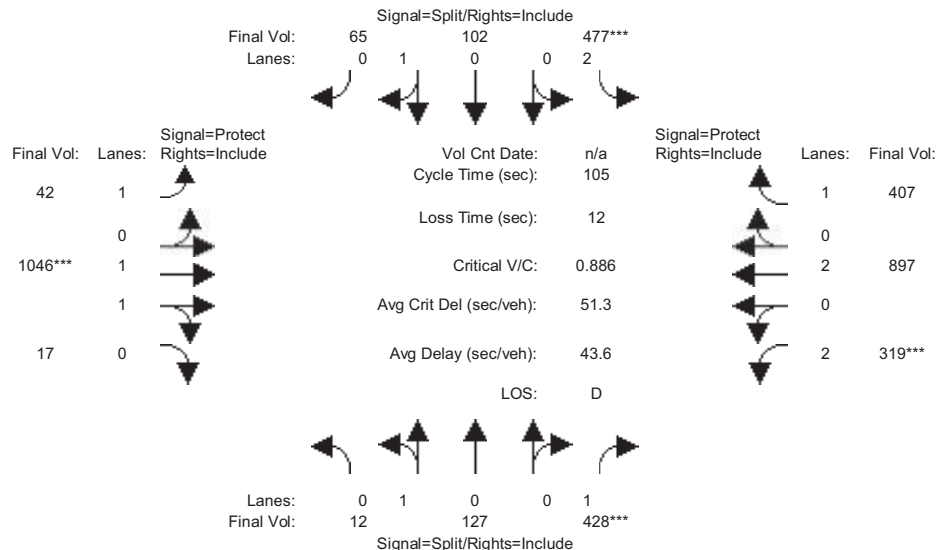
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.20	0.11	0.09	0.09	0.07	0.22	0.22	0.11	0.38	0.30
Crit Moves:	****			****			****			****		
Green Time:	24.7	24.7	24.7	13.9	13.9	13.9	8.0	36.1	36.1	18.2	46.3	46.3
Volume/Cap:	0.69	0.69	0.86	0.86	0.69	0.69	0.86	0.64	0.64	0.64	0.86	0.68
Delay/Veh:	41.2	41.2	54.7	60.6	52.1	52.1	86.9	30.1	30.1	42.9	31.1	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:	41.2	41.2	54.7	60.6	52.1	52.1	86.9	30.1	30.1	42.9	31.1	25.8
LOS by Move:	D	D	D-	E	D-	D-	F	C	C	D	C	C
HCM2kAvgQ:	10	10	15	10	7	7	5	11	11	7	23	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	12	127	428	477	102	65	42	997	17	319	879	407
Growth Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Added Vol:	0	0	0	0	0	0	0	49	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	428	477	102	65	42	1046	17	319	897	407
User Adj:	1.00	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	127	428	477	102	65	42	1046	17	319	897	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	127	428	477	102	65	42	1046	17	319	897	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	127	428	477	102	65	42	1046	17	319	897	407

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.83	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	2.00	2.00	1.00
Final Sat.:	155	1645	1750	3150	1099	701	1750	3641	59	3150	3800	1750

Capacity Analysis Module:

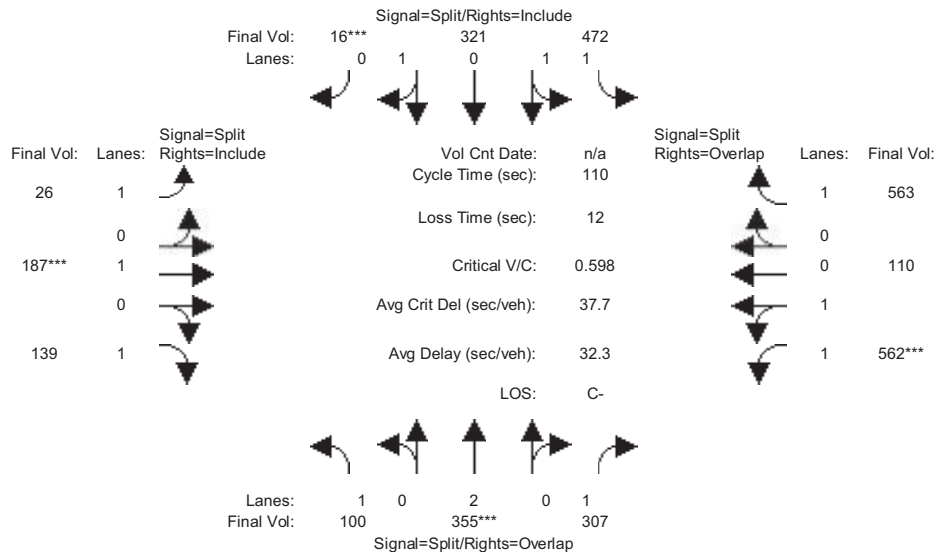
Vol/Sat:	0.08	0.08	0.24	0.15	0.09	0.09	0.02	0.29	0.29	0.10	0.24	0.23
Crit Moves:			****	****				****		****		
Green Time:	29.0	29.0	29.0	17.9	17.9	17.9	10.1	34.1	34.1	12.0	35.9	35.9
Volume/Cap:	0.28	0.28	0.89	0.89	0.54	0.54	0.25	0.89	0.89	0.89	0.69	0.68
Delay/Veh:	30.1	30.1	54.0	58.7	41.8	41.8	44.7	41.8	41.8	68.0	31.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	30.1	54.0	58.7	41.8	41.8	44.7	41.8	41.8	68.0	31.3	32.8
LOS by Move:	C	C	D-	E+	D	D	D	D	D	E	C	C-
HCM2kAvgQ:	4	4	18	12	6	6	1	18	18	9	13	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	100	354	287	472	320	16	26	187	139	500	110	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	354	287	472	320	16	26	187	139	500	110	563
Added Vol:	0	1	20	0	1	0	0	0	0	62	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	355	307	472	321	16	26	187	139	562	110	563
User Adj:	1.00	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:	100	355	307	472	321	16	26	187	139	562	110	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	355	307	472	321	16	26	187	139	562	110	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	355	307	472	321	16	26	187	139	562	110	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.68	0.32	1.00
Final Sat.:	1750	3800	1750	3121	2123	106	1750	1900	1750	2969	581	1750

Capacity Analysis Module:

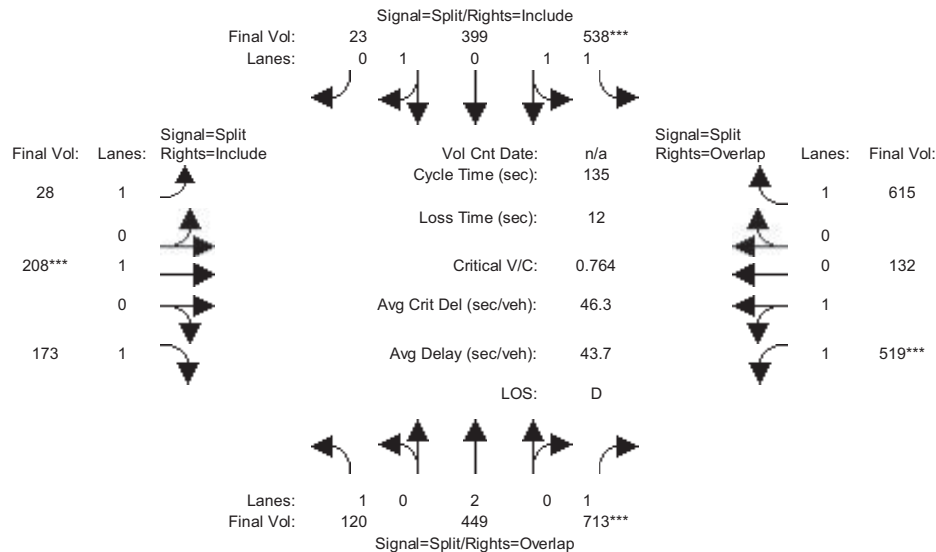
Vol/Sat:	0.06	0.09	0.18	0.15	0.15	0.15	0.01	0.10	0.08	0.19	0.19	0.32
Crit Moves:	****			****			****			****		
Green Time:	17.2	17.2	52.0	27.8	27.8	27.8	18.1	18.1	18.1	34.8	34.8	62.7
Volume/Cap:	0.37	0.60	0.37	0.60	0.60	0.60	0.09	0.60	0.48	0.60	0.60	0.56
Delay/Veh:	42.4	44.9	18.8	36.9	36.9	36.9	39.1	45.7	43.0	32.6	32.6	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	44.9	18.8	36.9	36.9	36.9	39.1	45.7	43.0	32.6	32.6	15.8
LOS by Move:	D	D	B-	D+	D+	D+	D	D	D	C-	C-	B
HCM2kAvgQ:	3	5	7	8	8	8	1	7	5	11	11	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	448	655	538	398	23	28	208	173	497	132	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	448	655	538	398	23	28	208	173	497	132	615
Added Vol:	0	1	58	0	1	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	449	713	538	399	23	28	208	173	519	132	615
User Adj:	1.00	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:	120	449	713	538	399	23	28	208	173	519	132	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	449	713	538	399	23	28	208	173	519	132	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	449	713	538	399	23	28	208	173	519	132	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.69	1.24	0.07	1.00	1.00	1.00	1.60	0.40	1.00
Final Sat.:	1750	3800	1750	2998	2223	128	1750	1900	1750	2830	720	1750

Capacity Analysis Module:

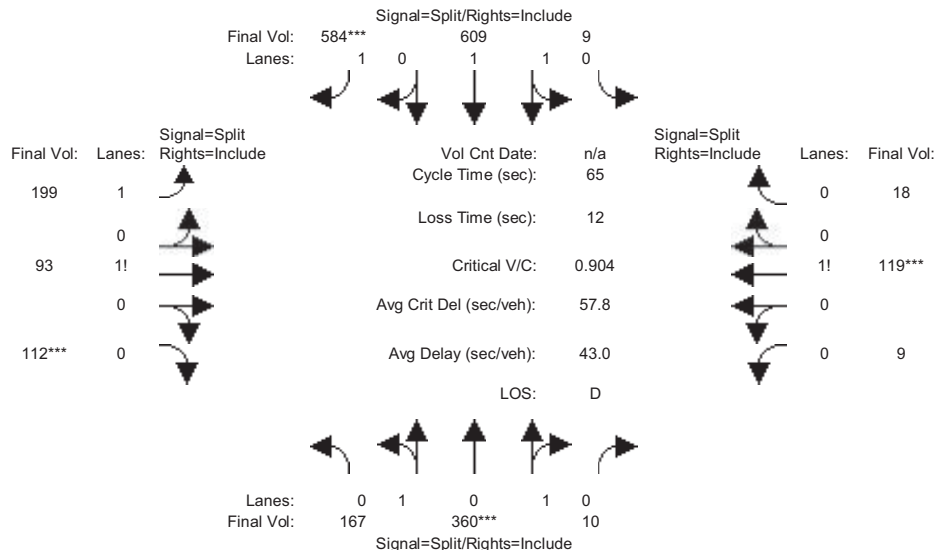
Vol/Sat:	0.07	0.12	0.41	0.18	0.18	0.18	0.02	0.11	0.10	0.18	0.18	0.35
Crit Moves:			****	****				****		****		
Green Time:	39.6	39.6	72.0	31.7	31.7	31.7	19.3	19.3	19.3	32.4	32.4	64.1
Volume/Cap:	0.23	0.40	0.76	0.76	0.76	0.76	0.11	0.76	0.69	0.76	0.76	0.74
Delay/Veh:	36.4	38.5	28.6	51.0	51.0	51.0	50.6	67.8	62.9	51.9	51.9	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	38.5	28.6	51.0	51.0	51.0	50.6	67.8	62.9	51.9	51.9	32.3
LOS by Move:	D+	D+	C	D-	D-	D-	D	E	E	D-	D-	C-
HCM2kAvgQ:	4	7	26	13	13	13	1	10	9	15	15	23

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	166	356	9	9	596	533	192	93	110	6	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	356	9	9	596	533	192	93	110	6	119	18
Added Vol:	1	4	1	0	13	51	7	0	2	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	360	10	9	609	584	199	93	112	9	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	360	10	9	609	584	199	93	112	9	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	360	10	9	609	584	199	93	112	9	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	360	10	9	609	584	199	93	112	9	119	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.97	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.62	1.34	0.04	0.03	1.97	1.00	1.34	0.30	0.36	0.06	0.82	0.12
Final Sat.:	1120	2413	67	54	3646	1750	2333	545	656	108	1426	216

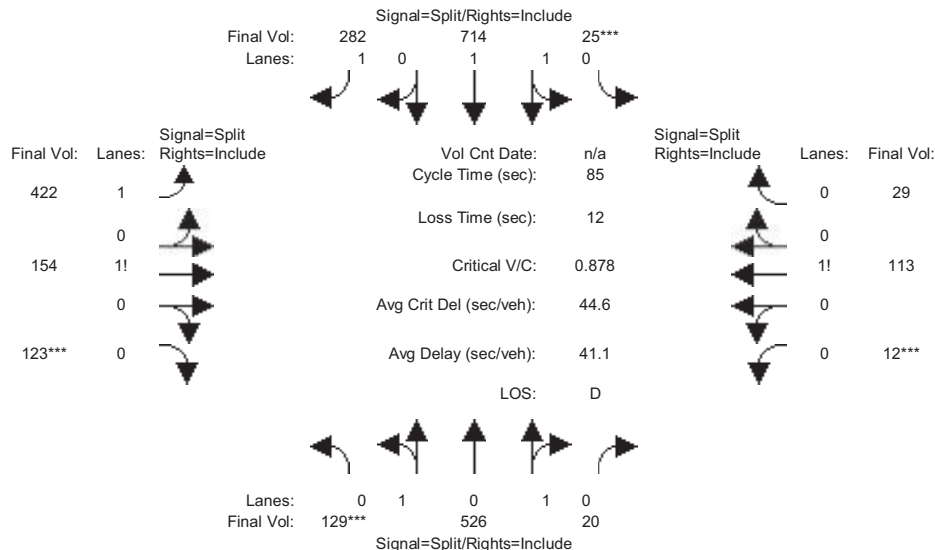
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.33	0.09	0.17	0.17	0.08	0.08	0.08
Crit Moves:	****					****			****			****
Green Time:	10.0	10.0	10.0	21.8	21.8	21.8	11.2	11.2	11.2	10.0	10.0	10.0
Volume/Cap:	0.97	0.97	0.97	0.50	0.50	0.99	0.50	0.99	0.99	0.54	0.54	0.54
Delay/Veh:	57.9	57.9	57.9	17.5	17.5	56.9	24.8	69.7	69.7	27.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	57.9	17.5	17.5	56.9	24.8	69.7	69.7	27.6	27.6	27.6
LOS by Move:	E+	E+	E+	B	B	E+	C	E	E	C	C	C
HCM2kAvgQ:	7	7	7	5	5	16	4	12	12	4	4	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	127	514	18	25	710	264	402	154	122	11	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	514	18	25	710	264	402	154	122	11	113	29
Added Vol:	2	12	2	0	4	18	20	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	526	20	25	714	282	422	154	123	12	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	526	20	25	714	282	422	154	123	12	113	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	526	20	25	714	282	422	154	123	12	113	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	526	20	25	714	282	422	154	123	12	113	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.38	1.56	0.06	0.07	1.93	1.00	1.43	0.32	0.25	0.08	0.73	0.19
Final Sat.:	688	2805	107	125	3575	1750	2507	552	441	136	1284	330

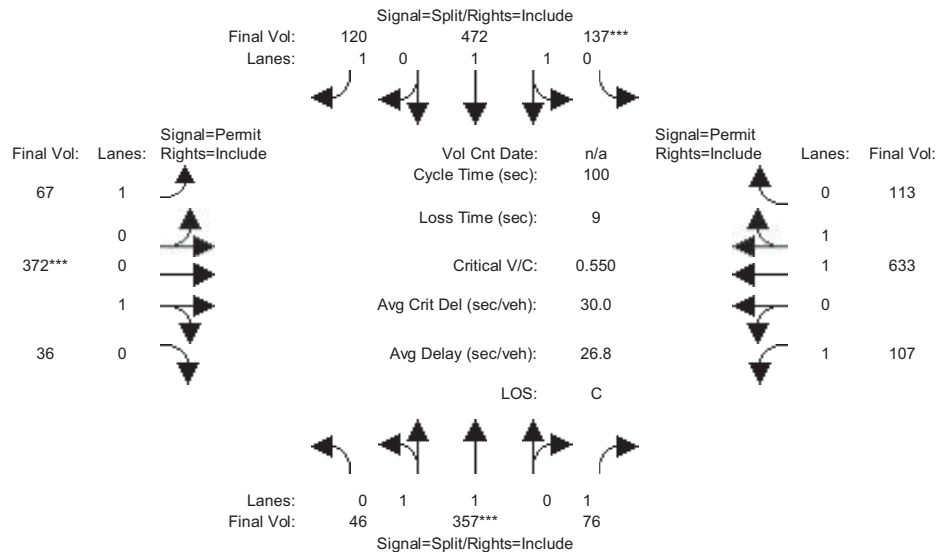
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.20	0.20	0.16	0.17	0.28	0.28	0.09	0.09	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	17.7	17.7	17.7	18.9	18.9	18.9	26.4	26.4	26.4	10.0	10.0	10.0
Volume/Cap:	0.90	0.90	0.90	0.90	0.90	0.73	0.54	0.90	0.90	0.75	0.75	0.75
Delay/Veh:	46.5	46.5	46.5	44.8	44.8	37.3	24.8	41.3	41.3	50.3	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	46.5	46.5	44.8	44.8	37.3	24.8	41.3	41.3	50.3	50.3	50.3
LOS by Move:	D	D	D	D	D	D+	C	D	D	D	D	D
HCM2kAvgQ:	10	10	10	13	13	9	7	17	17	6	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	45	357	76	137	472	102	61	365	36	107	611	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	357	76	137	472	102	61	365	36	107	611	113
Added Vol:	1	0	0	0	0	18	6	7	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	357	76	137	472	120	67	372	36	107	633	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	357	76	137	472	120	67	372	36	107	633	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	357	76	137	472	120	67	372	36	107	633	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	357	76	137	472	120	67	372	36	107	633	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	1.77	1.00	0.46	1.54	1.00	1.00	0.91	0.09	1.00	1.69	0.31
Final Sat.:	422	3277	1750	832	2867	1750	1750	1641	159	1750	3139	560

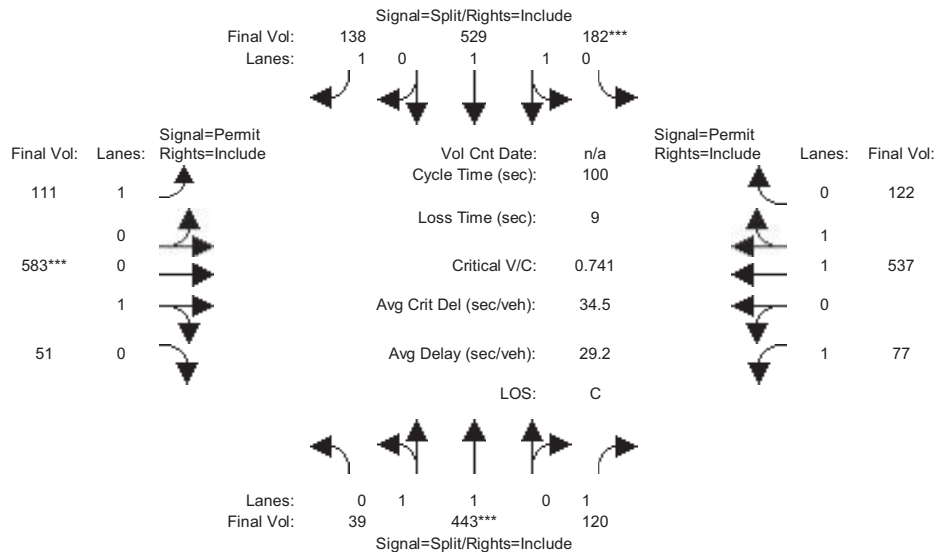
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.16	0.16	0.07	0.04	0.23	0.23	0.06	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	19.8	19.8	19.8	29.9	29.9	29.9	41.2	41.2	41.2	41.2	41.2	41.2
Volume/Cap:	0.55	0.55	0.22	0.55	0.55	0.23	0.09	0.55	0.55	0.15	0.49	0.49
Delay/Veh:	37.0	37.0	33.9	30.0	30.0	26.6	18.0	23.2	23.2	18.5	21.9	21.9
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:	37.0	37.0	33.9	30.0	30.0	26.6	18.0	23.2	23.2	18.5	21.9	21.9
LOS by Move:	D+	D+	C-	C	C	C	B-	C	C	B-	C+	C+
HCM2kAvgQ:	6	6	2	8	8	3	1	10	10	2	9	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	443	120	182	529	132	94	562	50	77	529	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	443	120	182	529	132	94	562	50	77	529	122
Added Vol:	0	0	0	0	0	0	17	21	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	120	182	529	138	111	583	51	77	537	122
User Adj:	1.00	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:	39	443	120	182	529	138	111	583	51	77	537	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	120	182	529	138	111	583	51	77	537	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	443	120	182	529	138	111	583	51	77	537	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.95	0.98	0.92	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.17	1.83	1.00	0.53	1.47	1.00	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	299	3400	1750	947	2752	1750	1750	1655	145	1750	3015	685

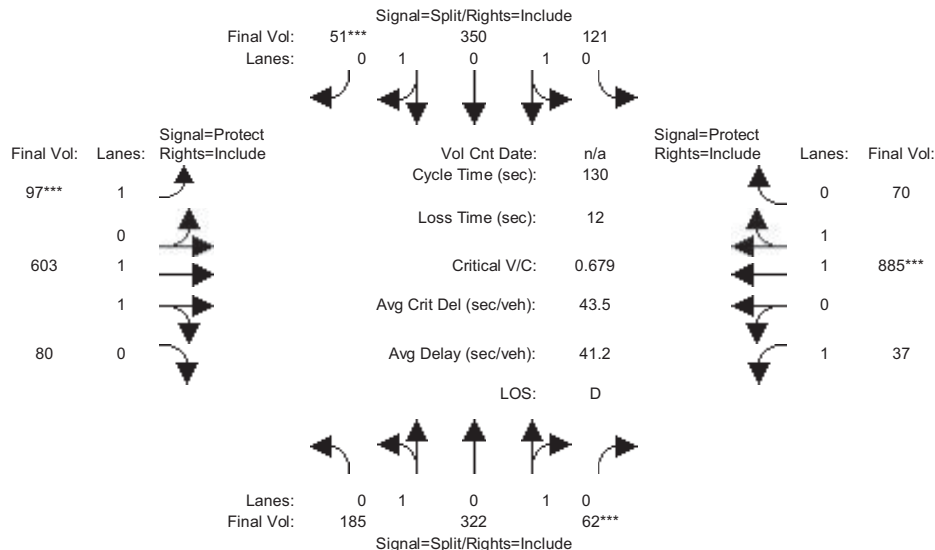
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.19	0.19	0.08	0.06	0.35	0.35	0.04	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	17.6	17.6	17.6	25.9	25.9	25.9	47.5	47.5	47.5	47.5	47.5	47.5
Volume/Cap:	0.74	0.74	0.39	0.74	0.74	0.30	0.13	0.74	0.74	0.09	0.37	0.37
Delay/Veh:	43.6	43.6	37.3	37.1	37.1	30.2	14.8	24.8	24.8	14.5	16.9	16.9
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:	43.6	43.6	37.3	37.1	37.1	30.2	14.8	24.8	24.8	14.5	16.9	16.9
LOS by Move:	D	D	D+	D+	D+	C	B	C	C	B	B	B
HCM2kAvgQ:	7	7	3	10	10	3	2	18	18	1	7	7

Note: Queue reported is the number of cars per lane.

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Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	183	321	62	121	350	51	97	590	80	37	844	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	321	62	121	350	51	97	590	80	37	844	70
Added Vol:	2	1	0	0	0	0	0	13	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	322	62	121	350	51	97	603	80	37	885	70
User Adj:	1.00	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:	185	322	62	121	350	51	97	603	80	37	885	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	322	62	121	350	51	97	603	80	37	885	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	322	62	121	350	51	97	603	80	37	885	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	1.13	0.22	0.46	1.34	0.20	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	1170	2037	392	834	2414	352	1750	3266	433	1750	3429	271

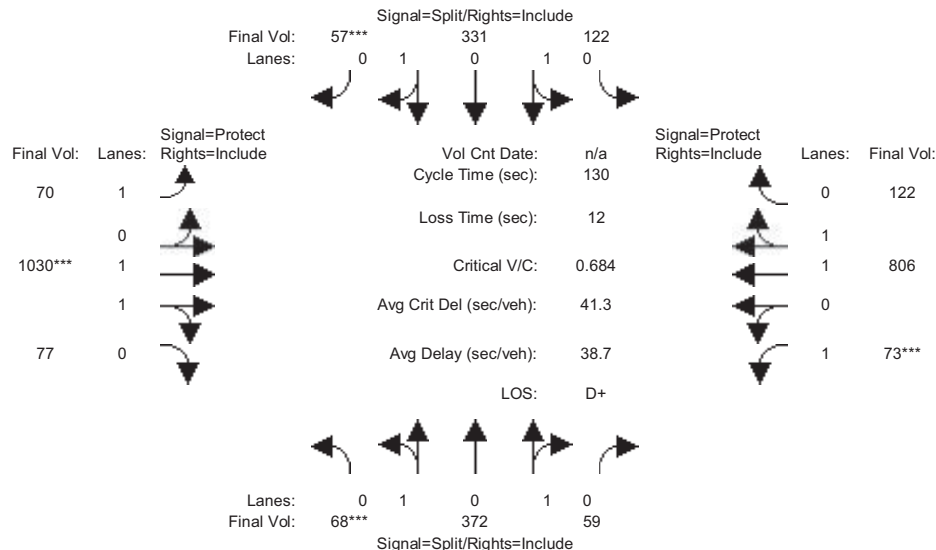
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.06	0.18	0.18	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	30.2	30.2	30.2	27.7	27.7	27.7	10.6	46.5	46.5	13.5	49.4	49.4
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.52	0.52	0.20	0.68	0.68
Delay/Veh:	47.7	47.7	47.7	49.5	49.5	49.5	70.5	33.3	33.3	53.8	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	47.7	49.5	49.5	49.5	70.5	33.3	33.3	53.8	35.0	35.0
LOS by Move:	D	D	D	D	D	D	E	C-	C-	D-	D+	D+
HCM2kAvgQ:	12	12	12	11	11	11	5	11	11	2	17	17

Note: Queue reported is the number of cars per lane.

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Intersection #21: Middlefield Rd / Embarcadero Rd



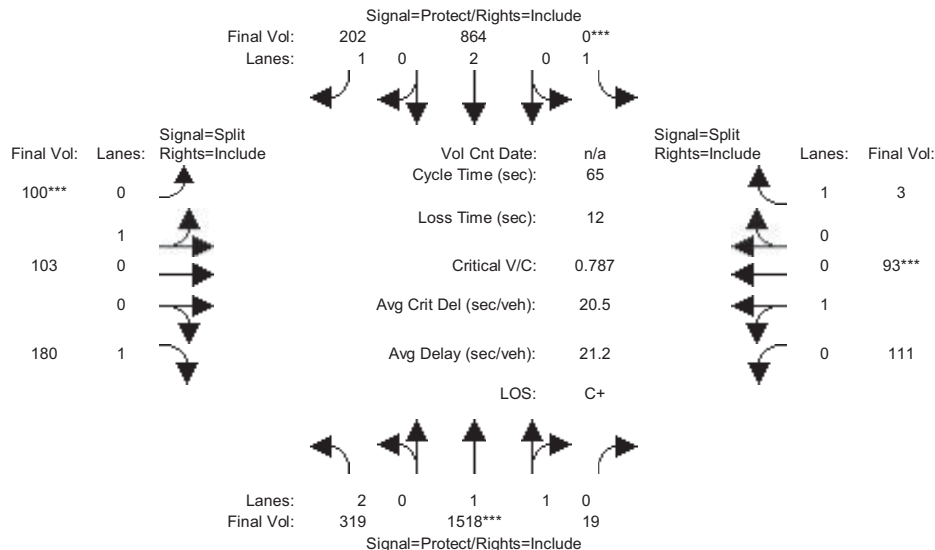
Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	67	372	59	122	330	57	70	992	76	73	792	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	372	59	122	330	57	70	992	76	73	792	122
Added Vol:	1	0	0	0	1	0	0	38	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	372	59	122	331	57	70	1030	77	73	806	122
User Adj:	1.00	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:	68	372	59	122	331	57	70	1030	77	73	806	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	372	59	122	331	57	70	1030	77	73	806	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	372	59	122	331	57	70	1030	77	73	806	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.86	0.14	1.00	1.73	0.27
Final Sat.:	491	2684	426	861	2336	402	1750	3442	257	1750	3213	486
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.30	0.30	0.04	0.25	0.25
Crit Moves:	***					***	***			***		
Green Time:	26.3	26.3	26.3	26.9	26.9	26.9	11.4	56.8	56.8	7.9	53.3	53.3
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.45	0.68	0.68	0.68	0.61	0.61
Delay/Veh:	50.7	50.7	50.7	50.3	50.3	50.3	58.4	30.6	30.6	76.7	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	50.7	50.7	50.3	50.3	50.3	58.4	30.6	30.6	76.7	30.9	30.9
LOS by Move:	D	D	D	D	D	D	E+	C	C	E-	C	C
HCM2kAvgQ:	11	11	11	11	11	11	3	19	19	4	15	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1506	19	0	860	202	100	103	177	111	93	3
Added Vol:	8	12	0	0	4	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	1518	19	0	864	202	100	103	180	111	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	1518	19	0	864	202	100	103	180	111	93	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1518	19	0	864	202	100	103	180	111	93	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	319	1518	19	0	864	202	100	103	180	111	93	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	2.00	1.97	0.03	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	3150	3654	46	1750	3800	1750	887	913	1750	979	821	1750

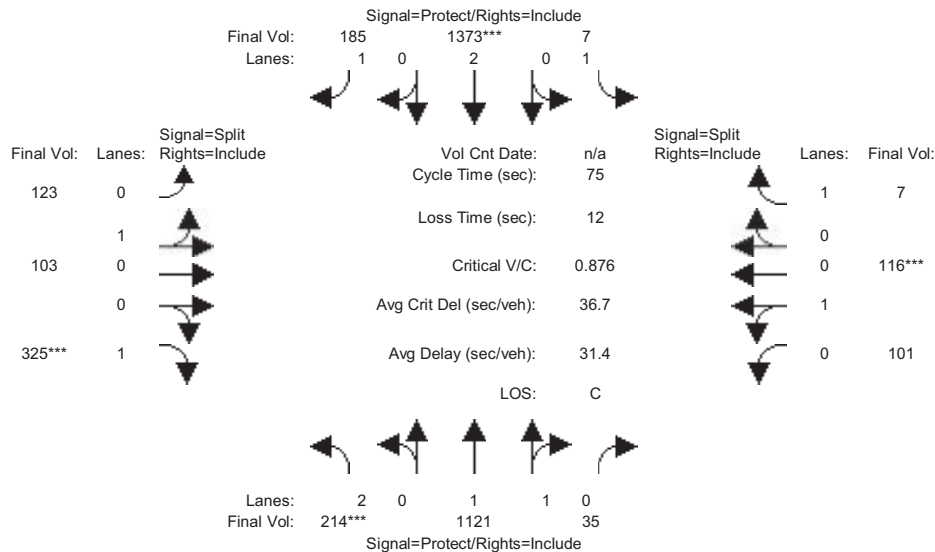
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.00	0.23	0.12	0.11	0.11	0.10	0.11	0.11	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.6	33.0	33.0	0.0	22.4	22.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.62	0.82	0.82	0.00	0.66	0.34	0.73	0.73	0.67	0.74	0.74	0.01
Delay/Veh:	27.7	16.4	16.4	0.0	19.3	16.1	35.9	35.9	32.3	36.2	36.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	16.4	16.4	0.0	19.3	16.1	35.9	35.9	32.3	36.2	36.2	23.3
LOS by Move:	C	B	B	A	B-	B	D+	D+	C-	D+	D+	C
HCM2kAvgQ:	5	16	16	0	8	3	4	4	4	6	6	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Added Vol:	3	4	0	0	11	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1121	35	7	1373	185	123	103	325	101	116	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:	214	1121	35	7	1373	185	123	103	325	101	116	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1121	35	7	1373	185	123	103	325	101	116	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	1121	35	7	1373	185	123	103	325	101	116	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	0.54	0.46	1.00	0.47	0.53	1.00
Final Sat.:	3150	3588	112	1750	3800	1750	980	820	1750	838	962	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.00	0.36	0.11	0.13	0.13	0.19	0.12	0.12	0.00
Crit Moves:	***				***				***		***	
Green Time:	7.0	28.7	28.7	8.6	30.3	30.3	15.6	15.6	15.6	10.1	10.1	10.1
Volume/Cap:	0.73	0.82	0.82	0.03	0.89	0.26	0.60	0.60	0.89	0.89	0.89	0.03
Delay/Veh:	41.9	24.6	24.6	29.6	28.0	15.1	29.7	29.7	52.2	63.3	63.3	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:	41.9	24.6	24.6	29.6	28.0	15.1	29.7	29.7	52.2	63.3	63.3	28.2
LOS by Move:	D	C	C	C	C	B	C	C	D-	E	E	C
HCM2kAvgQ:	5	15	15	0	19	3	5	5	9	9	9	0

Note: Queue reported is the number of cars per lane.

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Signal=Protect/Rights=Include			Signal=Protect/Rights=Include			Signal=Protect/Rights=Include		
Final Vol:	Lanes:		Final Vol:	Lanes:		Final Vol:	Lanes:	
447	2		87	1		432	2	
	0		0	0		310***	1	
1980***	2							
	0							
449	1							

[illegible]

Base Vol:	180	685	260	310	424	136	420	1980	449	290	698	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	685	260	310	424	136	420	1980	449	290	698	100
Added Vol:	0	24	0	0	8	9	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	709	260	310	432	145	447	1980	449	290	698	100
User Adj:	1.00	1.00	1.00	1.00	1.00	0.60	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:	180	709	260	310	432	87	447	1980	449	290	698	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	709	260	310	432	87	447	1980	449	290	698	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	709	260	310	432	87	447	1980	449	290	698	100

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.46	0.50	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	4551	3800	1750	875	1900	1750	3150	3800	1750	3150	3800	1750

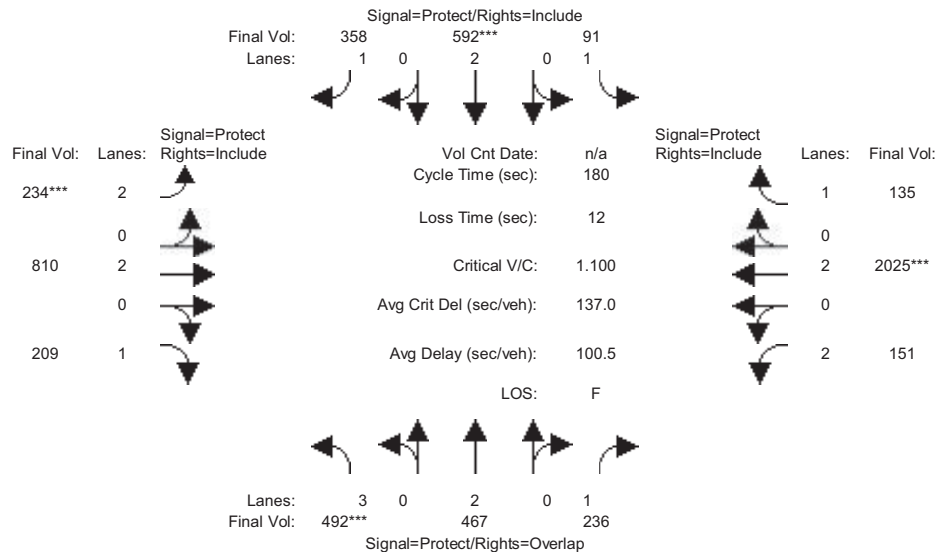
Vol/Sat:	0.04	0.19	0.15	0.35	0.23	0.05	0.14	0.52	0.26	0.09	0.18	0.06
Crit Moves:	****			****				****		****		
Green Time:	20.1	27.2	40.6	51.6	58.7	58.7	38.9	75.9	75.9	13.4	50.4	50.4
Volume/Cap:	0.35	1.24	0.66	1.24	0.70	0.15	0.66	1.24	0.61	1.24	0.66	0.20
Delay/Veh:	74.4	197	67.5	200.0	56.4	43.2	66.8	164	42.0	225.2	73.5	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	197	67.5	200.0	56.4	43.2	66.8	164	42.0	225.2	73.5	62.5
LOS by Move:	E	F	E	F	E+	D	E	F	D	F	E	E
HCM2kAvgQ:	4	28	15	27	11	4	14	78	20	13	17	5

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Stanford EIR

Level Of Service Computation Report
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Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 492 459 236 91 570 571 225 810 209 151 2025 135

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 492 459 236 91 570 571 225 810 209 151 2025 135

Added Vol: 0 8 0 0 22 25 9 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 492 467 236 91 592 596 234 810 209 151 2025 135

User Adj: 1.00 1.00 1.00 1.00 1.00 0.60 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: 492 467 236 91 592 358 234 810 209 151 2025 135

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 492 467 236 91 592 358 234 810 209 151 2025 135

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 492 467 236 91 592 358 234 810 209 151 2025 135

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.80 1.00 0.92 0.46 0.50 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 3.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 4551 3800 1750 875 1900 1750 3150 3800 1750 3150 3800 1750

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.11 0.12 0.13 0.10 0.31 0.20 0.07 0.21 0.12 0.05 0.53 0.08

Crit Moves: **** **** **** ****

Green Time: 17.7 37.2 55.4 31.5 51.0 51.0 12.2 81.1 81.1 18.2 87.2 87.2

Volume/Cap: 1.10 0.59 0.44 0.59 1.10 0.72 1.10 0.47 0.27 0.47 1.10 0.16

Delay/Veh: 153.7 65.8 50.4 74.6 134 63.3 175.0 34.7 31.0 83.2 130 42.3

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 153.7 65.8 50.4 74.6 134 63.3 175.0 34.7 31.0 83.2 130 42.3

LOS by Move: F E D E F E F C- C F F D

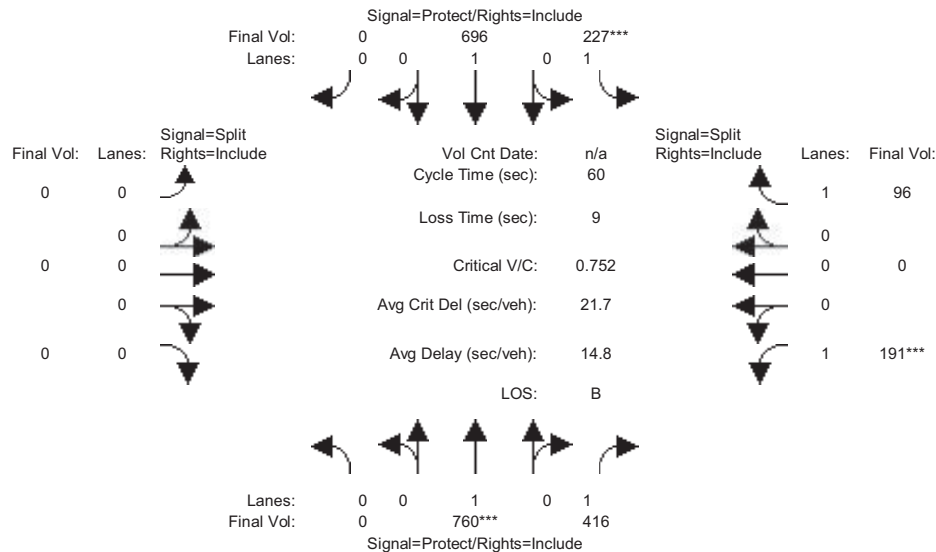
HCM2kAvgQ: 15 12 13 5 20 20 12 15 7 5 67 6

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	710	415	227	680	0	0	0	0	191	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	415	227	680	0	0	0	0	191	0	96
Added Vol:	0	50	1	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	760	416	227	696	0	0	0	0	191	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	760	416	227	696	0	0	0	0	191	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	416	227	696	0	0	0	0	191	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	760	416	227	696	0	0	0	0	191	0	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

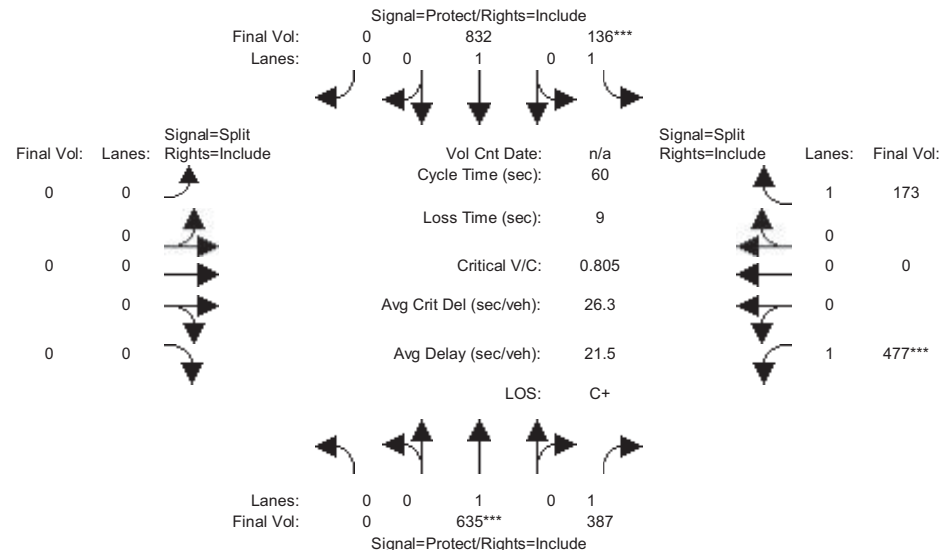
Vol/Sat:	0.00	0.40	0.24	0.13	0.37	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	31.0	31.0	10.0	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.78	0.46	0.78	0.54	0.00	0.00	0.00	0.00	0.65	0.00	0.33
Delay/Veh:	0.0	15.6	9.6	36.1	5.2	0.0	0.0	0.0	0.0	28.7	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	15.6	9.6	36.1	5.2	0.0	0.0	0.0	0.0	28.7	0.0	22.7
LOS by Move:	A	B	A	D+	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	10	5	7	7	0	0	0	0	5	0	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	618	387	136	786	0	0	0	0	476	0	173
Growth Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Added Vol:	0	17	0	0	46	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	635	387	136	832	0	0	0	0	477	0	173
User Adj:	1.00	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	635	387	136	832	0	0	0	0	477	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	387	136	832	0	0	0	0	477	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	635	387	136	832	0	0	0	0	477	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

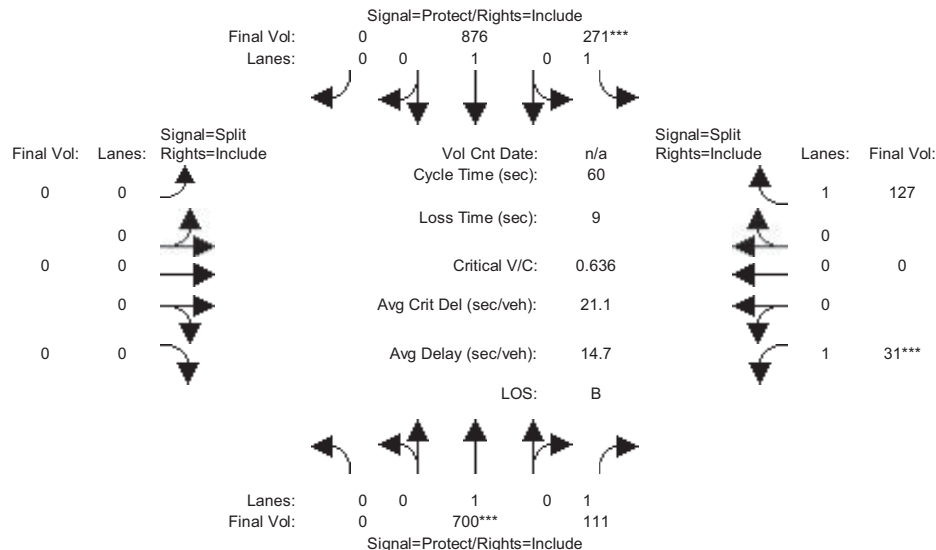
Vol/Sat:	0.00	0.33	0.22	0.08	0.44	0.00	0.00	0.00	0.00	0.27	0.00	0.10
Crit Moves:	****			****						****		
Green Time:	0.0	24.2	24.2	7.0	31.2	0.0	0.0	0.0	0.0	19.8	0.0	19.8
Volume/Cap:	0.00	0.83	0.55	0.67	0.84	0.00	0.00	0.00	0.00	0.83	0.00	0.30
Delay/Veh:	0.0	23.4	14.6	33.5	18.8	0.0	0.0	0.0	0.0	28.2	0.0	15.3
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	23.4	14.6	33.5	18.8	0.0	0.0	0.0	0.0	28.2	0.0	15.3
LOS by Move:	A	C	B	C-	B-	A	A	A	A	C	A	B
HCM2kAvgQ:	0	11	6	4	16	0	0	0	0	12	0	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	650	111	271	860	0	0	0	0	31	0	127
Growth Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Added Vol:	0	50	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	700	111	271	876	0	0	0	0	31	0	127
User Adj:	1.00	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	700	111	271	876	0	0	0	0	31	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	700	111	271	876	0	0	0	0	31	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	700	111	271	876	0	0	0	0	31	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

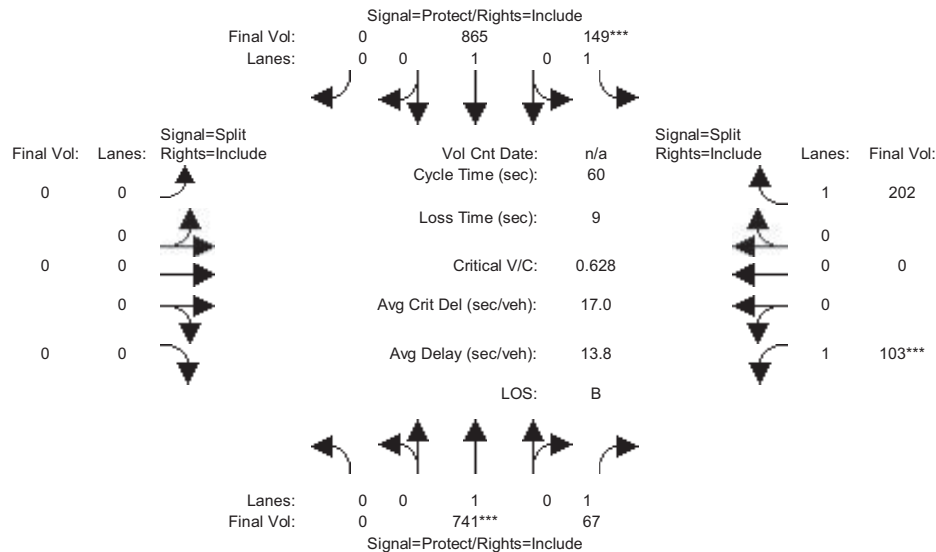
Vol/Sat:	0.00	0.37	0.06	0.15	0.46	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.9	28.9	12.1	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.77	0.13	0.77	0.67	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	16.7	8.7	32.2	7.0	0.0	0.0	0.0	0.0	21.4	0.0	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:	0.0	16.7	8.7	32.2	7.0	0.0	0.0	0.0	0.0	21.4	0.0	23.5
LOS by Move:	A	B	A	C-	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	13	1	5	9	0	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	724	67	149	819	0	0	0	0	103	0	202
Growth Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Added Vol:	0	17	0	0	46	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	741	67	149	865	0	0	0	0	103	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	741	67	149	865	0	0	0	0	103	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	67	149	865	0	0	0	0	103	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	741	67	149	865	0	0	0	0	103	0	202

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

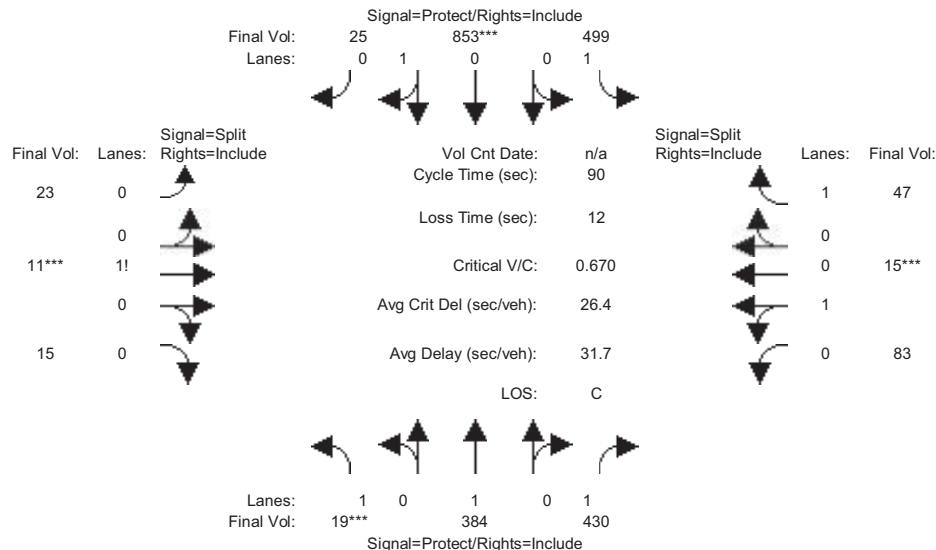
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.09	0.46	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.8	32.8	7.2	40.0	0.0	0.0	0.0	0.0	11.0	0.0	11.0
Volume/Cap:	0.00	0.71	0.07	0.71	0.68	0.00	0.00	0.00	0.00	0.32	0.00	0.63
Delay/Veh:	0.0	12.5	6.4	36.4	7.7	0.0	0.0	0.0	0.0	21.8	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	6.4	36.4	7.7	0.0	0.0	0.0	0.0	21.8	0.0	26.5
LOS by Move:	A	B	A	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	12	1	3	9	0	0	0	0	2	0	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard			Campus Drive West		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	19	374	390	490	850	25	23	11	15	70	15	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	374	390	490	850	25	23	11	15	70	15	44
Added Vol:	0	10	40	9	3	0	0	0	0	13	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	384	430	499	853	25	23	11	15	83	15	47
User Adj:	1.00	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:	19	384	430	499	853	25	23	11	15	83	15	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	384	430	499	853	25	23	11	15	83	15	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	384	430	499	853	25	23	11	15	83	15	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.22	0.31	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	821	393	536	1524	276	1750

Capacity Analysis Module:

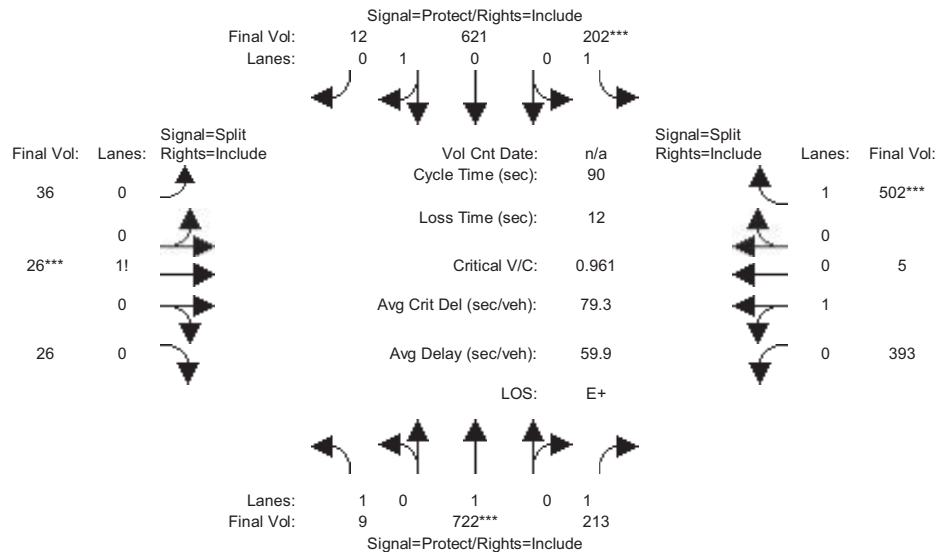
Vol/Sat:	0.01	0.20	0.25	0.29	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	26.8	26.8	31.2	51.0	51.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.14	0.68	0.82	0.82	0.86	0.86	0.25	0.25	0.25	0.49	0.49	0.24
Delay/Veh:	39.2	31.1	39.6	35.9	24.1	24.1	37.3	37.3	37.3	39.5	39.5	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	31.1	39.6	35.9	24.1	24.1	37.3	37.3	37.3	39.5	39.5	37.2
LOS by Move:	D	C	D	D+	C	C	D+	D+	D+	D	D	D+
HCM2kAvgQ:	1	9	12	15	23	23	2	2	2	3	3	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	9	718	199	199	612	12	36	26	26	356	5	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	718	199	199	612	12	36	26	26	356	5	494
Added Vol:	0	4	14	3	9	0	0	0	0	37	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	722	213	202	621	12	36	26	26	393	5	502
User Adj:	1.00	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:	9	722	213	202	621	12	36	26	26	393	5	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	722	213	202	621	12	36	26	26	393	5	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	722	213	202	621	12	36	26	26	393	5	502

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.41	0.29	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1766	34	716	517	517	1777	23	1750

Capacity Analysis Module:

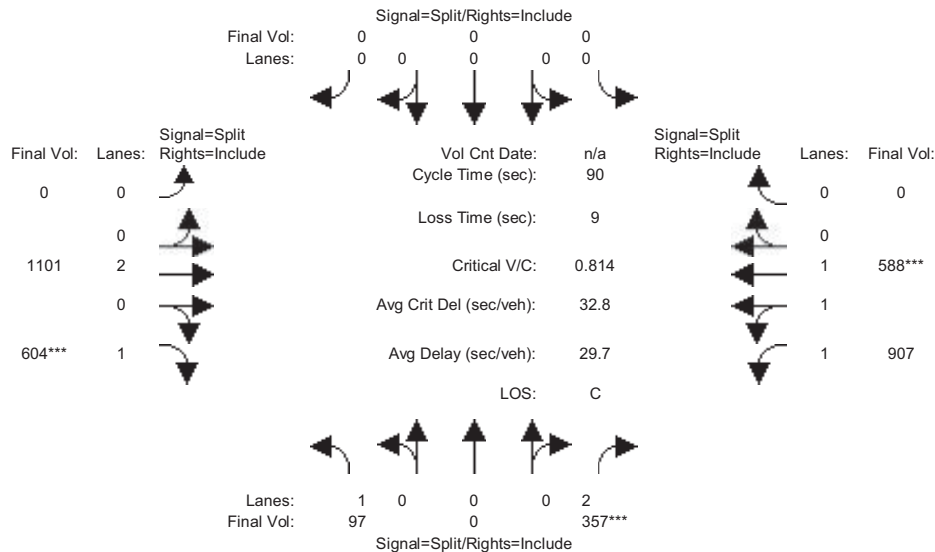
Vol/Sat:	0.01	0.38	0.12	0.12	0.35	0.35	0.05	0.05	0.05	0.22	0.22	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.8	33.0	33.0	10.0	35.3	35.3	10.0	10.0	10.0	24.9	24.9	24.9
Volume/Cap:	0.06	1.04	0.33	1.04	0.90	0.90	0.45	0.45	0.45	0.80	0.80	1.04
Delay/Veh:	37.9	72.0	20.8	114.0	39.9	39.9	39.1	39.1	39.1	39.0	39.0	82.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	72.0	20.8	114.0	39.9	39.9	39.1	39.1	39.1	39.0	39.0	82.8
LOS by Move:	D+	E	C+	F	D	D	D	D	D	D	D	F
HCM2kAvgQ:	0	25	4	9	19	19	3	3	3	13	13	23

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Added Vol:	1	0	12	0	0	0	0	26	4	8	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	357	0	0	0	0	1101	604	907	588	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:	97	0	357	0	0	0	0	1101	604	907	588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	357	0	0	0	0	1101	604	907	588	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:	97	0	357	0	0	0	0	1101	604	907	588	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.86	1.14	0.00
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	3303	2142	0

Capacity Analysis Module:

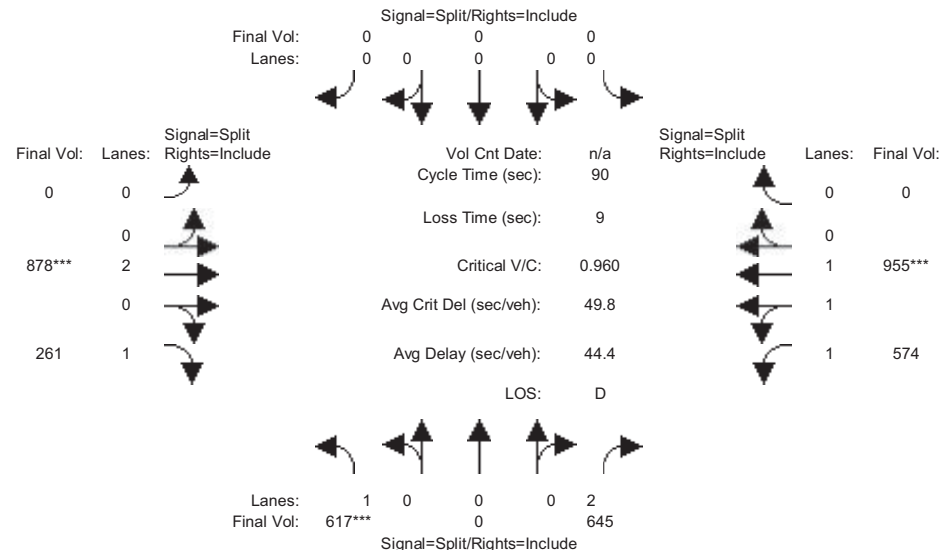
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.00	0.29	0.35	0.27	0.27	0.00
Crit Moves:			****						****		****	
Green Time:	12.5	0.0	12.5	0.0	0.0	0.0	0.0	38.1	38.1	30.3	30.3	0.0
Volume/Cap:	0.40	0.00	0.81	0.00	0.00	0.00	0.00	0.68	0.81	0.81	0.81	0.00
Delay/Veh:	36.4	0.0	48.8	0.0	0.0	0.0	0.0	22.3	29.7	30.2	30.2	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:	36.4	0.0	48.8	0.0	0.0	0.0	0.0	22.3	29.7	30.2	30.2	0.0
LOS by Move:	D+	A	D	A	A	A	A	C+	C	C	C	A
HCM2kAvgQ:	3	0	6	0	0	0	0	12	17	14	14	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Added Vol:	4	0	8	0	0	0	0	9	1	11	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	617	0	645	0	0	0	0	878	261	574	955	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:	617	0	645	0	0	0	0	878	261	574	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	617	0	645	0	0	0	0	878	261	574	955	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:	617	0	645	0	0	0	0	878	261	574	955	0

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.16	1.84	0.00
Final Sat.:	1750	0	3150	0	0	0	0	3800	1750	2045	3402	0

Capacity Analysis Module:

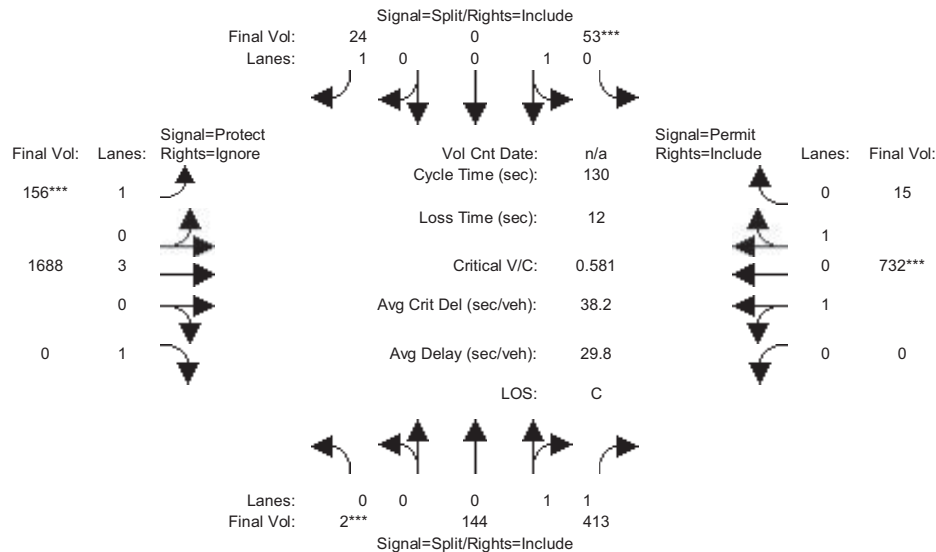
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.35	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.15	0.28	0.28	0.00
Crit Moves:	***						***			***		
Green Time:	33.0	0.0	33.0	0.0	0.0	0.0	0.0	21.7	21.7	26.3	26.3	0.0
Volume/Cap:	0.96	0.00	0.56	0.00	0.00	0.00	0.00	0.96	0.62	0.96	0.96	0.00
Delay/Veh:	53.8	0.0	23.3	0.0	0.0	0.0	0.0	54.4	33.3	45.6	45.6	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:	53.8	0.0	23.3	0.0	0.0	0.0	0.0	54.4	33.3	45.6	45.6	0.0
LOS by Move:	D-	A	C	A	A	A	A	D-	C-	D	D	A
HCM2kAvgQ:	17	0	8	0	0	0	0	15	7	16	16	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2	144	408	53	0	24	156	1621	35	0	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	144	408	53	0	24	156	1621	35	0	709	15
Added Vol:	0	0	5	0	0	0	0	67	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	144	413	53	0	24	156	1688	35	0	732	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	144	413	53	0	24	156	1688	0	0	732	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	144	413	53	0	24	156	1688	0	0	732	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	2	144	413	53	0	24	156	1688	0	0	732	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	3.00	1.00	0.00	1.96	0.04
Final Sat.:	10	715	2775	1800	0	1750	1750	5700	1750	0	3528	72

Capacity Analysis Module:

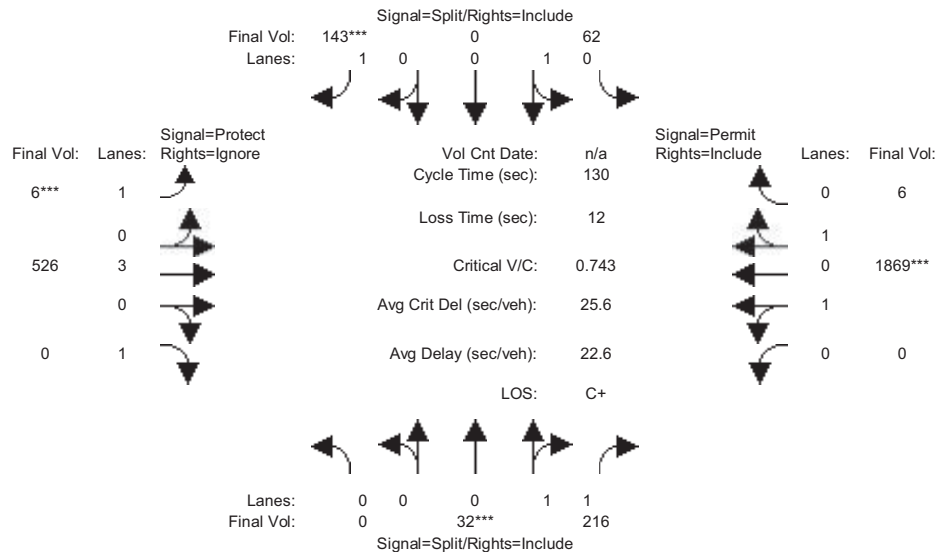
Vol/Sat:	0.20	0.20	0.15	0.03	0.00	0.01	0.09	0.30	0.00	0.00	0.21	0.21
Crit Moves:	***			***			***				***	
Green Time:	45.1	45.1	45.1	6.6	0.0	6.6	19.9	66.4	0.0	0.0	46.4	46.4
Volume/Cap:	0.58	0.58	0.43	0.58	0.00	0.27	0.58	0.58	0.00	0.00	0.58	0.58
Delay/Veh:	35.7	35.7	32.8	69.5	0.0	61.0	54.3	22.4	0.0	0.0	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	35.7	32.8	69.5	0.0	61.0	54.3	22.4	0.0	0.0	34.6	34.6
LOS by Move:	D+	D+	C-	E	A	E	D-	C+	A	A	C-	C-
HCM2kAvgQ:	13	13	9	3	0	1	7	15	0	0	13	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	32	214	62	0	143	6	503	60	0	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	32	214	62	0	143	6	503	60	0	1802	6
Added Vol:	0	0	2	0	0	0	0	23	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	216	62	0	143	6	526	60	0	1869	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	32	216	62	0	143	6	526	0	0	1869	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	32	216	62	0	143	6	526	0	0	1869	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	32	216	62	0	143	6	526	0	0	1869	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	3.00	1.00	0.00	1.99	0.01
Final Sat.:	0	465	3135	1800	0	1750	1750	5700	1750	0	3588	12

Capacity Analysis Module:

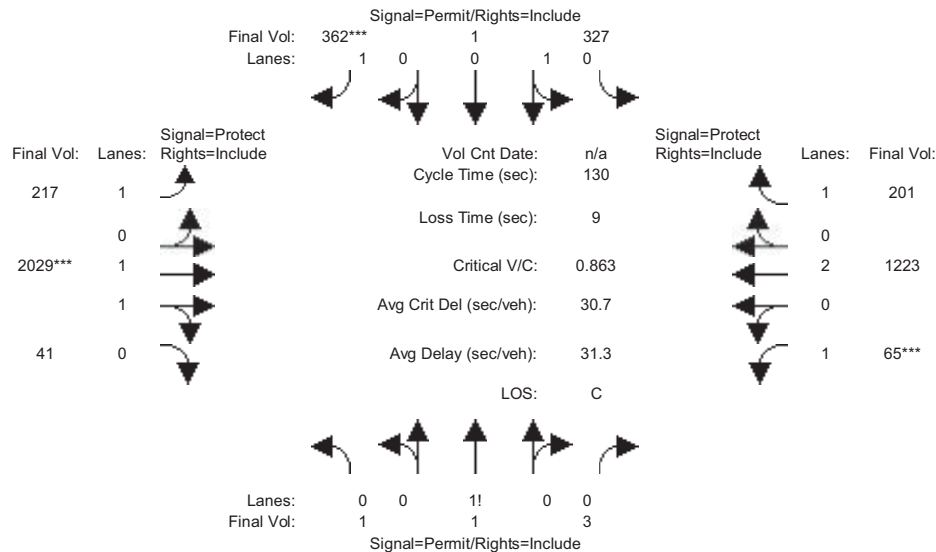
Vol/Sat:	0.00	0.07	0.07	0.03	0.00	0.08	0.00	0.09	0.00	0.00	0.52	0.52
Crit Moves:	****					****	****			****		
Green Time:	0.0	11.6	11.6	13.8	0.0	13.8	5.0	92.7	0.0	0.0	87.7	87.7
Volume/Cap:	0.00	0.77	0.77	0.33	0.00	0.77	0.09	0.13	0.00	0.00	0.77	0.77
Delay/Veh:	0.0	68.9	68.9	54.8	0.0	74.6	60.9	5.9	0.0	0.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.9	68.9	54.8	0.0	74.6	60.9	5.9	0.0	0.0	16.0	16.0
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B
HCM2kAvgQ:	0	7	7	3	0	8	0	2	0	0	27	27

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	325	1	362	217	1957	41	65	1200	200
Added Vol:	0	0	0	2	0	0	0	72	0	0	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	327	1	362	217	2029	41	65	1223	201
User Adj:	1.00	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	3	327	1	362	217	2029	41	65	1223	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	327	1	362	217	2029	41	65	1223	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1	3	327	1	362	217	2029	41	65	1223	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1795	5	1750	1750	3627	73	1750	3800	1750

Capacity Analysis Module:

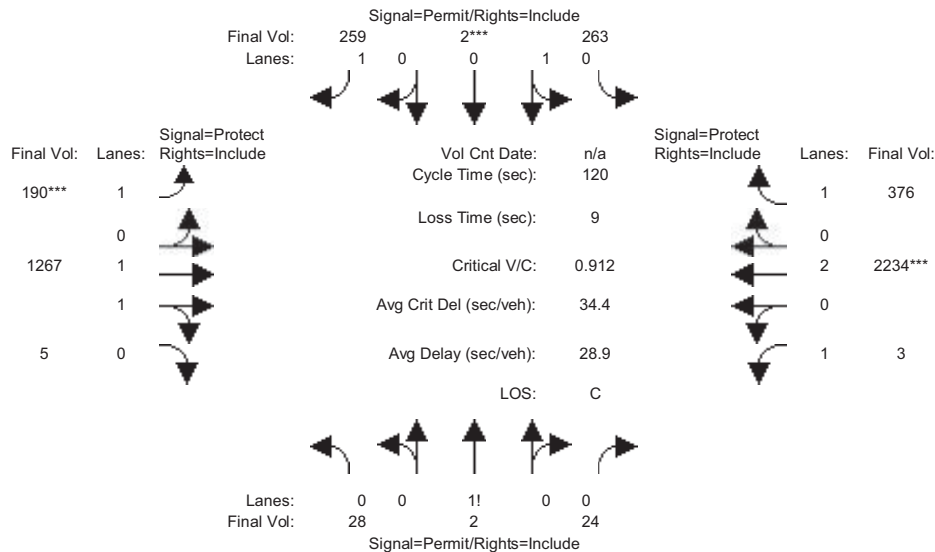
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.21	0.12	0.56	0.56	0.04	0.32	0.11
Crit Moves:						****		****		****		
Green Time:	30.8	30.8	30.8	30.8	30.8	30.8	25.1	83.2	83.2	7.0	65.1	65.1
Volume/Cap:	0.01	0.01	0.01	0.77	0.77	0.87	0.64	0.87	0.87	0.69	0.64	0.23
Delay/Veh:	38.0	38.0	38.0	54.6	54.6	65.9	52.5	23.0	23.0	79.9	24.6	18.4
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:	38.0	38.0	38.0	54.6	54.6	65.9	52.5	23.0	23.0	79.9	24.6	18.4
LOS by Move:	D+	D+	D+	D-	D-	E	D-	C	C	E-	C	B-
HCM2kAvgQ:	0	0	0	14	14	18	9	37	37	3	17	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	262	2	259	190	1242	5	3	2167	375
Added Vol:	0	0	0	1	0	0	0	25	0	0	67	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	263	2	259	190	1267	5	3	2234	376
User Adj:	1.00	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:	28	2	24	263	2	259	190	1267	5	3	2234	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	263	2	259	190	1267	5	3	2234	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	263	2	259	190	1267	5	3	2234	376

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1786	14	1750	1750	3685	15	1750	3800	1750

Capacity Analysis Module:

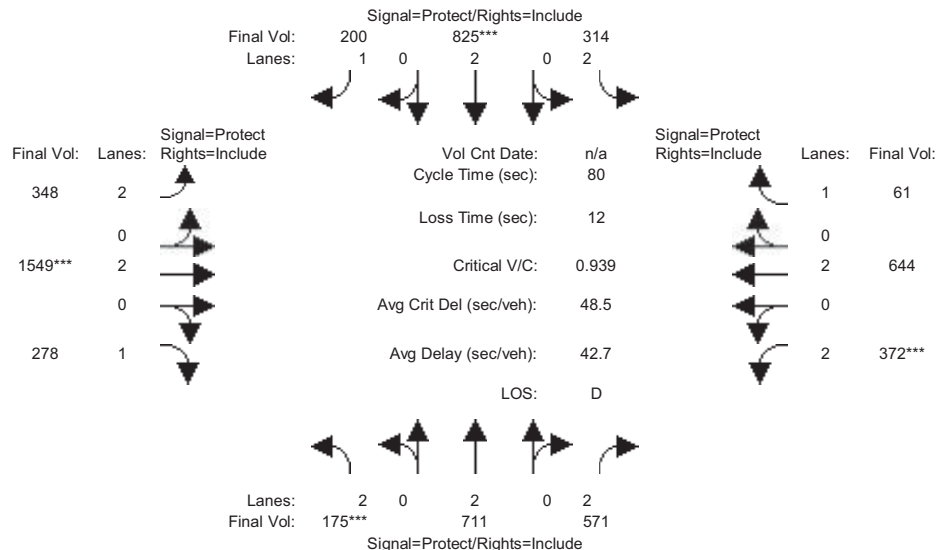
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.11	0.34	0.34	0.00	0.59	0.21
Crit Moves:				****	****	****	****					
Green Time:	19.4	19.4	19.4	19.4	19.4	19.4	14.3	78.3	78.3	13.3	77.3	77.3
Volume/Cap:	0.19	0.19	0.19	0.91	0.91	0.92	0.91	0.53	0.53	0.02	0.91	0.33
Delay/Veh:	43.9	43.9	43.9	80.5	80.5	82.1	91.1	11.2	11.2	47.6	24.1	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	43.9	43.9	80.5	80.5	82.1	91.1	11.2	11.2	47.6	24.1	9.8
LOS by Move:	D	D	D	F	F	F	F	B+	B+	D	C	A
HCM2kAvgQ:	2	2	2	14	14	14	9	13	13	0	35	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	175	709	535	310	820	400	348	1475	278	360	621	60
Growth Adj:	1.00	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	709	535	310	820	400	348	1475	278	360	621	60
Added Vol:	0	2	36	4	5	0	0	74	0	12	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	711	571	314	825	400	348	1549	278	372	644	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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	711	571	314	825	200	348	1549	278	372	644	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	711	571	314	825	200	348	1549	278	372	644	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	711	571	314	825	200	348	1549	278	372	644	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	3150	3150	3800	1750	3150	3800	1750	3150	3800	1750

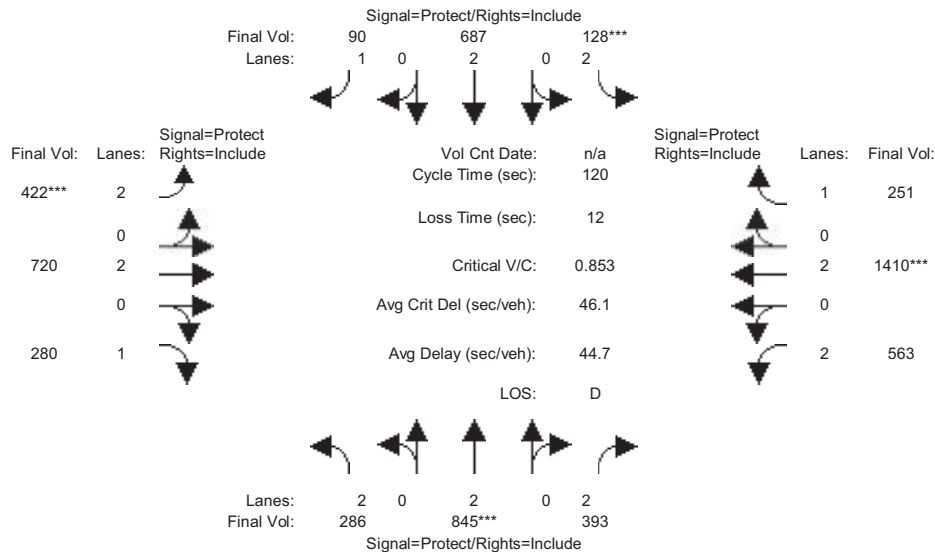
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.18	0.10	0.22	0.11	0.11	0.41	0.16	0.12	0.17	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	16.2	16.2	8.6	17.8	17.8	17.0	33.5	33.5	9.7	26.1	26.1
Volume/Cap:	0.63	0.92	0.90	0.92	0.97	0.51	0.52	0.97	0.38	0.97	0.52	0.11
Delay/Veh:	40.1	48.1	46.3	65.5	55.5	28.4	28.6	39.6	16.4	74.1	22.2	18.9
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:	40.1	48.1	46.3	65.5	55.5	28.4	28.6	39.6	16.4	74.1	22.2	18.9
LOS by Move:	D	D	D	E	E+	C	C	D	B	E	C+	B-
HCM2kAvgQ:	3	10	10	8	16	5	4	20	5	10	7	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	286	840	380	127	685	180	422	694	280	529	1342	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	840	380	127	685	180	422	694	280	529	1342	248
Added Vol:	0	5	13	1	2	0	0	26	0	34	68	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	845	393	128	687	180	422	720	280	563	1410	251
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	286	845	393	128	687	90	422	720	280	563	1410	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	845	393	128	687	90	422	720	280	563	1410	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	845	393	128	687	90	422	720	280	563	1410	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	3150	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

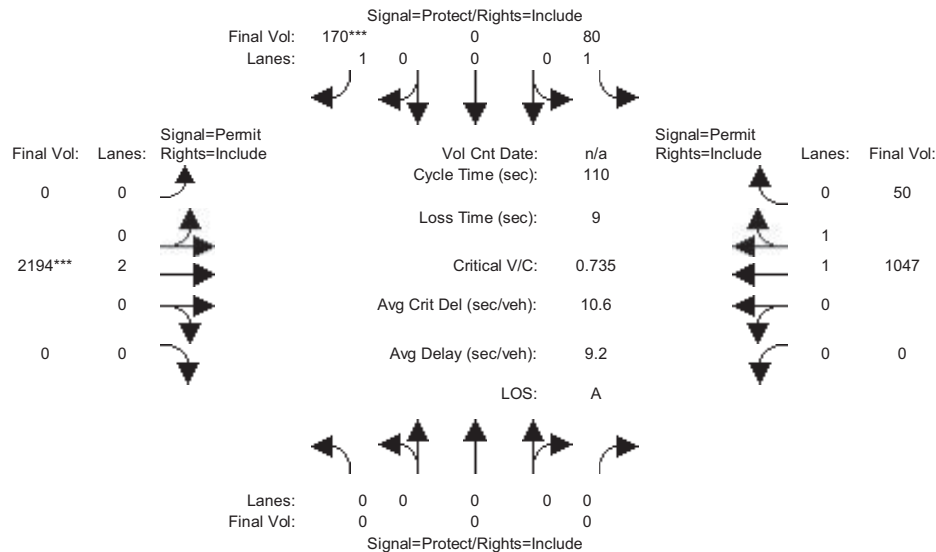
Vol/Sat:	0.09	0.22	0.12	0.04	0.18	0.05	0.13	0.19	0.16	0.18	0.37	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	30.9	30.9	7.0	25.2	25.2	18.6	36.1	36.1	34.0	51.5	51.5
Volume/Cap:	0.86	0.86	0.48	0.70	0.86	0.24	0.86	0.63	0.53	0.63	0.86	0.33
Delay/Veh:	72.5	50.7	38.3	66.6	55.1	39.8	64.3	37.3	36.0	38.9	36.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	50.7	38.3	66.6	55.1	39.8	64.3	37.3	36.0	38.9	36.1	23.1
LOS by Move:	E	D	D+	E	E+	D	E	D+	D+	D+	D+	C
HCM2kAvgQ:	7	16	7	4	15	3	10	11	9	11	26	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
Growth Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Added Vol:	0	0	0	0	0	0	0	114	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2194	0	0	1047	50
User Adj:	1.00	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	80	0	170	0	2194	0	0	1047	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2194	0	0	1047	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	170	0	2194	0	0	1047	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3531	169

Capacity Analysis Module:

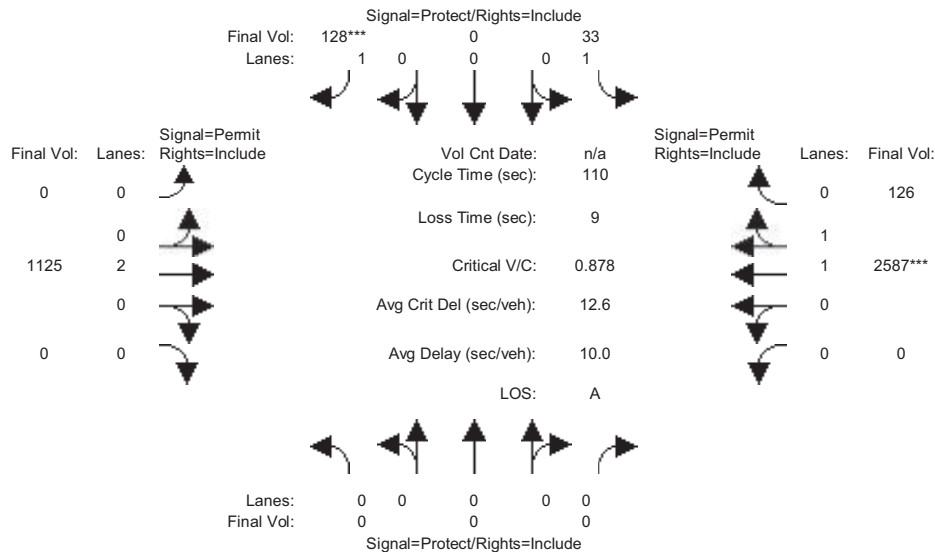
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.58	0.00	0.00	0.30	0.30
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	0.0	86.5	0.0	0.0	86.5	86.5
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.73	0.00	0.73	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	44.3	0.0	57.4	0.0	6.9	0.0	0.0	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.3	0.0	57.4	0.0	6.9	0.0	0.0	3.7	3.7
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	8	0	20	0	0	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
Growth Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Added Vol:	0	0	0	0	0	0	0	40	0	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	1125	0	0	2587	126
User Adj:	1.00	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	33	0	128	0	1125	0	0	2587	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	1125	0	0	2587	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	33	0	128	0	1125	0	0	2587	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3528	172

Capacity Analysis Module:

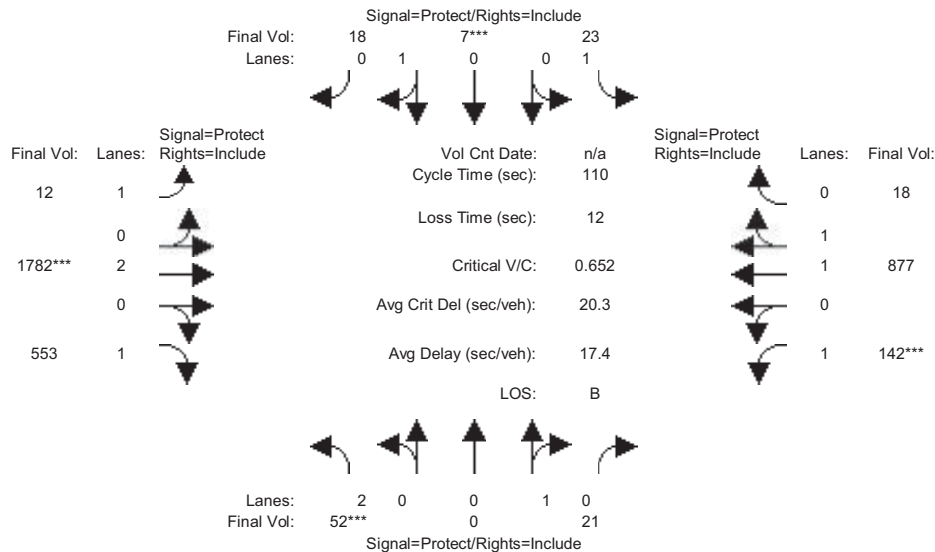
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.30	0.00	0.00	0.73	0.73
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	91.0	0.0	0.0	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.80	0.00	0.36	0.00	0.00	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.7	9.7
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	0	5	0	0	28	28

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	12	1720	500	142	858	18
Added Vol:	17	0	0	0	0	0	0	62	53	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	21	23	7	18	12	1782	553	142	877	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	21	23	7	18	12	1782	553	142	877	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	21	23	7	18	12	1782	553	142	877	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	0	21	23	7	18	12	1782	553	142	877	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3626	74

Capacity Analysis Module:

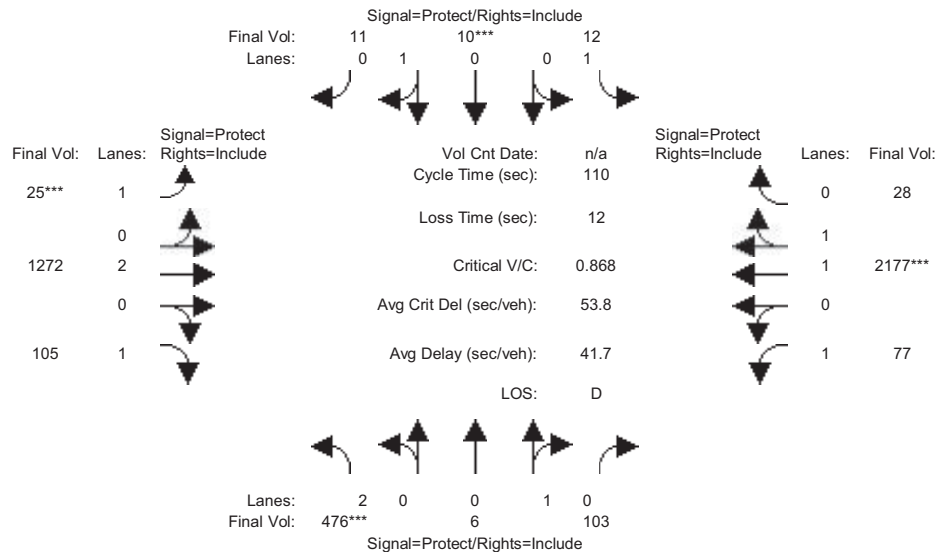
Vol/Sat:	0.02	0.00	0.01	0.01	0.01	0.01	0.01	0.47	0.32	0.08	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	16.9	69.1	69.1	11.9	64.1	64.1
Volume/Cap:	0.26	0.00	0.13	0.21	0.15	0.15	0.04	0.75	0.50	0.75	0.41	0.41
Delay/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.7	11.5	62.5	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	0.0	46.3	49.8	46.5	46.5	39.8	15.7	11.5	62.5	12.7	12.7
LOS by Move:	D	A	D	D	D	D	D	B	B+	E	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	21	11	5	8	8

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	6	103	12	10	11	25	1251	86	77	2120	28
Added Vol:	49	0	0	0	0	0	0	21	19	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	6	103	12	10	11	25	1272	105	77	2177	28
User Adj:	1.00	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:	476	6	103	12	10	11	25	1272	105	77	2177	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	6	103	12	10	11	25	1272	105	77	2177	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	476	6	103	12	10	11	25	1272	105	77	2177	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	99	1701	1750	857	943	1750	3800	1750	1750	3653	47

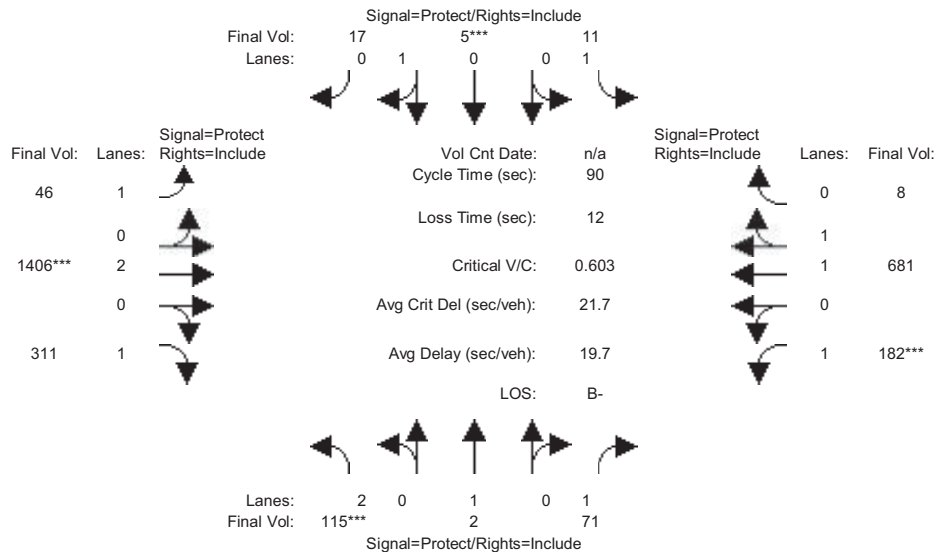
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.01	0.01	0.01	0.01	0.33	0.06	0.04	0.60	0.60
Crit Moves:	***			***			***			***		
Green Time:	16.4	15.5	15.5	10.9	10.0	10.0	7.0	60.2	60.2	11.4	64.6	64.6
Volume/Cap:	1.01	0.43	0.43	0.07	0.13	0.13	0.22	0.61	0.11	0.42	1.01	1.01
Delay/Veh:	92.1	44.4	44.4	45.2	46.3	46.3	49.9	17.5	12.1	47.8	45.7	45.7
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:	92.1	44.4	44.4	45.2	46.3	46.3	49.9	17.5	12.1	47.8	45.7	45.7
LOS by Move:	F	D	D	D	D	D	D	B	B	D	D	D
HCM2kAvgQ:	15	4	4	0	1	1	1	14	2	3	43	43

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	2	57	11	5	17	46	1369	287	137	669	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:	107	2	57	11	5	17	46	1369	287	137	669	8
Added Vol:	8	0	14	0	0	0	0	37	24	45	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2	71	11	5	17	46	1406	311	182	681	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:	115	2	71	11	5	17	46	1406	311	182	681	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	71	11	5	17	46	1406	311	182	681	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	2	71	11	5	17	46	1406	311	182	681	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.23	0.77	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	409	1391	1750	3800	1750	1750	3657	43

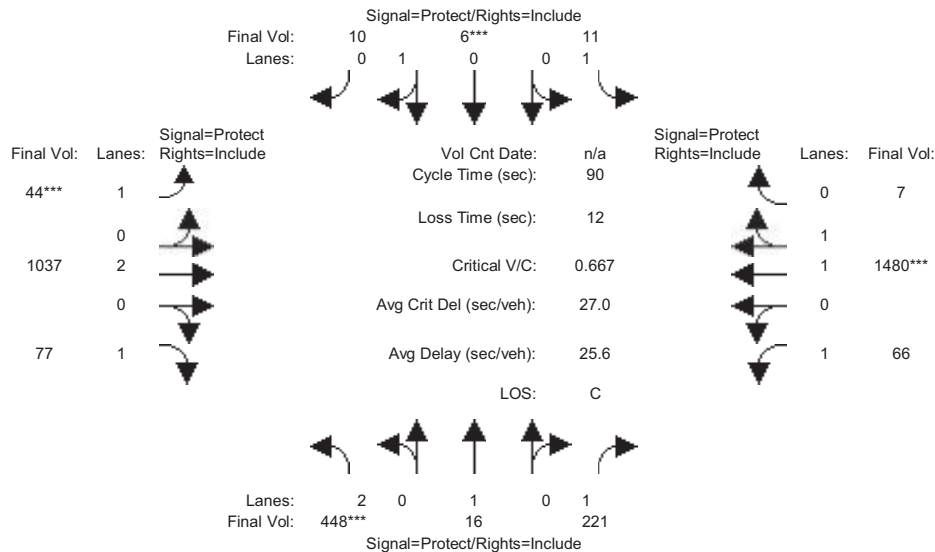
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.01	0.01	0.03	0.37	0.18	0.10	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	18.0	47.6	47.6	13.4	43.0	43.0
Volume/Cap:	0.47	0.01	0.37	0.08	0.11	0.11	0.13	0.70	0.34	0.70	0.39	0.39
Delay/Veh:	41.1	35.6	38.2	38.8	36.2	36.2	29.8	17.0	12.4	44.6	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	35.6	38.2	38.8	36.2	36.2	29.8	17.0	12.4	44.6	15.2	15.2
LOS by Move:	D	D+	D+	D+	D+	D+	C	B	B	D	B	B
HCM2kAvgQ:	2	0	2	0	1	1	1	14	5	5	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	426	16	180	11	6	10	44	1025	68	50	1445	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:	426	16	180	11	6	10	44	1025	68	50	1445	7
Added Vol:	22	0	41	0	0	0	0	12	9	16	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	16	221	11	6	10	44	1037	77	66	1480	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:	448	16	221	11	6	10	44	1037	77	66	1480	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	16	221	11	6	10	44	1037	77	66	1480	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	448	16	221	11	6	10	44	1037	77	66	1480	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	675	1125	1750	3800	1750	1750	3683	17

Capacity Analysis Module:

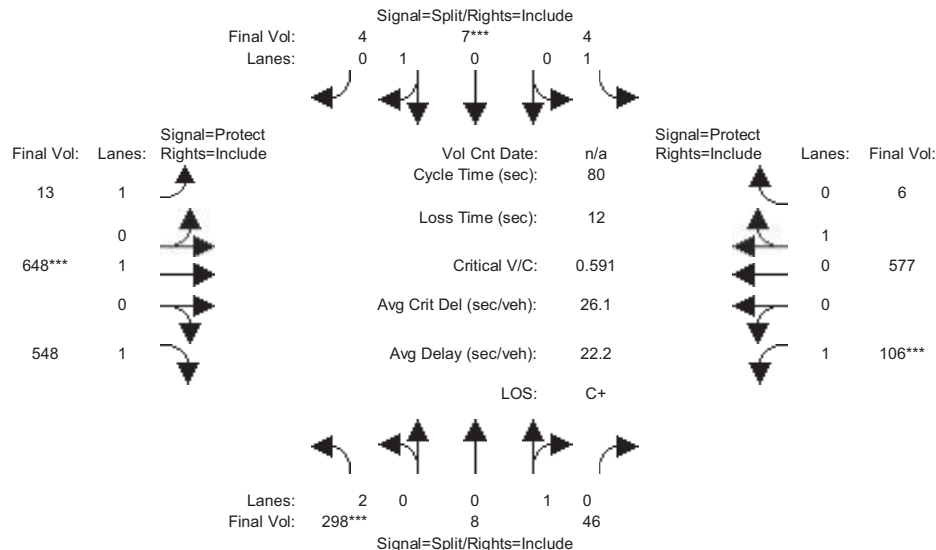
Vol/Sat:	0.14	0.01	0.13	0.01	0.01	0.01	0.03	0.27	0.04	0.04	0.40	0.40
Crit Moves:	***			***			***			***		
Green Time:	15.9	16.1	16.1	9.9	10.0	10.0	7.0	40.5	40.5	11.5	45.1	45.1
Volume/Cap:	0.80	0.05	0.71	0.06	0.08	0.08	0.32	0.61	0.10	0.29	0.80	0.80
Delay/Veh:	43.7	30.7	42.1	36.0	36.0	36.0	40.6	19.3	14.3	36.3	21.4	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	30.7	42.1	36.0	36.0	36.0	40.6	19.3	14.3	36.3	21.4	21.4
LOS by Move:	D	C	D	D+	D+	D+	D	B-	B	D+	C+	C+
HCM2kAvgQ:	9	0	8	0	0	0	1	11	1	2	18	18

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	8	30	4	7	4	13	621	530	29	497	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	8	30	4	7	4	13	621	530	29	497	6
Added Vol:	6	0	16	0	0	0	0	27	18	77	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	8	46	4	7	4	13	648	548	106	577	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	8	46	4	7	4	13	648	548	106	577	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	8	46	4	7	4	13	648	548	106	577	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	8	46	4	7	4	13	648	548	106	577	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.15	0.85	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	267	1533	1750	1145	655	1750	1900	1750	1750	1781	19

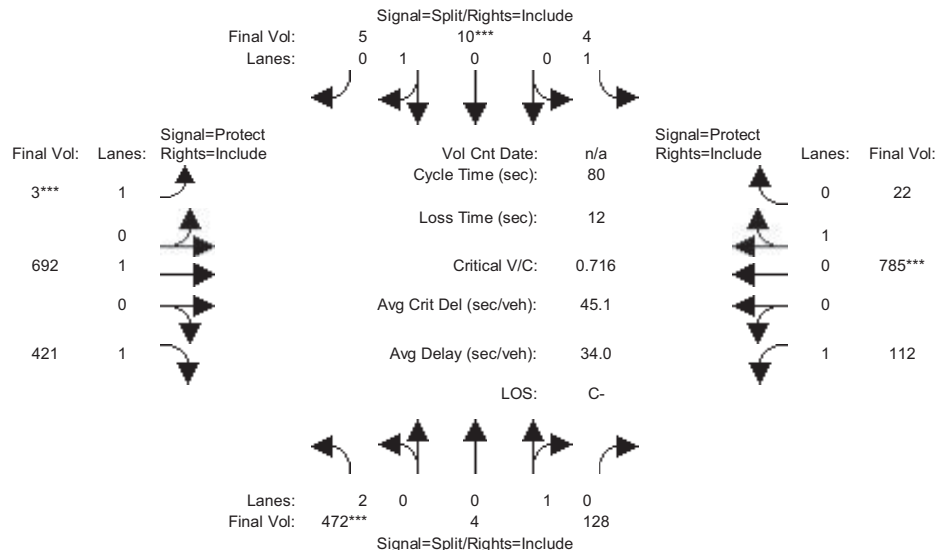
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.00	0.01	0.01	0.01	0.34	0.31	0.06	0.32	0.32
Crit Moves:	***			***			***			***		
Green Time:	11.1	11.1	11.1	10.0	10.0	10.0	10.0	39.9	39.9	7.1	37.0	37.0
Volume/Cap:	0.68	0.22	0.22	0.02	0.05	0.05	0.06	0.68	0.63	0.68	0.70	0.70
Delay/Veh:	37.3	31.1	31.1	30.7	30.9	30.9	31.0	17.4	16.1	47.4	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	31.1	31.1	30.7	30.9	30.9	31.0	17.4	16.1	47.4	19.8	19.8
LOS by Move:	D+	C	C	C	C	C	C	B	B	D	B-	B-
HCM2kAvgQ:	6	1	1	0	0	0	0	13	11	4	13	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	454	4	80	4	10	5	3	618	415	87	755	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	80	4	10	5	3	618	415	87	755	22
Added Vol:	18	0	48	0	0	0	0	74	6	25	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	4	128	4	10	5	3	692	421	112	785	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	4	128	4	10	5	3	692	421	112	785	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	4	128	4	10	5	3	692	421	112	785	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	472	4	128	4	10	5	3	692	421	112	785	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.03	0.97	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	55	1745	1750	1200	600	1750	1900	1750	1750	1751	49

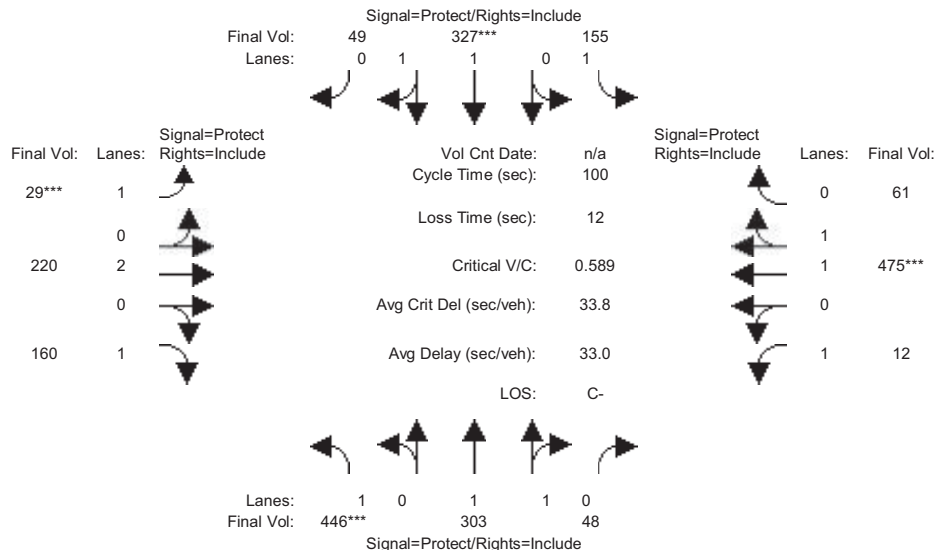
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.07	0.00	0.01	0.01	0.00	0.36	0.24	0.06	0.45	0.45
Crit Moves:	***			***			***			***		
Green Time:	12.8	12.8	12.8	10.0	10.0	10.0	7.0	36.5	36.5	8.8	38.2	38.2
Volume/Cap:	0.94	0.46	0.46	0.02	0.07	0.07	0.02	0.80	0.53	0.58	0.94	0.94
Delay/Veh:	58.8	31.6	31.6	30.7	31.0	31.0	33.4	23.9	16.3	38.5	37.3	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:	58.8	31.6	31.6	30.7	31.0	31.0	33.4	23.9	16.3	38.5	37.3	37.3
LOS by Move:	E+	C	C	C	C	C	C-	C	B	D+	D+	D+
HCM2kAvgQ:	11	4	4	0	0	0	0	17	8	4	25	25

Note: Queue reported is the number of cars per lane.

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Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	414	303	21	77	327	20	20	154	280	4	374	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	303	21	77	327	20	20	154	280	4	374	45
Added Vol:	32	0	27	78	0	29	9	66	10	8	101	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	303	48	155	327	49	29	220	290	12	475	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	446	303	48	155	327	49	29	220	160	12	475	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	303	48	155	327	49	29	220	160	12	475	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	303	48	155	327	49	29	220	160	12	475	61

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	3194	506	1750	3217	482	1750	3800	1750	1750	3279	421

Capacity Analysis Module:

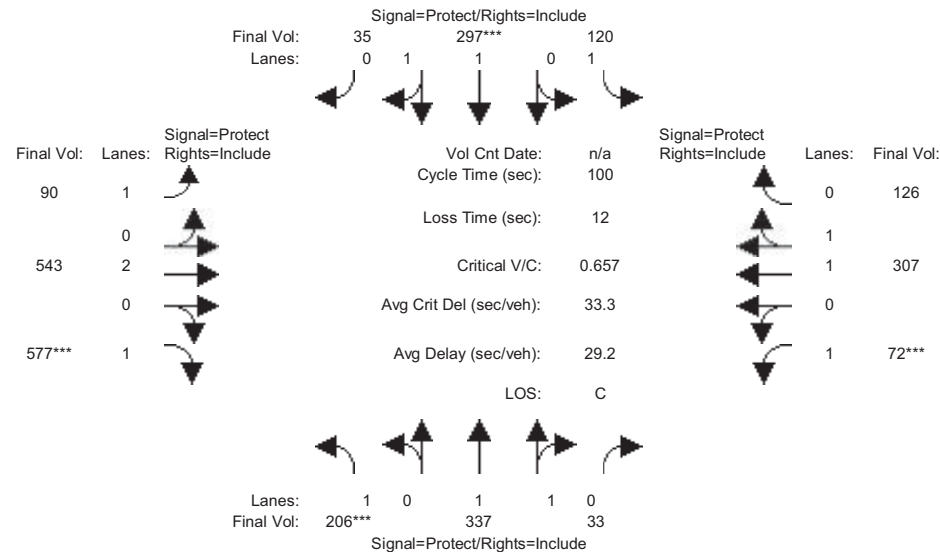
Vol/Sat:	0.25	0.09	0.09	0.09	0.10	0.10	0.02	0.06	0.09	0.01	0.14	0.14
Crit Moves:	***				***		***				***	
Green Time:	41.2	30.5	30.5	27.1	16.4	16.4	7.0	17.9	17.9	12.5	23.4	23.4
Volume/Cap:	0.62	0.31	0.31	0.33	0.62	0.62	0.24	0.32	0.51	0.05	0.62	0.62
Delay/Veh:	24.9	26.8	26.8	29.6	40.8	40.8	45.0	36.1	38.5	38.6	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:	24.9	26.8	26.8	29.6	40.8	40.8	45.0	36.1	38.5	38.6	35.7	35.7
LOS by Move:	C	C	C	C	D	D	D	D+	D+	D+	D+	D+
HCM2kAvgQ:	11	4	4	4	6	6	1	3	5	0	8	8

Note: Queue reported is the number of cars per lane.

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Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	194	337	24	95	297	24	64	447	547	46	239	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	337	24	95	297	24	64	447	547	46	239	76
Added Vol:	12	0	9	25	0	11	26	96	30	26	68	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	337	33	120	297	35	90	543	577	72	307	126
User Adj:	1.00	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:	206	337	33	120	297	35	90	543	577	72	307	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	337	33	120	297	35	90	543	577	72	307	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	337	33	120	297	35	90	543	577	72	307	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1750	3370	330	1750	3310	390	1750	3800	1750	1750	2623	1076

Capacity Analysis Module:

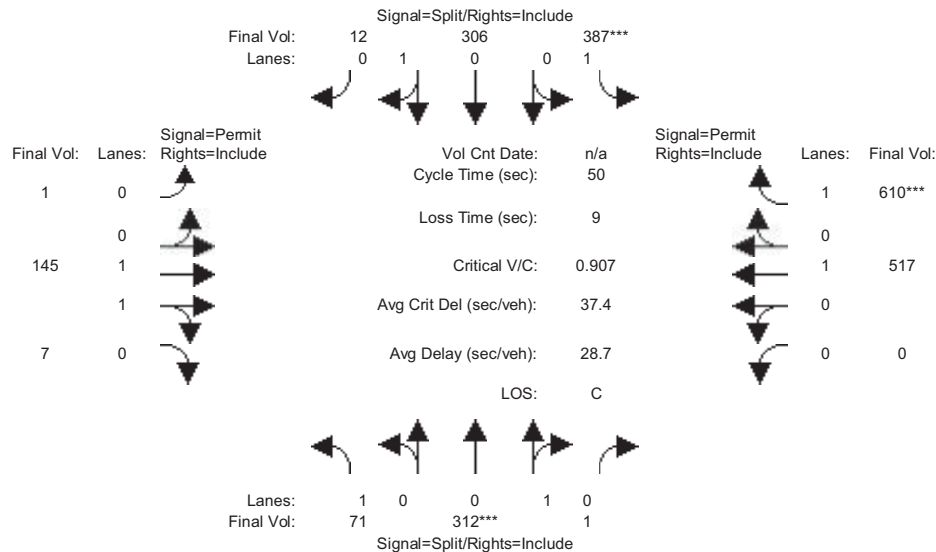
Vol/Sat:	0.12	0.10	0.10	0.07	0.09	0.09	0.05	0.14	0.33	0.04	0.12	0.12
Crit Moves:	***			***					***	***		
Green Time:	17.8	18.4	18.4	12.9	13.5	13.5	21.2	49.7	49.7	7.0	35.5	35.5
Volume/Cap:	0.66	0.54	0.54	0.53	0.66	0.66	0.24	0.29	0.66	0.59	0.33	0.33
Delay/Veh:	43.6	37.9	37.9	43.2	44.4	44.4	33.1	14.8	20.8	52.4	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	37.9	37.9	43.2	44.4	44.4	33.1	14.8	20.8	52.4	23.7	23.7
LOS by Move:	D	D+	D+	D	D	D	C-	B	C+	D-	C	C
HCM2kAvgQ:	6	5	5	4	6	6	3	5	15	3	5	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	71	300	1	372	302	12	0	139	7	0	498	564
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	372	302	12	0	139	7	0	498	564
Added Vol:	0	12	0	15	4	0	1	6	0	0	19	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	312	1	387	306	12	1	145	7	0	517	610
User Adj:	1.00	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:	71	312	1	387	306	12	1	145	7	0	517	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	312	1	387	306	12	1	145	7	0	517	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	312	1	387	306	12	1	145	7	0	517	610

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.01	1.90	0.09	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1732	68	24	3412	165	0	1900	1750

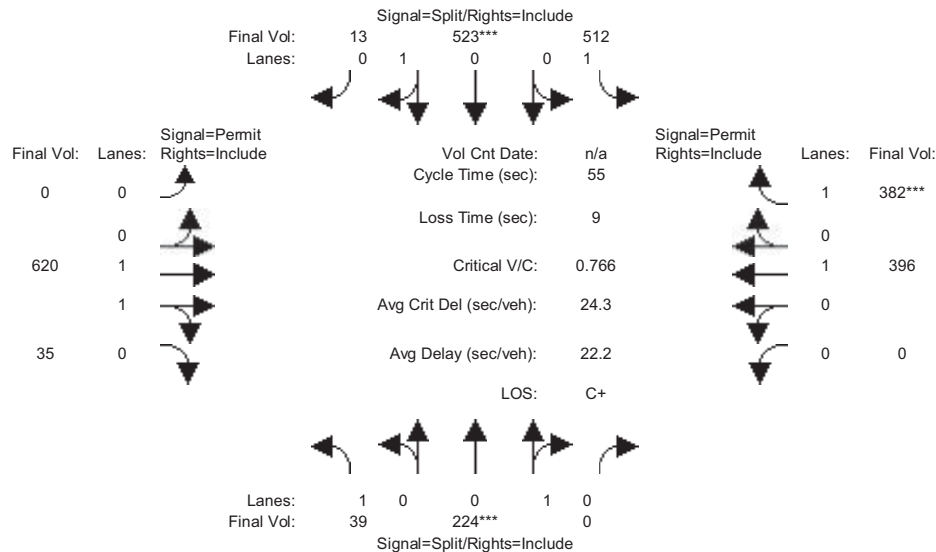
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.22	0.18	0.18	0.04	0.04	0.04	0.00	0.27	0.35
Crit Moves:	****			****						****		
Green Time:	10.0	10.0	10.0	12.0	12.0	12.0	19.0	19.0	19.0	0.0	19.0	19.0
Volume/Cap:	0.20	0.87	0.87	0.92	0.73	0.73	0.11	0.11	0.11	0.00	0.72	0.92
Delay/Veh:	17.0	39.1	39.1	43.5	23.9	23.9	10.1	10.1	10.1	0.0	16.7	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	39.1	39.1	43.5	23.9	23.9	10.1	10.1	10.1	0.0	16.7	32.7
LOS by Move:	B	D	D	D	C	C	B+	B+	B+	A	B	C-
HCM2kAvgQ:	1	6	6	8	5	5	1	1	1	0	7	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	220	0	469	512	12	0	603	35	0	389	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	220	0	469	512	12	0	603	35	0	389	366
Added Vol:	0	4	0	43	11	1	0	17	0	0	7	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	224	0	512	523	13	0	620	35	0	396	382
User Adj:	1.00	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:	39	224	0	512	523	13	0	620	35	0	396	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	224	0	512	523	13	0	620	35	0	396	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	224	0	512	523	13	0	620	35	0	396	382

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.89	0.11	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1756	44	0	3502	198	0	1900	1750

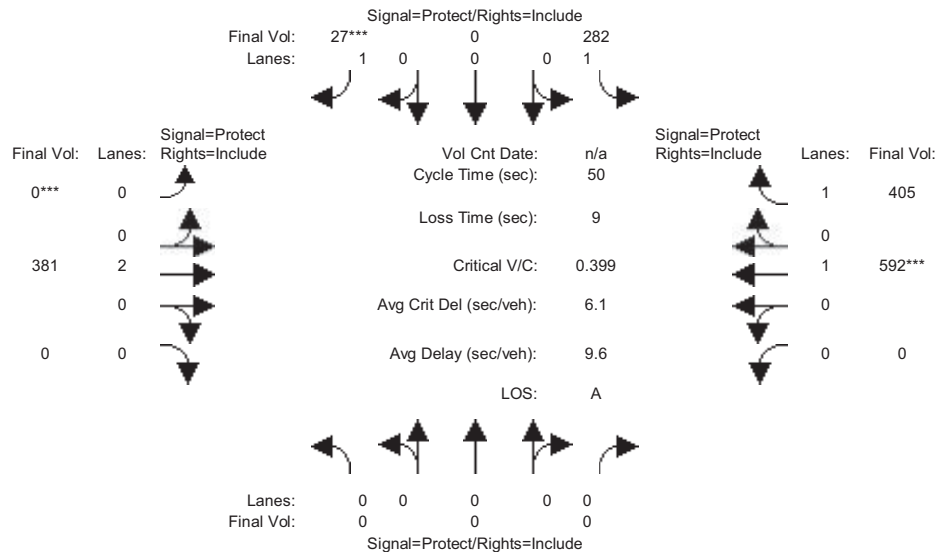
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.29	0.30	0.30	0.00	0.18	0.18	0.00	0.21	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	20.8	20.8	20.8	0.0	15.2	15.2	0.0	15.2	15.2
Volume/Cap:	0.12	0.68	0.00	0.77	0.79	0.79	0.00	0.64	0.64	0.00	0.75	0.79
Delay/Veh:	19.0	26.9	0.0	20.8	21.3	21.3	0.0	18.8	18.8	0.0	24.2	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	26.9	0.0	20.8	21.3	21.3	0.0	18.8	18.8	0.0	24.2	26.8
LOS by Move:	B-	C	A	C+	C+	C+	A	B-	B-	A	C	C
HCM2kAvgQ:	1	4	0	8	9	9	0	6	6	0	7	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #37: Arboretum Rd / Galvez St



Street Name:	Arboretum Road						Galvez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	282	0	27	0	381	0	0	592	405
Growth Adj:	1.00	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	282	0	27	0	381	0	0	592	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	282	0	27	0	381	0	0	592	405
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	282	0	27	0	381	0	0	592	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	282	0	27	0	381	0	0	592	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	282	0	27	0	381	0	0	592	405

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	1900	1750

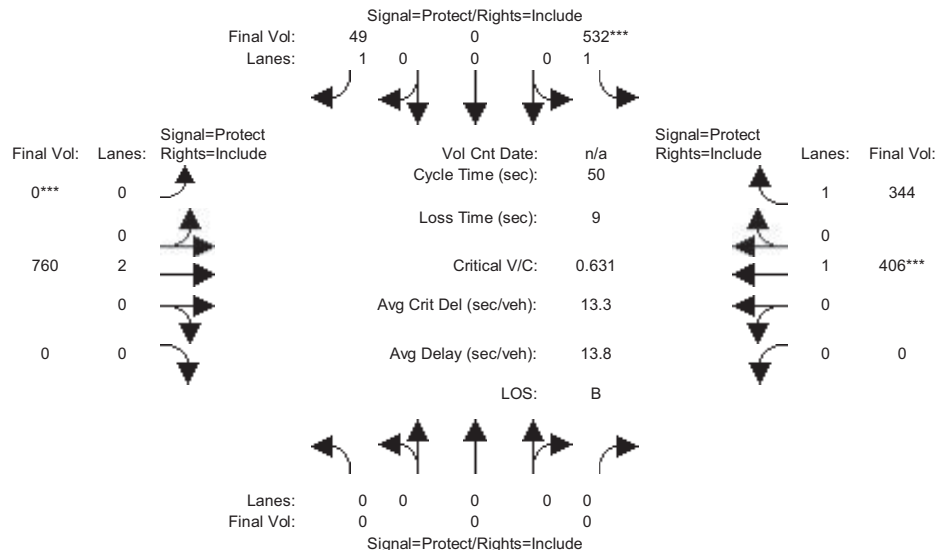
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.00	0.10	0.00	0.00	0.31	0.23
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	31.0	0.0	0.0	31.0	31.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.08	0.00	0.16	0.00	0.00	0.50	0.37
Delay/Veh:	0.0	0.0	0.0	31.9	0.0	16.3	0.0	4.0	0.0	0.0	5.6	4.9
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	0.0	0.0	31.9	0.0	16.3	0.0	4.0	0.0	0.0	5.6	4.9
LOS by Move:	A	A	A	C	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	0	0	1	0	0	5	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #37: Arboretum Rd / Galvez St



Street Name:	Arboretum Road						Galvez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	532	0	49	0	760	0	0	406	344
Growth Adj:	1.00	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	532	0	49	0	760	0	0	406	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	532	0	49	0	760	0	0	406	344
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	532	0	49	0	760	0	0	406	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	532	0	49	0	760	0	0	406	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	532	0	49	0	760	0	0	406	344

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	1900	1750

Capacity Analysis Module:

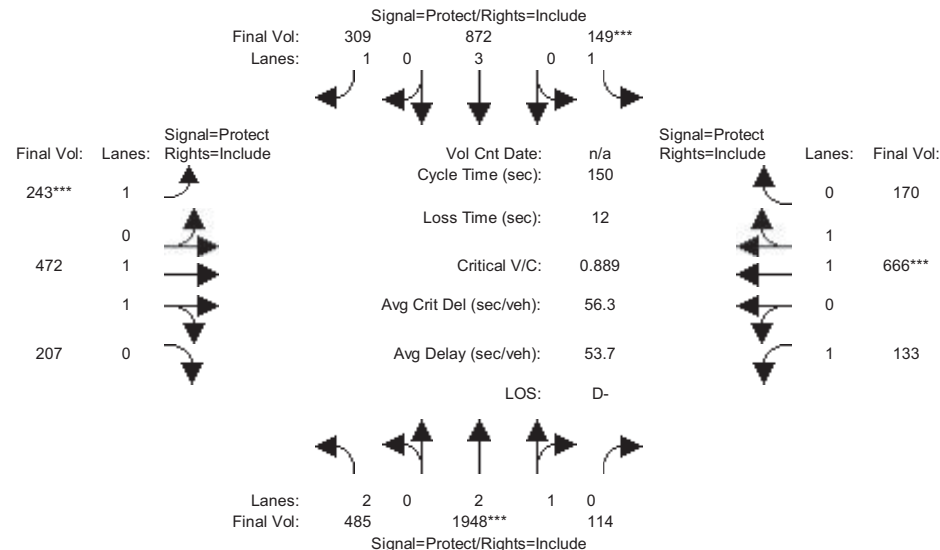
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.03	0.00	0.20	0.00	0.00	0.21	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	24.1	0.0	24.1	0.0	16.9	0.0	0.0	16.9	16.9
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.06	0.00	0.59	0.00	0.00	0.63	0.58
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	6.9	0.0	14.4	0.0	0.0	16.0	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	0.0	6.9	0.0	14.4	0.0	0.0	16.0	15.1
LOS by Move:	A	A	A	B+	A	A	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	0	0	6	0	0	5	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1910	114	146	860	309	243	472	207	133	666	159
Added Vol:	0	38	0	3	12	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1948	114	149	872	309	243	472	207	133	666	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1948	114	149	872	309	243	472	207	133	666	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1948	114	149	872	309	243	472	207	133	666	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1948	114	149	872	309	243	472	207	133	666	170

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.58	0.42
Final Sat.:	3150	5290	310	1750	5700	1750	1750	2571	1128	1750	2947	752

Capacity Analysis Module:

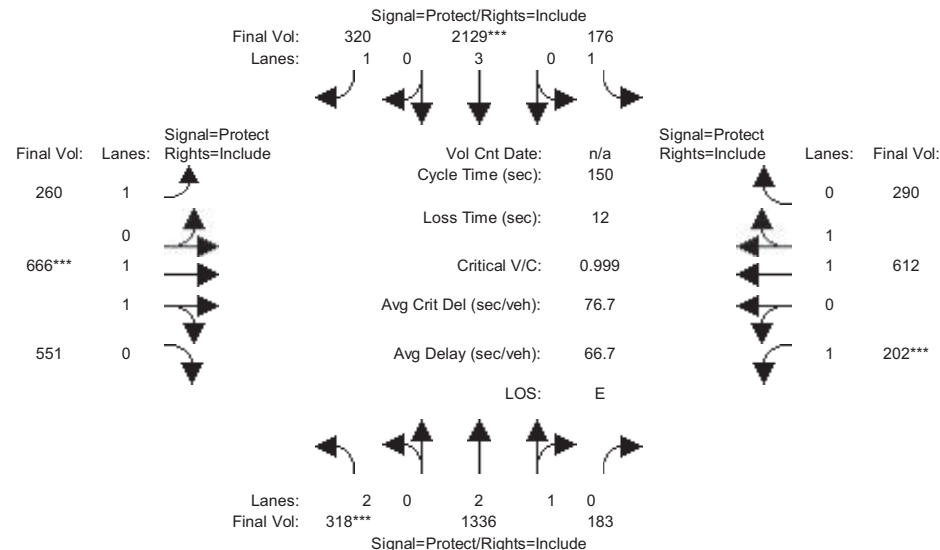
Vol/Sat:	0.15	0.37	0.37	0.09	0.15	0.18	0.14	0.18	0.18	0.08	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.6	62.1	62.1	14.4	40.8	40.8	23.4	43.5	43.5	18.0	38.1	38.1
Volume/Cap:	0.65	0.89	0.89	0.89	0.56	0.65	0.89	0.63	0.63	0.63	0.89	0.89
Delay/Veh:	53.6	45.5	45.5	106.6	47.4	51.4	89.9	47.5	47.5	69.0	64.4	64.4
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	45.5	45.5	106.6	47.4	51.4	89.9	47.5	47.5	69.0	64.4	64.4
LOS by Move:	D-	D	D	F	D	D-	F	D	D	E	E	E
HCM2kAvgQ:	13	32	32	8	11	13	11	13	13	6	18	18

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1323	183	166	2093	320	260	666	551	202	612	286
Added Vol:	0	13	0	10	36	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1336	183	176	2129	320	260	666	551	202	612	290
User Adj:	1.00	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:	318	1336	183	176	2129	320	260	666	551	202	612	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1336	183	176	2129	320	260	666	551	202	612	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1336	183	176	2129	320	260	666	551	202	612	290

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.63	0.37	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.34	0.66
Final Sat.:	3150	4924	675	1750	5700	1750	1750	2024	1674	1750	2510	1189

Capacity Analysis Module:

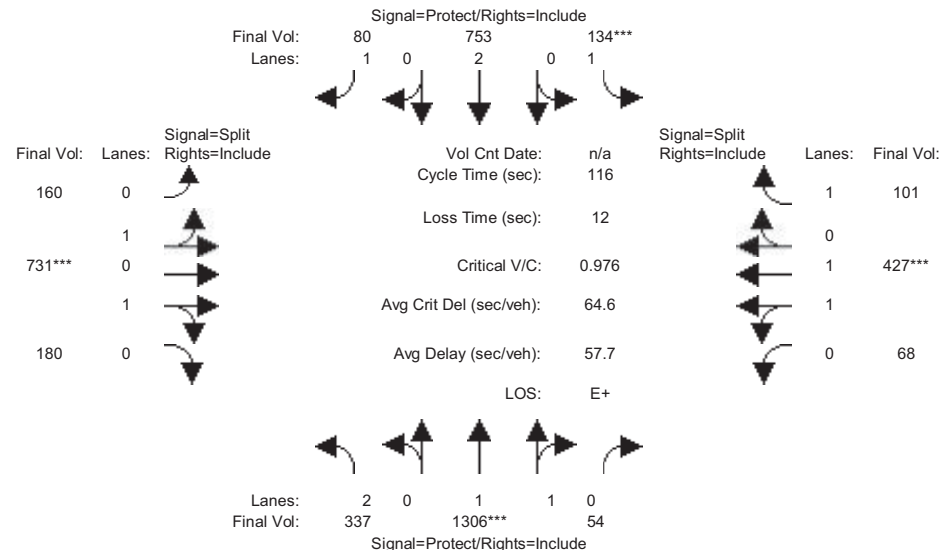
Vol/Sat:	0.10	0.27	0.27	0.10	0.37	0.18	0.15	0.33	0.33	0.12	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	15.2	52.0	52.0	19.3	56.1	56.1	25.3	49.4	49.4	17.3	41.5	41.5
Volume/Cap:	1.00	0.78	0.78	0.78	1.00	0.49	0.88	1.00	1.00	1.00	0.88	0.88
Delay/Veh:	117.5	46.1	46.1	79.6	66.2	36.6	86.0	75.8	75.8	129.3	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.5	46.1	46.1	79.6	66.2	36.6	86.0	75.8	75.8	129.3	61.0	61.0
LOS by Move:	F	D	D	E-	E	D+	F	E-	E-	F	E	E
HCM2kAvgQ:	13	22	22	8	35	11	12	28	28	10	19	19

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1282	54	134	745	80	160	728	180	68	416	101
Added Vol:	0	24	0	0	8	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1306	54	134	753	80	160	731	180	68	427	101
User Adj:	1.00	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:	337	1306	54	134	753	80	160	731	180	68	427	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1306	54	134	753	80	160	731	180	68	427	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1306	54	134	753	80	160	731	180	68	427	101

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.36	0.34	0.28	1.72	1.00
Final Sat.:	3150	3553	147	1750	3800	1750	538	2457	605	508	3191	1750

Capacity Analysis Module:

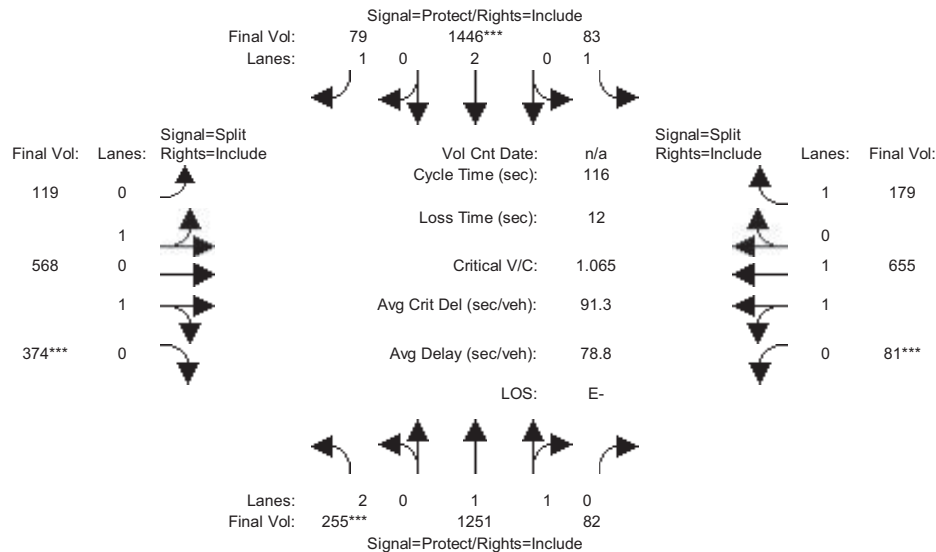
Vol/Sat:	0.11	0.37	0.37	0.08	0.20	0.05	0.30	0.30	0.30	0.13	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.5	43.7	43.7	9.1	34.3	34.3	35.3	35.3	35.3	15.9	15.9	15.9
Volume/Cap:	0.67	0.98	0.98	0.98	0.67	0.15	0.98	0.98	0.98	0.98	0.98	0.42
Delay/Veh:	49.4	54.3	54.3	122.7	37.5	30.3	61.5	61.5	61.5	83.7	83.7	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:	49.4	54.3	54.3	122.7	37.5	30.3	61.5	61.5	61.5	83.7	83.7	47.0
LOS by Move:	D	D-	D-	F	D+	C	E	E	E	F	F	D
HCM2kAvgQ:	8	31	31	9	13	2	23	23	23	11	11	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street			Charleston Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1243	82	83	1424	79	119	558	374	81	651	179
Added Vol:	0	8	0	0	22	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	1251	82	83	1446	79	119	568	374	81	655	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1251	82	83	1446	79	119	568	374	81	655	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1251	82	83	1446	79	119	568	374	81	655	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	1251	82	83	1446	79	119	568	374	81	655	179

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.22	1.08	0.70	0.23	1.77	1.00
Final Sat.:	3150	3472	228	1750	3800	1750	404	1927	1269	407	3292	1750

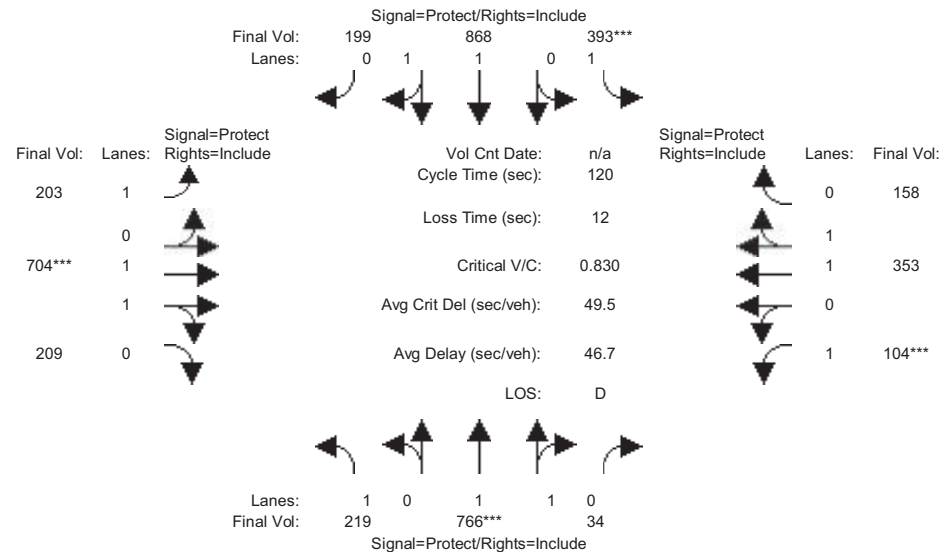
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.05	0.38	0.05	0.29	0.29	0.29	0.20	0.20	0.10
Crit Moves:	***			***			***			***		
Green Time:	8.8	43.0	43.0	7.2	41.4	41.4	32.1	32.1	32.1	21.7	21.7	21.7
Volume/Cap:	1.07	0.97	0.97	0.76	1.07	0.13	1.07	1.07	1.07	1.07	1.07	0.55
Delay/Veh:	130.1	53.6	53.6	80.3	81.2	25.2	89.6	89.6	89.6	100.2	100	44.7
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:	130.1	53.6	53.6	80.3	81.2	25.2	89.6	89.6	89.6	100.2	100	44.7
LOS by Move:	F	D-	D-	F	F	C	F	F	F	F	F	D
HCM2kAvgQ:	10	30	30	5	36	2	23	23	23	17	17	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	219	762	34	393	867	199	203	701	209	104	342	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	762	34	393	867	199	203	701	209	104	342	158
Added Vol:	0	4	0	0	1	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	766	34	393	868	199	203	704	209	104	353	158
User Adj:	1.00	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:	219	766	34	393	868	199	203	704	209	104	353	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	766	34	393	868	199	203	704	209	104	353	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	766	34	393	868	199	203	704	209	104	353	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.36	0.64
Final Sat.:	1750	3543	157	1750	3009	690	1750	2852	847	1750	2555	1144

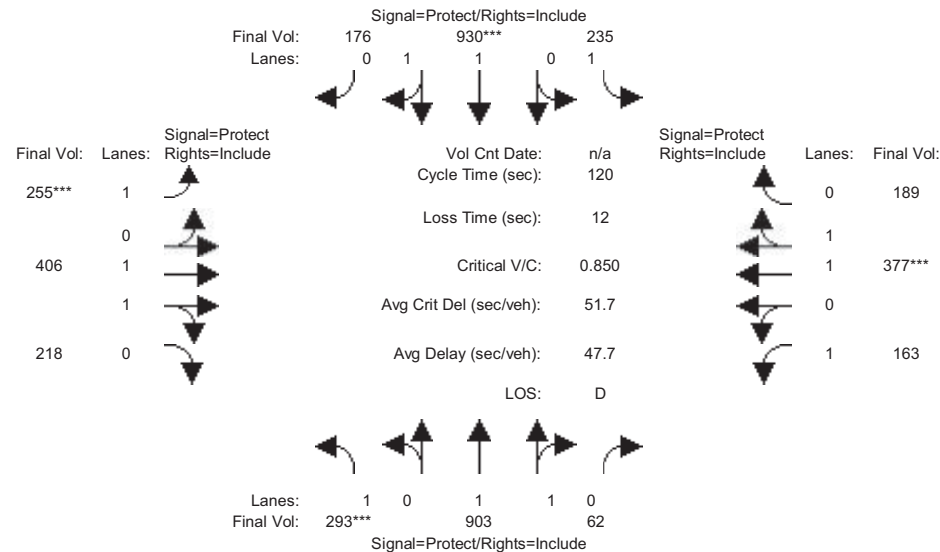
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.22	0.29	0.29	0.12	0.25	0.25	0.06	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.3	31.3	31.3	32.5	44.4	44.4	20.2	35.7	35.7	8.6	24.1	24.1
Volume/Cap:	0.78	0.83	0.83	0.83	0.78	0.78	0.69	0.83	0.83	0.83	0.69	0.69
Delay/Veh:	61.3	48.0	48.0	52.9	36.4	36.4	53.7	44.8	44.8	90.0	47.2	47.2
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:	61.3	48.0	48.0	52.9	36.4	36.4	53.7	44.8	44.8	90.0	47.2	47.2
LOS by Move:	E	D	D	D-	D+	D+	D-	D	D	F	D	D
HCM2kAvgQ:	10	17	17	17	19	19	7	15	15	6	10	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	293	902	62	235	926	176	255	396	218	163	373	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	902	62	235	926	176	255	396	218	163	373	189
Added Vol:	0	1	0	0	4	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	903	62	235	930	176	255	406	218	163	377	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	903	62	235	930	176	255	406	218	163	377	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	903	62	235	930	176	255	406	218	163	377	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	903	62	235	930	176	255	406	218	163	377	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.28	0.72	1.00	1.31	0.69
Final Sat.:	1750	3462	238	1750	3111	589	1750	2406	1292	1750	2464	1235

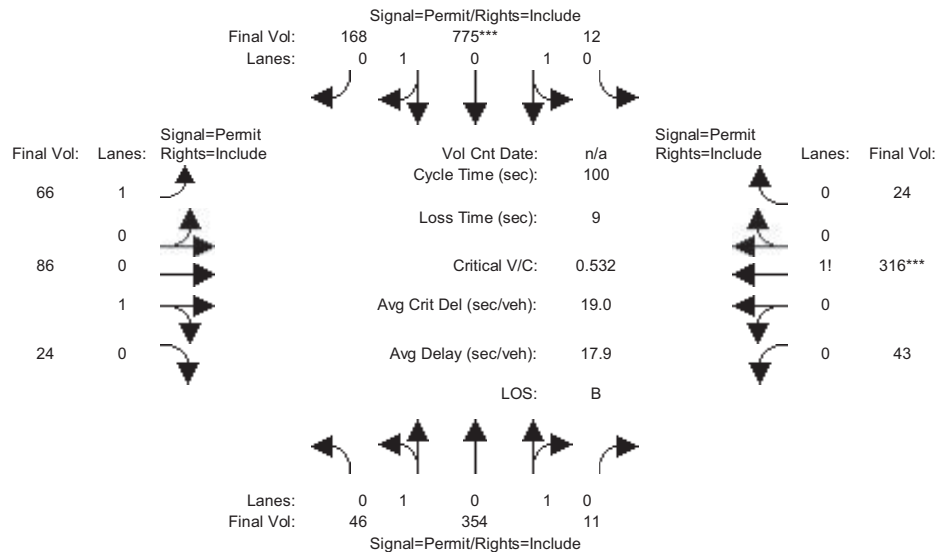
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.13	0.30	0.30	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.6	43.5	43.5	22.4	42.2	42.2	20.6	27.2	27.2	15.0	21.6	21.6
Volume/Cap:	0.85	0.72	0.72	0.72	0.85	0.85	0.85	0.75	0.75	0.75	0.85	0.85
Delay/Veh:	64.3	35.0	35.0	53.5	41.5	41.5	68.2	46.9	46.9	63.7	57.8	57.8
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:	64.3	35.0	35.0	53.5	41.5	41.5	68.2	46.9	46.9	63.7	57.8	57.8
LOS by Move:	E	C-	C-	D-	D	D	E	D	D	E	E+	E+
HCM2kAvgQ:	14	17	17	10	22	22	9	10	10	8	13	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	46	353	11	12	775	168	66	74	24	43	278	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	353	11	12	775	168	66	74	24	43	278	24
Added Vol:	0	1	0	0	0	0	0	12	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	354	11	12	775	168	66	86	24	43	316	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	354	11	12	775	168	66	86	24	43	316	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	354	11	12	775	168	66	86	24	43	316	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	354	11	12	775	168	66	86	24	43	316	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.78	0.22	0.11	0.83	0.06
Final Sat.:	403	3101	96	45	2921	633	1750	1407	393	196	1444	110

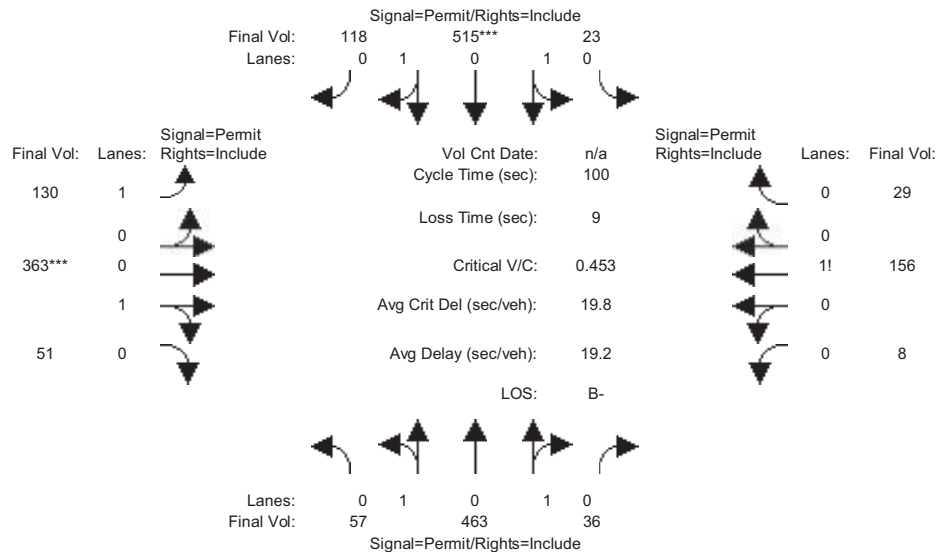
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.27	0.27	0.04	0.06	0.06	0.22	0.22	0.22
Crit Moves:					****						****	
Green Time:	49.9	49.9	49.9	49.9	49.9	49.9	41.1	41.1	41.1	41.1	41.1	41.1
Volume/Cap:	0.23	0.23	0.23	0.53	0.53	0.53	0.09	0.15	0.15	0.53	0.53	0.53
Delay/Veh:	14.3	14.3	14.3	17.4	17.4	17.4	18.1	18.5	18.5	22.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	17.4	17.4	17.4	18.1	18.5	18.5	22.9	22.9	22.9
LOS by Move:	B	B	B	B	B	B	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	4	4	4	10	10	10	1	2	2	10	10	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	463	36	23	514	118	130	328	51	8	143	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	463	36	23	514	118	130	328	51	8	143	29
Added Vol:	0	0	0	0	1	0	0	35	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	463	36	23	515	118	130	363	51	8	156	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	463	36	23	515	118	130	363	51	8	156	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	463	36	23	515	118	130	363	51	8	156	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	463	36	23	515	118	130	363	51	8	156	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.88	0.12	0.04	0.81	0.15
Final Sat.:	369	2998	233	126	2826	648	1750	1578	222	73	1415	263

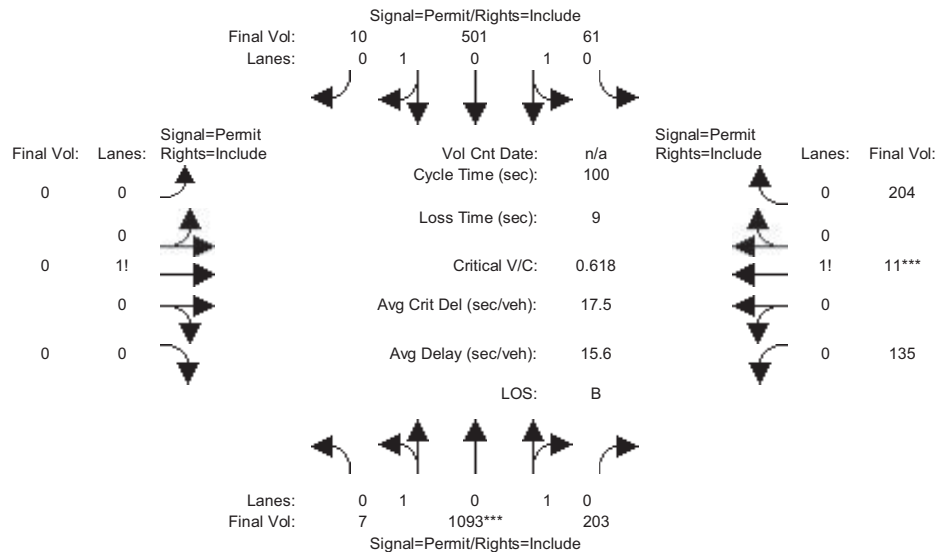
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.07	0.23	0.23	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	50.8	50.8	50.8	50.8	50.8	50.8
Volume/Cap:	0.38	0.38	0.38	0.45	0.45	0.45	0.15	0.45	0.45	0.22	0.22	0.22
Delay/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	13.2	16.1	16.1	13.7	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	22.1	22.1	22.1	13.2	16.1	16.1	13.7	13.7	13.7
LOS by Move:	C+	C+	C+	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	7	7	7	2	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #42: Alma St / Hamilton Ave



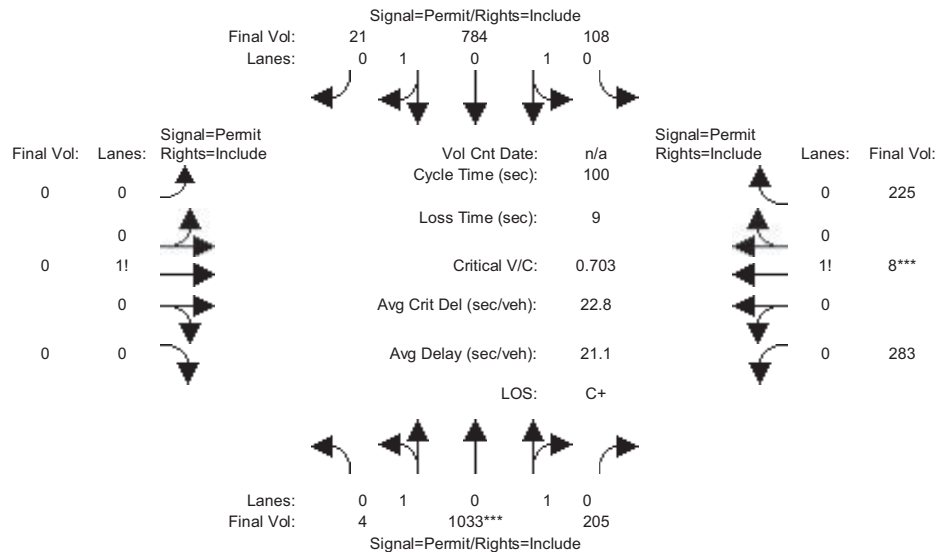
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1081	203	49	497	10	0	0	0	135	11	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1081	203	49	497	10	0	0	0	135	11	166
Added Vol:	0	12	0	12	4	0	0	0	0	0	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1093	203	61	501	10	0	0	0	135	11	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1093	203	61	501	10	0	0	0	135	11	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1093	203	61	501	10	0	0	0	135	11	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	7	1093	203	61	501	10	0	0	0	135	11	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.68	0.31	0.21	1.76	0.03	0.00	1.00	0.00	0.39	0.03	0.58
Final Sat.:	19	3020	561	384	3153	63	0	1750	0	675	55	1020
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.16	0.16	0.16	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	****											
Green Time:	58.6	58.6	58.6	58.6	58.6	58.6	0.0	0.0	0.0	32.4	32.4	32.4
Volume/Cap:	0.62	0.62	0.62	0.27	0.27	0.27	0.00	0.00	0.00	0.62	0.62	0.62
Delay/Veh:	14.0	14.0	14.0	10.3	10.3	10.3	0.0	0.0	0.0	30.6	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	10.3	10.3	10.3	0.0	0.0	0.0	30.6	30.6	30.6
LOS by Move:	B	B	B	B+	B+	B+	A	A	A	C	C	C
HCM2kAvgQ:	14	14	14	4	4	4	0	0	0	10	10	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #42: Alma St / Hamilton Ave



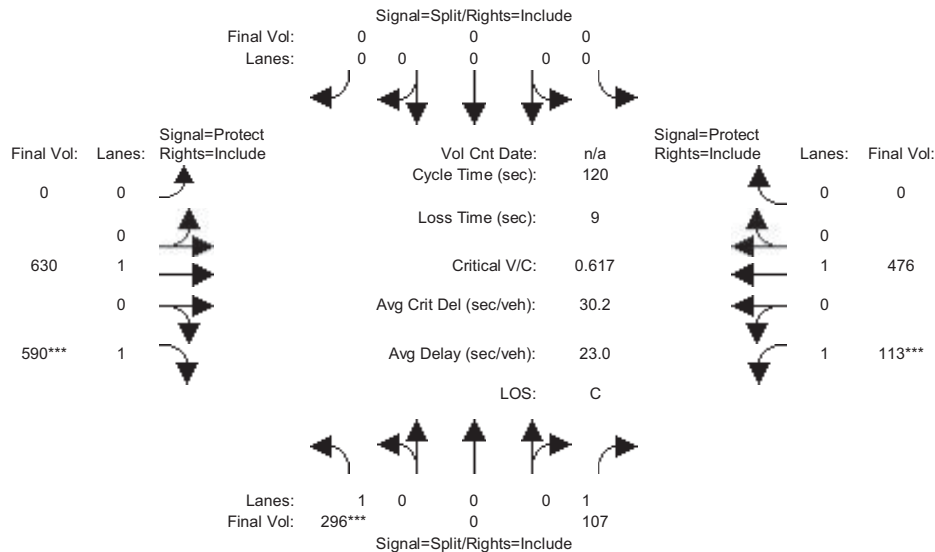
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1029	205	73	773	21	0	0	0	283	8	212
Added Vol:	0	4	0	35	11	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1033	205	108	784	21	0	0	0	283	8	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1033	205	108	784	21	0	0	0	283	8	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1033	205	108	784	21	0	0	0	283	8	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1033	205	108	784	21	0	0	0	283	8	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.24	1.72	0.04	0.00	1.00	0.00	0.55	0.01	0.44
Final Sat.:	12	2994	594	426	3091	83	0	1750	0	960	27	763
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.25	0.25	0.25	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****											
Green Time:	49.1	49.1	49.1	49.1	49.1	49.1	0.0	0.0	0.0	41.9	41.9	41.9
Volume/Cap:	0.70	0.70	0.70	0.52	0.52	0.52	0.00	0.00	0.00	0.70	0.70	0.70
Delay/Veh:	21.1	21.1	21.1	17.6	17.6	17.6	0.0	0.0	0.0	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	21.1	21.1	17.6	17.6	17.6	0.0	0.0	0.0	27.0	27.0	27.0
LOS by Move:	C+	C+	C+	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	16	16	16	10	10	10	0	0	0	14	14	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #43: University Dr / Santa Cruz Avenue

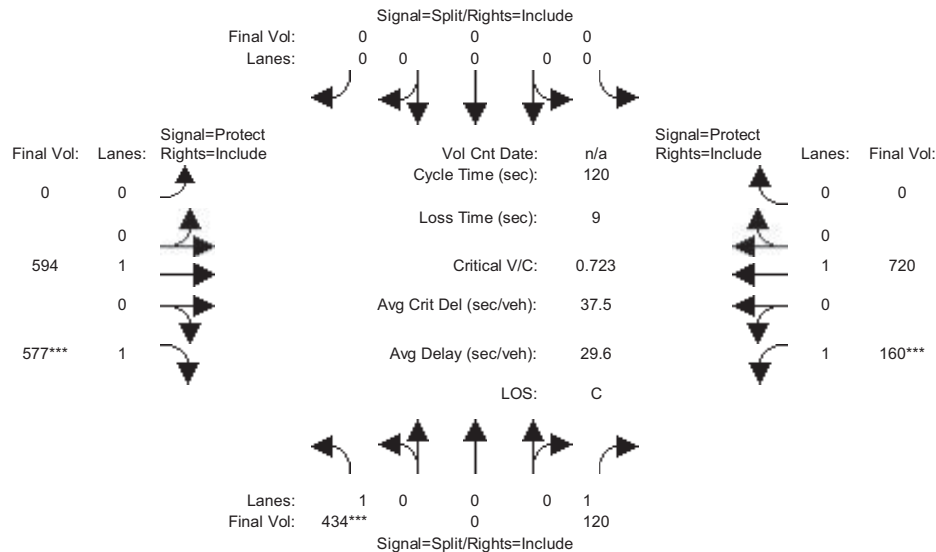


Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	0	107	0	0	0	0	628	587	113	475	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:	290	0	107	0	0	0	0	628	587	113	475	0
Added Vol:	6	0	0	0	0	0	0	2	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	107	0	0	0	0	630	590	113	476	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:	296	0	107	0	0	0	0	630	590	113	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	107	0	0	0	0	630	590	113	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	0	107	0	0	0	0	630	590	113	476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.34	0.06	0.25	0.00
Crit Moves:	***								***	***		
Green Time:	32.9	0.0	32.9	0.0	0.0	0.0	0.0	65.6	65.6	12.6	78.1	0.0
Volume/Cap:	0.62	0.00	0.22	0.00	0.00	0.00	0.00	0.61	0.62	0.62	0.38	0.00
Delay/Veh:	40.5	0.0	33.9	0.0	0.0	0.0	0.0	19.5	19.9	57.7	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	0.0	33.9	0.0	0.0	0.0	0.0	19.5	19.9	57.7	10.0	0.0
LOS by Move:	D	A	C-	A	A	A	A	B-	B-	E+	A	A
HCM2kAvgQ:	11	0	3	0	0	0	0	16	16	5	8	0
Note: Queue reported is the number of cars per lane.												

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Intersection #43: University Dr / Santa Cruz Avenue



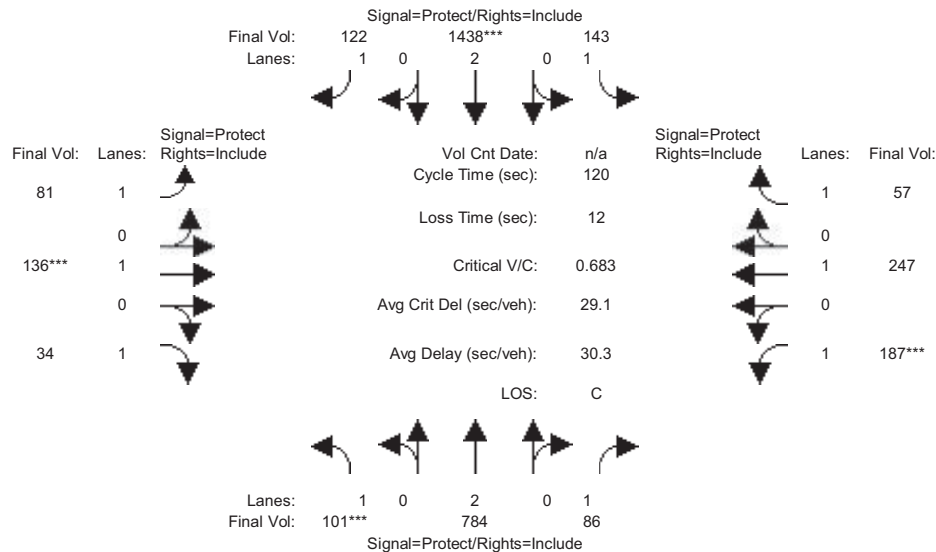
Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	431	0	120	0	0	0	0	593	571	160	718	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:	431	0	120	0	0	0	0	593	571	160	718	0
Added Vol:	3	0	0	0	0	0	0	1	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	0	120	0	0	0	0	594	577	160	720	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:	434	0	120	0	0	0	0	594	577	160	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	0	120	0	0	0	0	594	577	160	720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	434	0	120	0	0	0	0	594	577	160	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.00	0.00	0.31	0.33	0.09	0.38	0.00
Crit Moves:	***								***	***		
Green Time:	41.1	0.0	41.1	0.0	0.0	0.0	0.0	54.7	54.7	15.2	69.9	0.0
Volume/Cap:	0.72	0.00	0.20	0.00	0.00	0.00	0.00	0.69	0.72	0.72	0.65	0.00
Delay/Veh:	38.8	0.0	28.0	0.0	0.0	0.0	0.0	28.2	29.8	61.6	18.3	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:	38.8	0.0	28.0	0.0	0.0	0.0	0.0	28.2	29.8	61.6	18.3	0.0
LOS by Move:	D+	A	C	A	A	A	A	C	C	E	B-	A
HCM2kAvgQ:	16	0	3	0	0	0	0	18	19	8	18	0

Note: Queue reported is the number of cars per lane.

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Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	754	86	143	1344	122	81	136	34	187	247	57
Added Vol:	0	30	0	0	94	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	784	86	143	1438	122	81	136	34	187	247	57
User Adj:	1.00	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:	101	784	86	143	1438	122	81	136	34	187	247	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	784	86	143	1438	122	81	136	34	187	247	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	784	86	143	1438	122	81	136	34	187	247	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

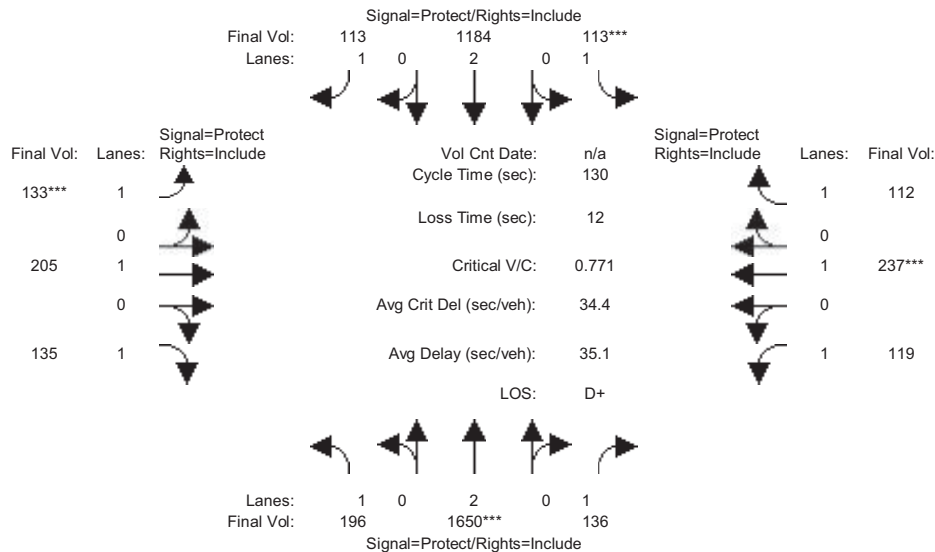
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.05	0.08	0.38	0.07	0.05	0.07	0.02	0.11	0.13	0.03
Crit Moves:	***				****			****		****		
Green Time:	10.1	54.9	54.9	21.7	66.5	66.5	9.7	12.6	12.6	18.8	21.6	21.6
Volume/Cap:	0.68	0.45	0.11	0.45	0.68	0.13	0.57	0.68	0.19	0.68	0.72	0.18
Delay/Veh:	65.7	22.4	18.6	44.8	20.1	12.9	58.7	61.1	49.5	54.7	53.6	41.9
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:	65.7	22.4	18.6	44.8	20.1	12.9	58.7	61.1	49.5	54.7	53.6	41.9
LOS by Move:	E	C+	B-	D	C+	B	E+	E	D	D-	D-	D
HCM2kAvgQ:	4	10	2	5	18	2	4	6	1	8	10	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1563	136	113	1151	113	133	205	135	119	237	112
Added Vol:	0	87	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1650	136	113	1184	113	133	205	135	119	237	112
User Adj:	1.00	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:	196	1650	136	113	1184	113	133	205	135	119	237	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1650	136	113	1184	113	133	205	135	119	237	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1650	136	113	1184	113	133	205	135	119	237	112

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

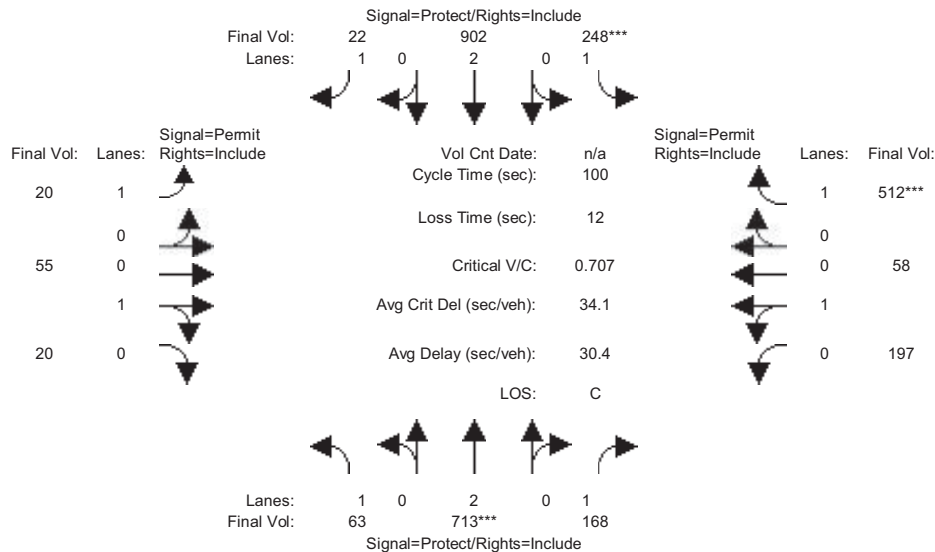
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.08	0.06	0.31	0.06	0.08	0.11	0.08	0.07	0.12	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	73.2	73.2	10.9	61.9	61.9	12.8	20.8	20.8	13.1	21.0	21.0
Volume/Cap:	0.65	0.77	0.14	0.77	0.65	0.14	0.77	0.68	0.48	0.68	0.77	0.40
Delay/Veh:	55.4	23.7	13.5	80.1	26.8	19.1	76.1	57.4	51.0	66.4	63.5	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:	55.4	23.7	13.5	80.1	26.8	19.1	76.1	57.4	51.0	66.4	63.5	49.7
LOS by Move:	E+	C	B	F	C	B-	E-	E+	D-	E	E	D
HCM2kAvgQ:	8	25	3	5	17	3	7	9	6	6	11	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	712	168	247	901	22	20	55	20	197	58	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	712	168	247	901	22	20	55	20	197	58	510
Added Vol:	0	1	0	1	1	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	713	168	248	902	22	20	55	20	197	58	512
User Adj:	1.00	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:	63	713	168	248	902	22	20	55	20	197	58	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	713	168	248	902	22	20	55	20	197	58	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	713	168	248	902	22	20	55	20	197	58	512

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1391	409	1750

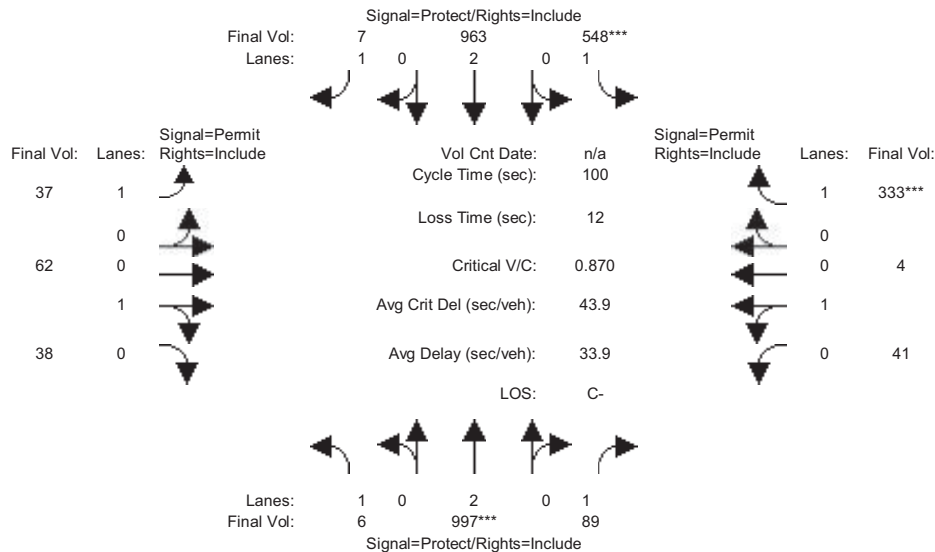
Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.10	0.14	0.24	0.01	0.01	0.04	0.04	0.14	0.14	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.6	26.5	26.5	20.1	36.0	36.0	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.34	0.71	0.36	0.71	0.66	0.03	0.03	0.10	0.10	0.34	0.34	0.71
Delay/Veh:	42.5	35.5	30.3	43.7	28.1	20.8	17.4	18.0	18.0	20.3	20.3	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	35.5	30.3	43.7	28.1	20.8	17.4	18.0	18.0	20.3	20.3	27.5
LOS by Move:	D	D+	C	D	C	C+	B	B	B	C+	C+	C
HCM2kAvgQ:	2	10	4	7	11	0	0	1	1	6	6	15

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			

Volume Module:												
Base Vol:	6	996	89	546	962	7	37	62	38	41	4	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	996	89	546	962	7	37	62	38	41	4	332
Added Vol:	0	1	0	2	1	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	997	89	548	963	7	37	62	38	41	4	333
User Adj:	1.00	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:	6	997	89	548	963	7	37	62	38	41	4	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	997	89	548	963	7	37	62	38	41	4	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	997	89	548	963	7	37	62	38	41	4	333

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1640	160	1750

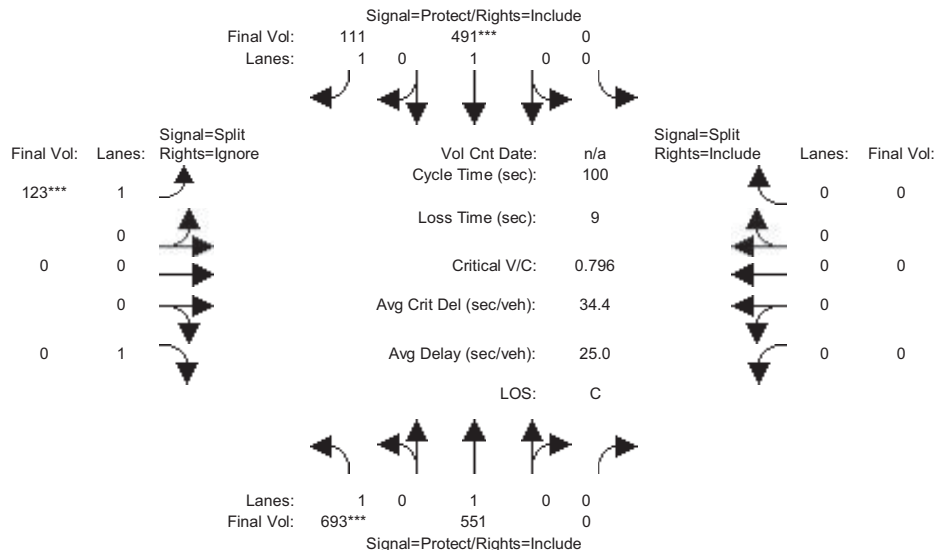
Capacity Analysis Module:													
Vol/Sat:	0.00	0.26	0.05	0.31	0.25	0.00	0.02	0.06	0.06	0.03	0.03	0.19	
Crit Moves:	****		****										****
Green Time:	14.3	30.1	30.1	36.0	51.8	51.8	21.9	21.9	21.9	21.9	21.9	21.9	
Volume/Cap:	0.02	0.87	0.17	0.87	0.49	0.01	0.10	0.25	0.25	0.11	0.11	0.87	
Delay/Veh:	36.9	40.5	25.9	42.3	15.7	11.7	31.3	32.7	32.7	31.4	31.4	56.6	
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:	36.9	40.5	25.9	42.3	15.7	11.7	31.3	32.7	32.7	31.4	31.4	56.6	
LOS by Move:	D+	D	C	D	B	B+	C	C-	C-	C	C	E+	
HCM2kAvgQ:	0	16	2	16	9	0	1	3	3	1	1	14	

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #46: Middlefield Rd / Ravenswood Ave



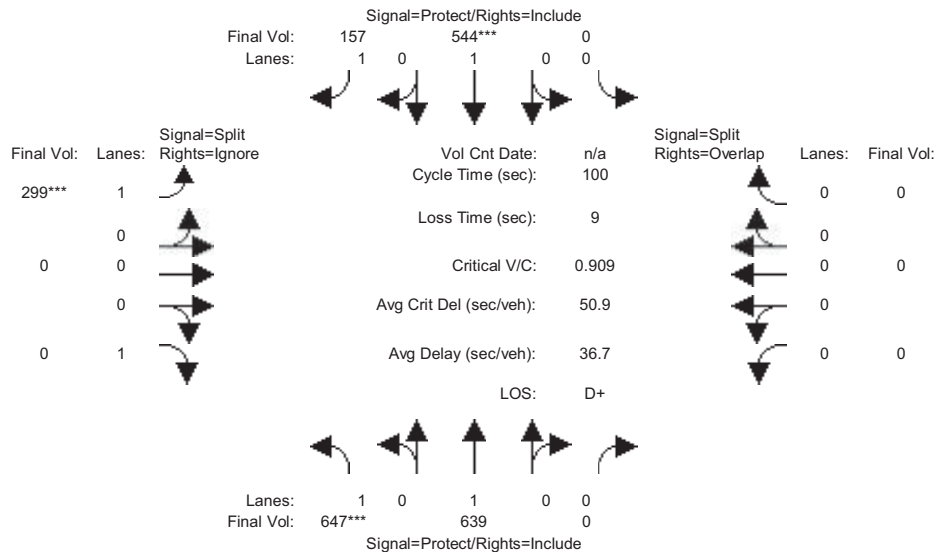
Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:												
Base Vol:	691	551	0	0	490	95	118	0	680	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:	691	551	0	0	490	95	118	0	680	0	0	0
Added Vol:	2	0	0	0	1	16	5	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	693	551	0	0	491	111	123	0	681	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	693	551	0	0	491	111	123	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	693	551	0	0	491	111	123	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	693	551	0	0	491	111	123	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:												
Vol/Sat:	0.40	0.29	0.00	0.00	0.26	0.06	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	49.0	81.0	0.0	0.0	32.0	32.0	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.81	0.36	0.00	0.00	0.81	0.20	0.70	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	27.3	2.7	0.0	0.0	39.1	24.9	55.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	2.7	0.0	0.0	39.1	24.9	55.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	D	C	E+	A	A	A	A	A
HCM2kAvgQ:	19	4	0	0	16	3	4	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #46: Middlefield Rd / Ravenswood Ave



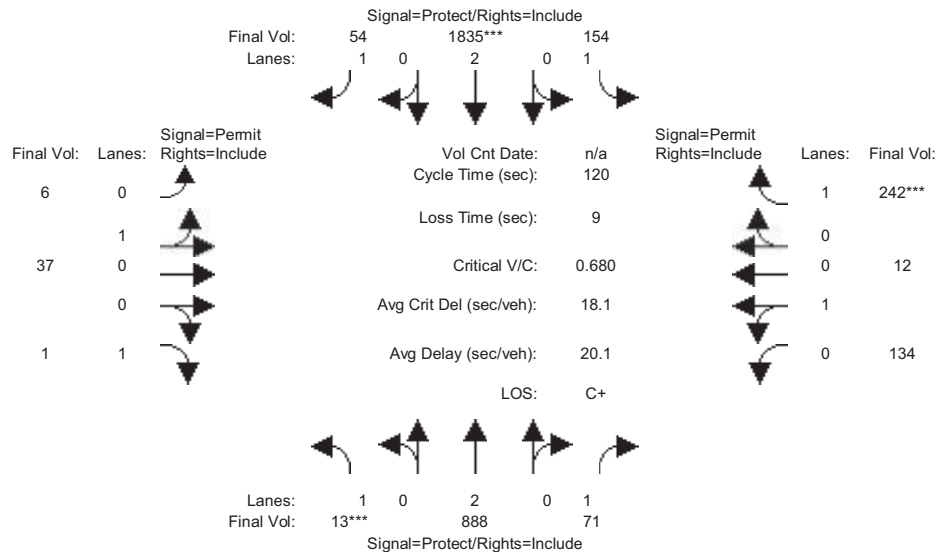
Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	646	638	0	0	544	151	284	0	803	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:	646	638	0	0	544	151	284	0	803	0	0	0
Added Vol:	1	1	0	0	0	6	15	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	639	0	0	544	157	299	0	805	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	647	639	0	0	544	157	299	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	639	0	0	544	157	299	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	647	639	0	0	544	157	299	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.34	0.00	0.00	0.29	0.09	0.17	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	40.7	72.2	0.0	0.0	31.5	31.5	18.8	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.91	0.47	0.00	0.00	0.91	0.28	0.91	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	43.5	6.1	0.0	0.0	50.7	26.1	67.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	6.1	0.0	0.0	50.7	26.1	67.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	C	E	A	A	A	A	A
HCM2kAvgQ:	20	8	0	0	20	4	10	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
Growth Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Added Vol:	0	24	0	0	77	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	888	71	154	1835	54	6	37	1	134	12	242
User Adj:	1.00	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	888	71	154	1835	54	6	37	1	134	12	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	888	71	154	1835	54	6	37	1	134	12	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	888	71	154	1835	54	6	37	1	134	12	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	251	1549	1750	1652	148	1750

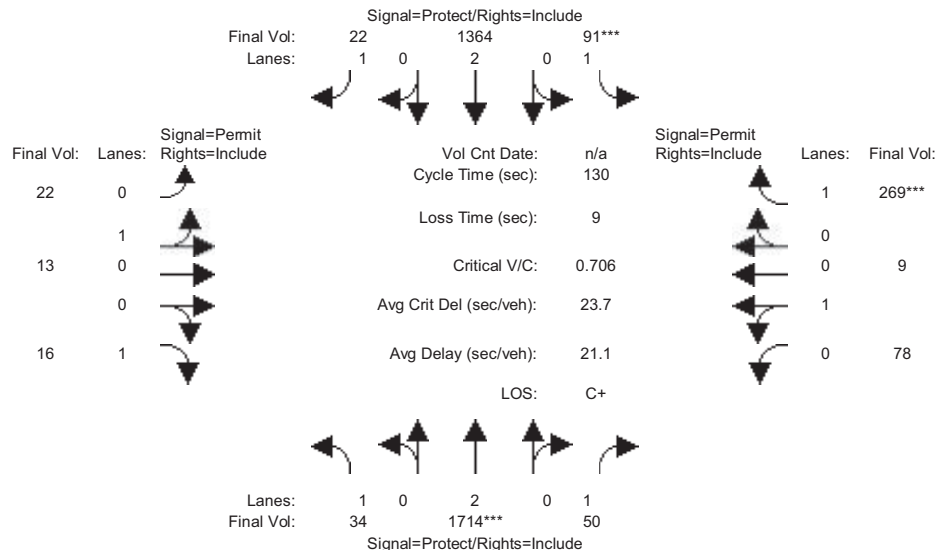
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.09	0.48	0.03	0.02	0.02	0.00	0.08	0.08	0.14
Crit Moves:	***			***								***
Green Time:	7.0	63.8	63.8	24.0	80.8	80.8	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.13	0.44	0.08	0.44	0.72	0.05	0.12	0.12	0.00	0.42	0.42	0.72
Delay/Veh:	54.2	17.3	13.7	43.0	13.3	6.6	40.2	40.2	39.1	43.4	43.4	52.5
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:	54.2	17.3	13.7	43.0	13.3	6.6	40.2	40.2	39.1	43.4	43.4	52.5
LOS by Move:	D-	B	B	D	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	0	10	1	6	22	1	1	1	0	5	5	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real			Encinal Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1643	50	91	1337	22	22	13	16	78	9	269
Added Vol:	0	71	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1714	50	91	1364	22	22	13	16	78	9	269
User Adj:	1.00	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	1714	50	91	1364	22	22	13	16	78	9	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1714	50	91	1364	22	22	13	16	78	9	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1714	50	91	1364	22	22	13	16	78	9	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1614	186	1750

Capacity Analysis Module:

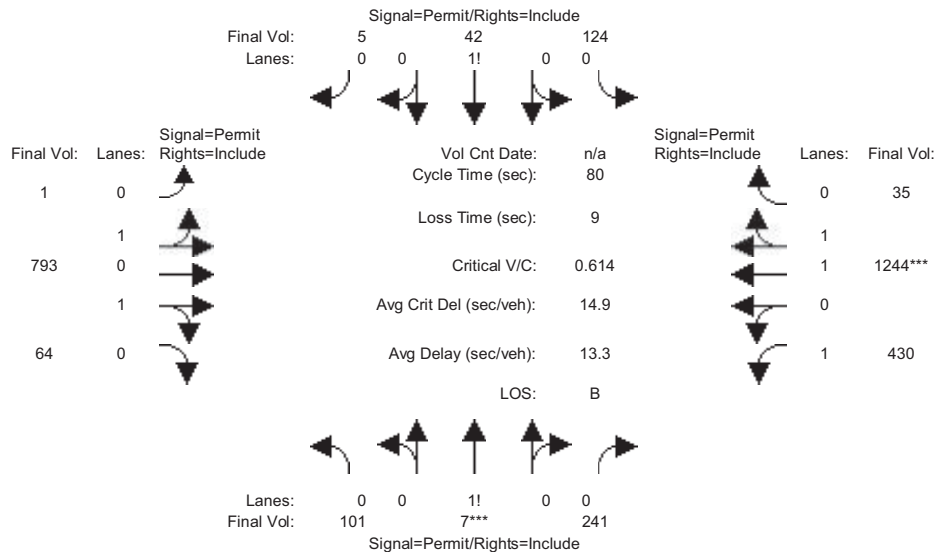
Vol/Sat:	0.02	0.45	0.03	0.05	0.36	0.01	0.02	0.02	0.01	0.05	0.05	0.15
Crit Moves:	****			****						****		
Green Time:	12.1	83.1	83.1	9.6	80.6	80.6	28.3	28.3	28.3	28.3	28.3	28.3
Volume/Cap:	0.21	0.71	0.04	0.71	0.58	0.02	0.09	0.09	0.04	0.22	0.22	0.71
Delay/Veh:	55.2	16.4	8.7	75.2	15.0	9.5	40.7	40.7	40.2	42.1	42.1	52.9
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:	55.2	16.4	8.7	75.2	15.0	9.5	40.7	40.7	40.2	42.1	42.1	52.9
LOS by Move:	E+	B	A	E-	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	21	1	5	16	0	1	1	1	3	3	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	7	240	124	42	5	1	785	64	428	1220	35
Added Vol:	0	0	1	0	0	0	0	8	0	2	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	7	241	124	42	5	1	793	64	430	1244	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	7	241	124	42	5	1	793	64	430	1244	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	7	241	124	42	5	1	793	64	430	1244	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	7	241	124	42	5	1	793	64	430	1244	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.72	0.25	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	506	35	1208	1269	430	51	4	3327	269	1750	3599	101

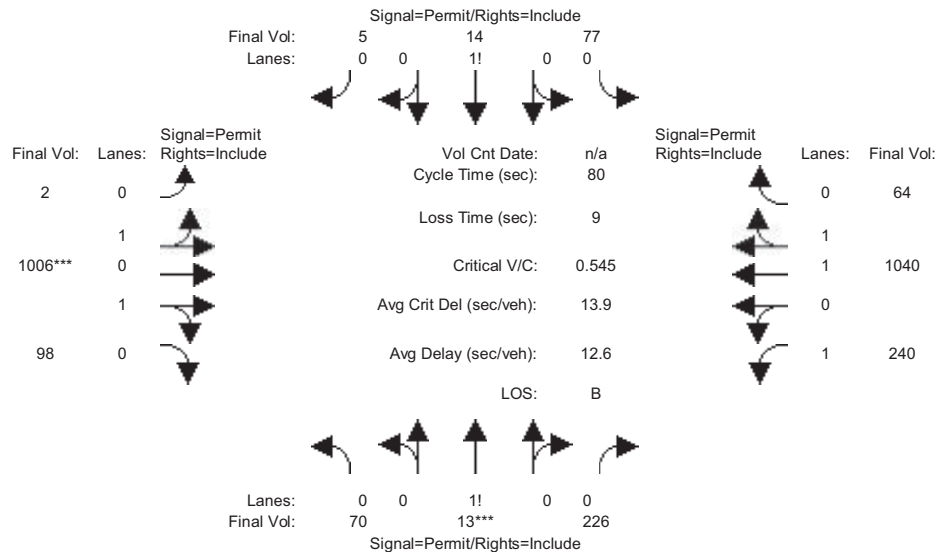
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.24	0.24	0.24	0.25	0.35	0.35
Crit Moves:	****									****		
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.30	0.42	0.42	0.42	0.44	0.61	0.61
Delay/Veh:	24.8	24.8	24.8	20.5	20.5	20.5	10.2	10.2	10.2	10.4	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:	24.8	24.8	24.8	20.5	20.5	20.5	10.2	10.2	10.2	10.4	12.2	12.2
LOS by Move:	C	C	C	C+	C+	C+	B+	B+	B+	B+	B	B
HCM2kAvgQ:	9	9	9	4	4	4	7	7	7	7	11	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	13	224	77	14	5	2	984	98	239	1032	64
Added Vol:	0	0	2	0	0	0	0	22	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	13	226	77	14	5	2	1006	98	240	1040	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	13	226	77	14	5	2	1006	98	240	1040	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	13	226	77	14	5	2	1006	98	240	1040	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	13	226	77	14	5	2	1006	98	240	1040	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.82	0.17	1.00	1.88	0.12
Final Sat.:	396	74	1280	1404	255	91	7	3275	319	1750	3485	214

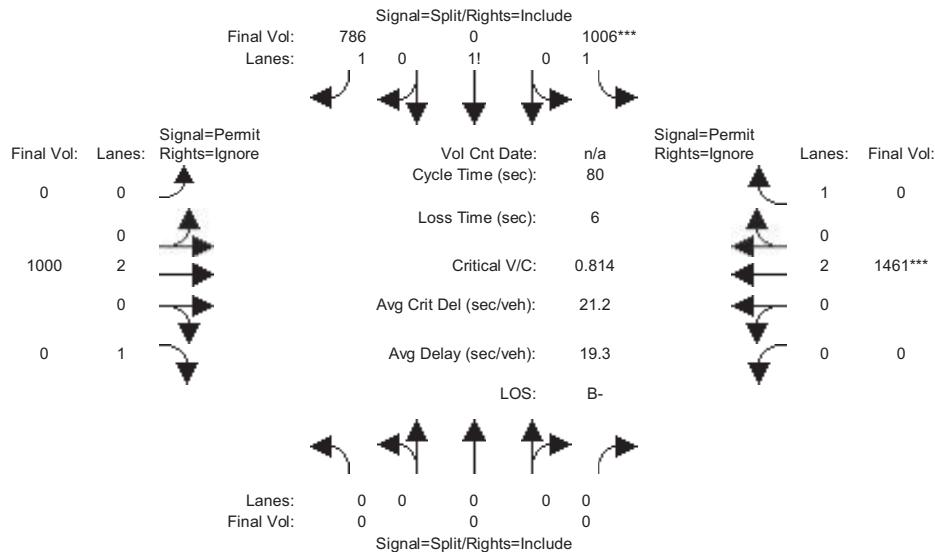
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.31	0.31	0.31	0.14	0.30	0.30
Crit Moves:	****						****					
Green Time:	25.9	25.9	25.9	25.9	25.9	25.9	45.1	45.1	45.1	45.1	45.1	45.1
Volume/Cap:	0.55	0.55	0.55	0.17	0.17	0.17	0.55	0.55	0.55	0.24	0.53	0.53
Delay/Veh:	23.3	23.3	23.3	19.5	19.5	19.5	11.3	11.3	11.3	9.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	23.3	19.5	19.5	19.5	11.3	11.3	11.3	9.0	11.1	11.1
LOS by Move:	C	C	C	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	7	7	7	2	2	2	9	9	9	3	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1006	0	760	0	992	679	0	1461	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:	0	0	0	1006	0	760	0	992	679	0	1461	194
Added Vol:	0	0	0	0	0	26	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	0	786	0	1000	679	0	1461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	0	786	0	1000	0	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	0	786	0	1000	0	0	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1006	0	786	0	1000	0	0	1461	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2732	0	2518	0	3800	1750	0	3800	1750

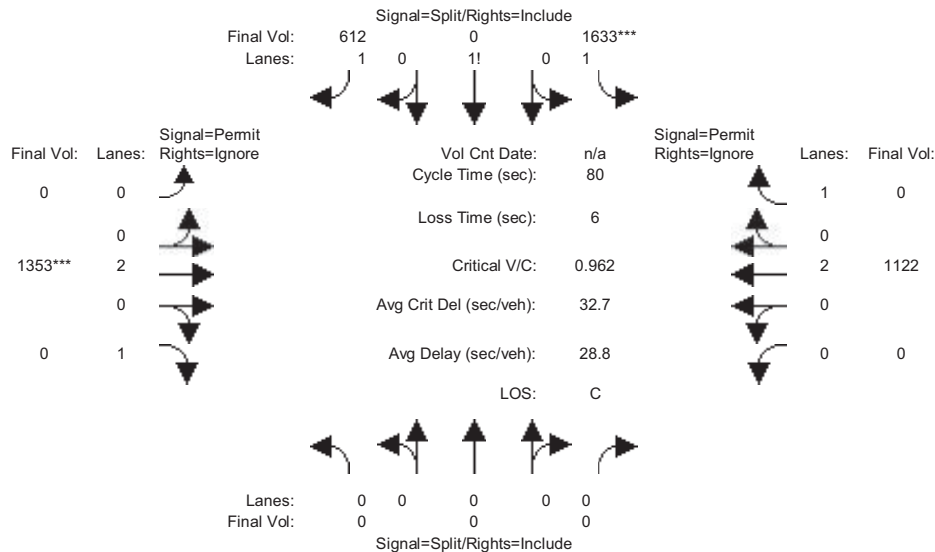
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.26	0.00	0.00	0.38	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.2	0.0	36.2	0.0	37.8	0.0	0.0	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.69	0.00	0.56	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.2	0.0	15.5	0.0	0.0	21.0	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	21.4	0.0	18.2	0.0	15.5	0.0	0.0	21.0	0.0
LOS by Move:	A	A	A	C+	A	B-	A	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	17	0	13	0	9	0	0	16	0

Note: Queue reported is the number of cars per lane.

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Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1633	0	603	0	1329	942	0	1122	349
Growth Adj:	1.00	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	1633	0	603	0	1329	942	0	1122	349
Added Vol:	0	0	0	0	0	9	0	24	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1633	0	612	0	1353	942	0	1122	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1633	0	612	0	1353	0	0	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1633	0	612	0	1353	0	0	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1633	0	612	0	1353	0	0	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.72	0.00	1.28	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3061	0	2232	0	3800	1750	0	3800	1750

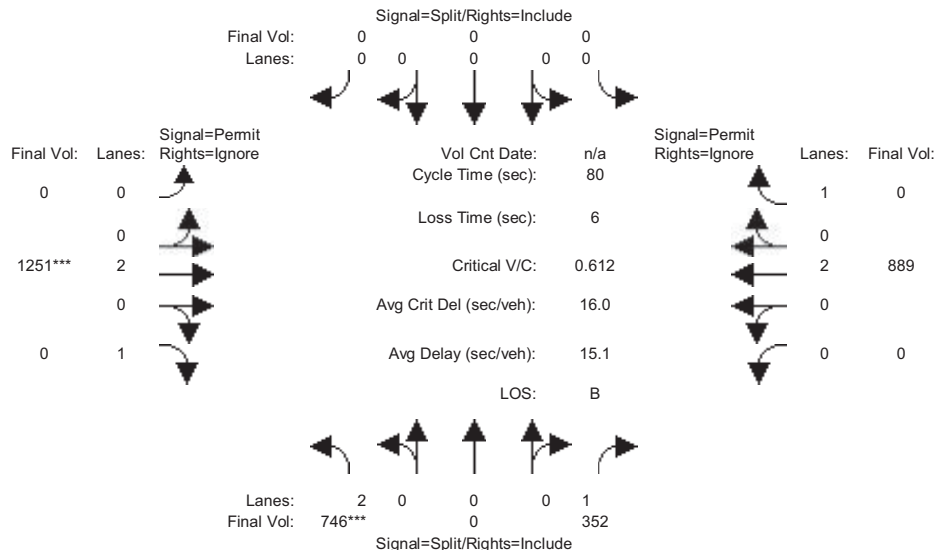
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.00	0.27	0.00	0.36	0.00	0.00	0.30	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	44.4	0.0	44.4	0.0	29.6	0.0	0.0	29.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.49	0.00	0.96	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	28.1	0.0	11.0	0.0	40.4	0.0	0.0	25.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.1	0.0	11.0	0.0	40.4	0.0	0.0	25.8	0.0
LOS by Move:	A	A	A	C	A	B+	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	31	0	8	0	20	0	0	13	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	746	0	352	0	0	0	0	1251	734	0	889	2009
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	0	352	0	0	0	0	1251	734	0	889	2009
Added Vol:	0	0	0	0	0	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	0	352	0	0	0	0	1251	742	0	889	2009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	746	0	352	0	0	0	0	1251	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	352	0	0	0	0	1251	0	0	889	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	746	0	352	0	0	0	0	1251	0	0	889	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

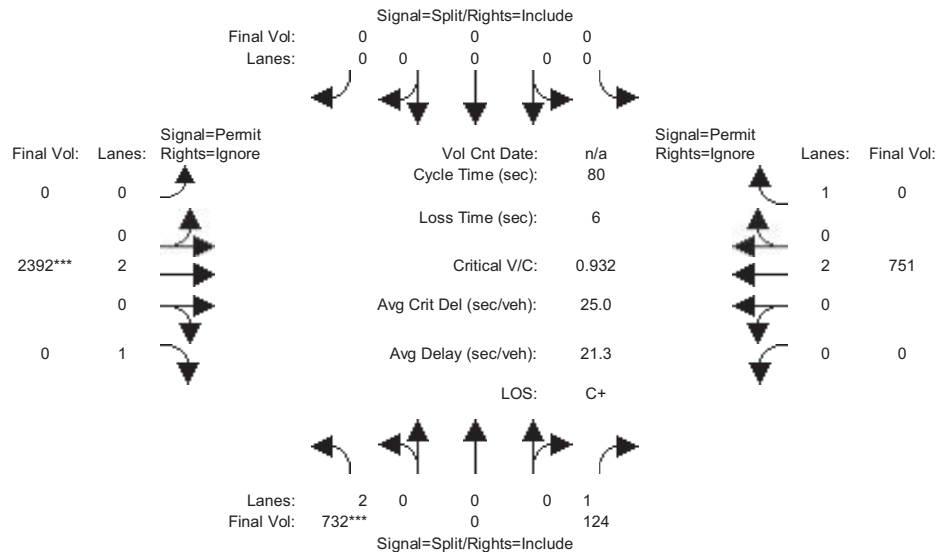
Vol/Sat:	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Crit Moves:	****							****				
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.61	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.43	0.00
Delay/Veh:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
User 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:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
LOS by Move:	C+	A	B-	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	10	0	8	0	0	0	0	10	0	0	6	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	732	0	124	0	0	0	0	2392	528	0	751	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	732	0	124	0	0	0	0	2392	528	0	751	1208
Added Vol:	0	0	0	0	0	0	0	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	732	0	124	0	0	0	0	2392	552	0	751	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	732	0	124	0	0	0	0	2392	0	0	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	732	0	124	0	0	0	0	2392	0	0	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	732	0	124	0	0	0	0	2392	0	0	751	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

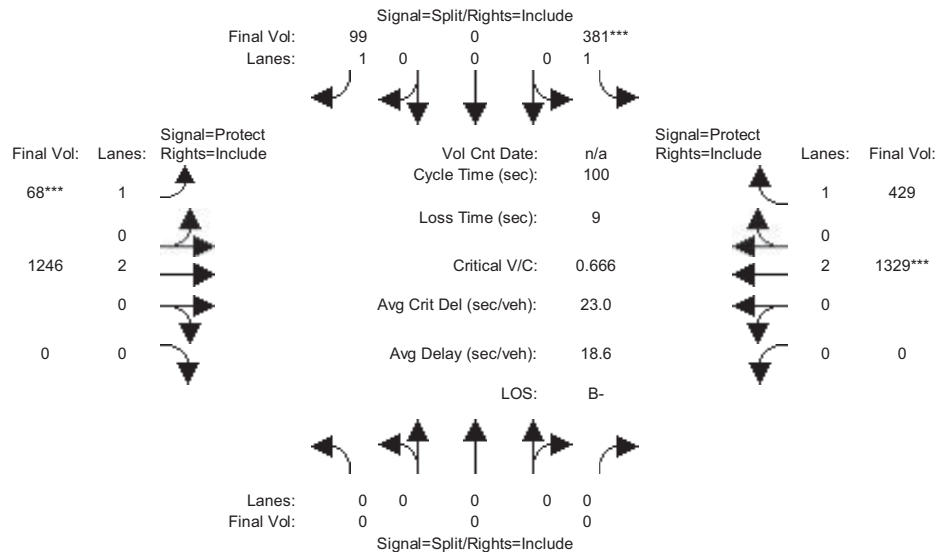
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.20	0.00
Crit Moves:	***							***				
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.93	0.00	0.28	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.29	0.00
Delay/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	15	0	3	0	0	0	0	25	0	0	4	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
Growth Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Added Vol:	0	0	0	0	0	0	0	20	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	99	68	1246	0	0	1329	429
User Adj:	1.00	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	381	0	99	68	1246	0	0	1329	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	99	68	1246	0	0	1329	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	381	0	99	68	1246	0	0	1329	429

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

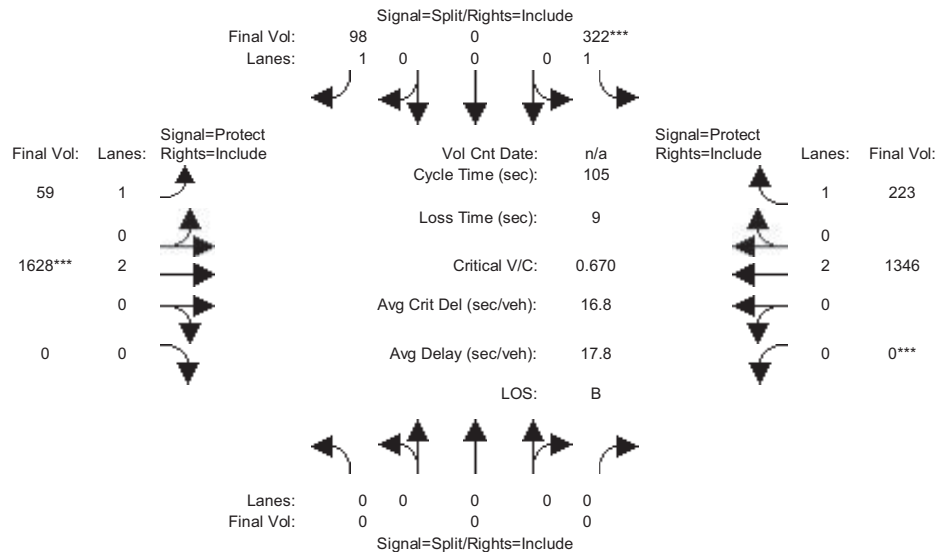
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.04	0.33	0.00	0.00	0.35	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	7.0	58.8	0.0	0.0	51.8	51.8
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.18	0.56	0.56	0.00	0.00	0.68	0.47
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	24.5	50.5	13.0	0.0	0.0	18.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.6	0.0	24.5	50.5	13.0	0.0	0.0	18.8	15.8
LOS by Move:	A	A	A	C-	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	12	0	2	2	12	0	0	16	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
Growth Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Added Vol:	0	0	0	0	0	0	0	58	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	98	59	1628	0	0	1346	223
User Adj:	1.00	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	322	0	98	59	1628	0	0	1346	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	98	59	1628	0	0	1346	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	322	0	98	59	1628	0	0	1346	223

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

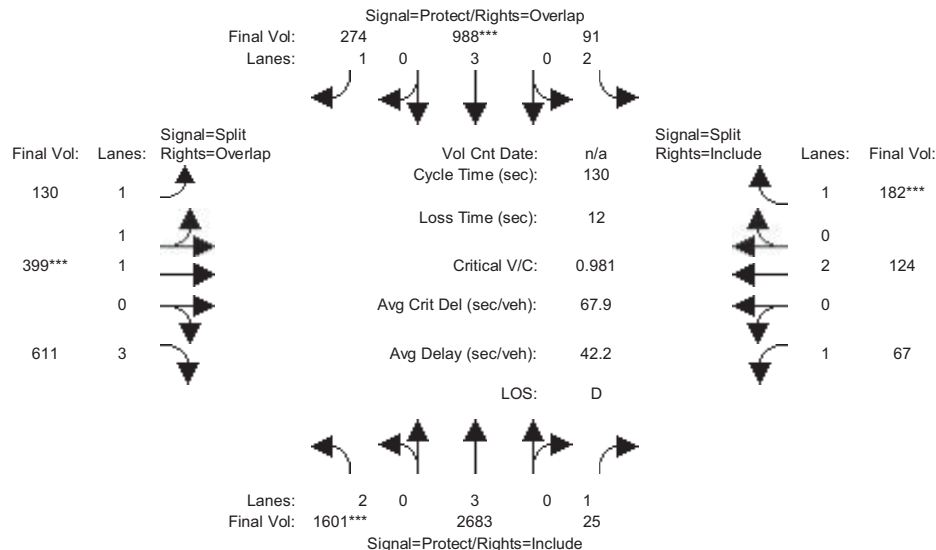
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.03	0.43	0.00	0.00	0.35	0.13
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	28.8	0.0	28.8	10.6	67.2	0.0	0.0	56.5	56.5
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.20	0.33	0.67	0.00	0.00	0.66	0.24
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	29.5	45.0	12.7	0.0	0.0	18.1	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	29.5	45.0	12.7	0.0	0.0	18.1	13.0
LOS by Move:	A	A	A	D+	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	3	2	17	0	0	16	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1567	2683	25	91	988	274	130	399	600	67	124	182
Added Vol:	34	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1601	2683	25	91	988	274	130	399	611	67	124	182
User Adj:	1.00	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:	1601	2683	25	91	988	274	130	399	611	67	124	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1601	2683	25	91	988	274	130	399	611	67	124	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1601	2683	25	91	988	274	130	399	611	67	124	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	4551	1750	3800	1750

Capacity Analysis Module:

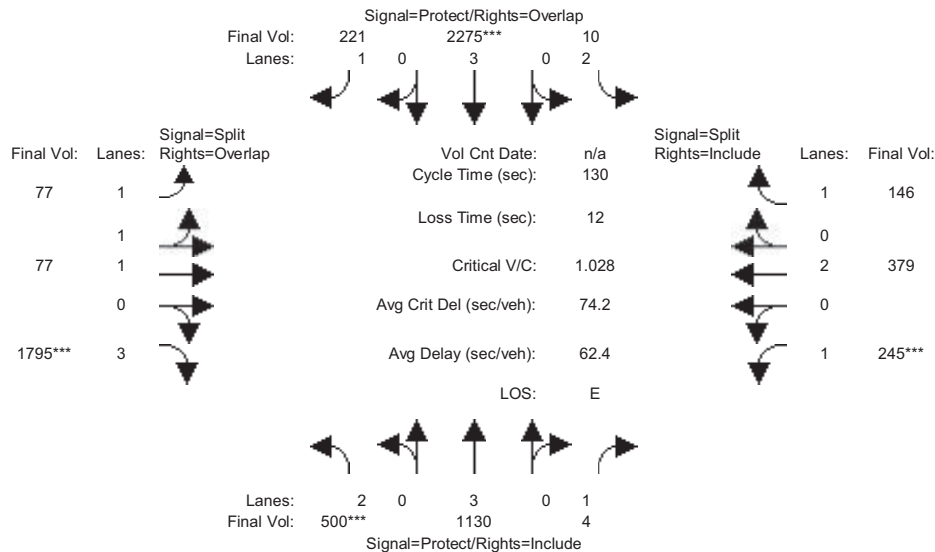
Vol/Sat:	0.51	0.47	0.01	0.03	0.17	0.16	0.07	0.11	0.13	0.04	0.03	0.10
Crit Moves:	***				***			***				***
Green Time:	67.3	81.0	81.0	9.3	23.0	36.9	13.9	13.9	81.3	13.8	13.8	13.8
Volume/Cap:	0.98	0.76	0.02	0.41	0.98	0.55	0.69	0.98	0.21	0.36	0.31	0.98
Delay/Veh:	48.6	18.4	9.4	58.9	77.1	40.9	58.8	91.7	10.6	55.2	54.1	118.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	18.4	9.4	58.9	77.1	40.9	58.8	91.7	10.6	55.2	54.1	118.3
LOS by Move:	D	B-	A	E+	E-	D	E+	F	B+	E+	D-	F
HCM2kAvgQ:	40	24	0	3	18	10	6	10	4	3	3	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Added Vol:	12	0	0	0	0	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	1130	4	10	2275	221	77	77	1795	245	379	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	1130	4	10	2275	221	77	77	1795	245	379	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1130	4	10	2275	221	77	77	1795	245	379	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	1130	4	10	2275	221	77	77	1795	245	379	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	3.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	4551	1750	3800	1750

Capacity Analysis Module:

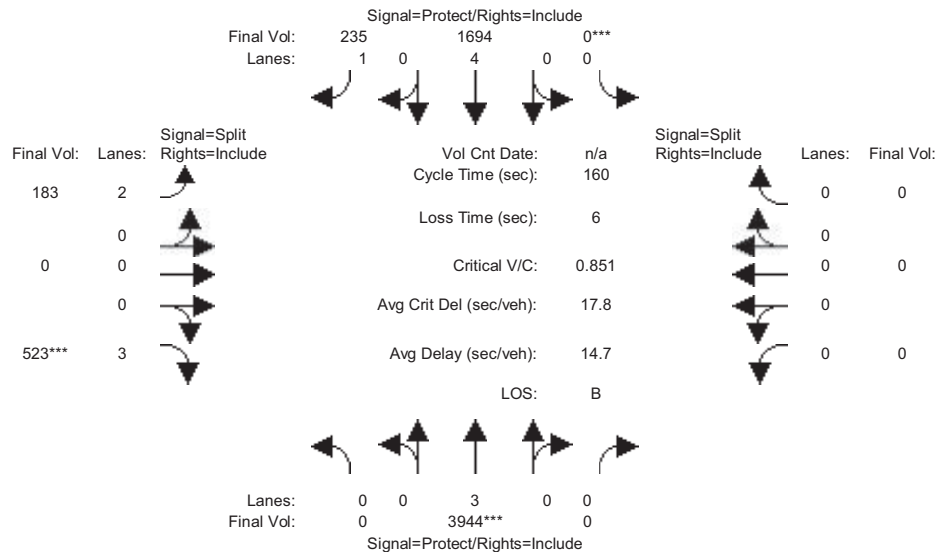
Vol/Sat:	0.16	0.20	0.00	0.00	0.40	0.13	0.03	0.03	0.39	0.14	0.10	0.08
Crit Moves:	***				***				***	***		
Green Time:	20.1	55.5	55.5	15.1	50.4	80.2	29.8	29.8	49.9	17.7	17.7	17.7
Volume/Cap:	1.03	0.46	0.01	0.03	1.03	0.20	0.12	0.12	1.03	1.03	0.73	0.61
Delay/Veh:	103.3	26.8	21.4	51.0	66.6	11.0	39.8	39.8	69.2	122.0	59.2	57.6
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:	103.3	26.8	21.4	51.0	66.6	11.0	39.8	39.8	69.2	122.0	59.2	57.6
LOS by Move:	F	C	C+	D-	E	B+	D	D	E	F	E+	E+
HCM2kAvgQ:	15	10	0	0	39	4	2	2	37	16	9	7

Note: Queue reported is the number of cars per lane.

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Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	3910	0	0	1683	235	183	0	518	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	3910	0	0	1683	235	183	0	518	0	0	0
Added Vol:	14	34	0	0	11	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3944	0	0	1694	235	183	0	523	0	0	0
User Adj:	0.00	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	3944	0	0	1694	235	183	0	523	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3944	0	0	1694	235	183	0	523	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3944	0	0	1694	235	183	0	523	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	4.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	0	5600	0	0	7600	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

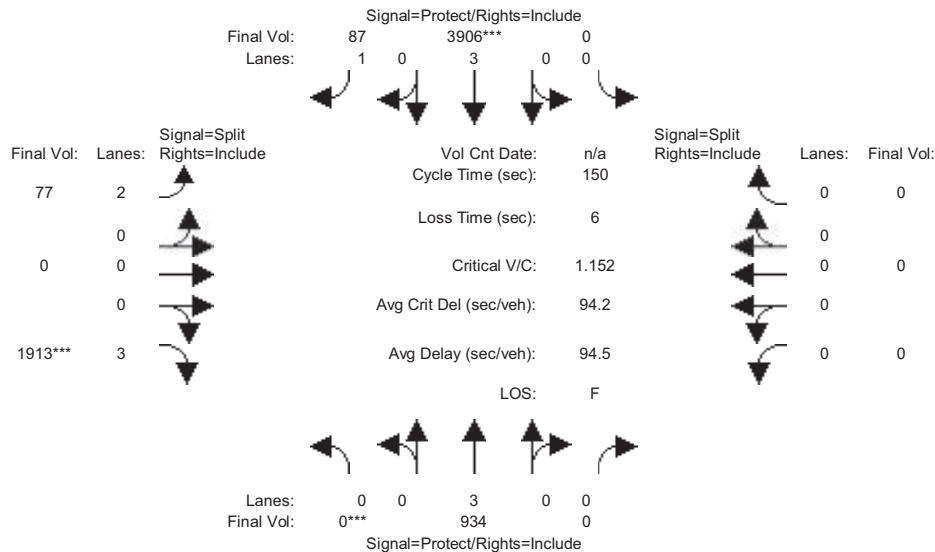
Vol/Sat:	0.00	0.70	0.00	0.00	0.22	0.13	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	132	0.0	0.0	132	132.4	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.85	0.00	0.00	0.27	0.16	0.43	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	0.0	0.0	3.1	2.8	64.2	0.0	78.6	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	9.7	0.0	0.0	3.1	2.8	64.2	0.0	78.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	0	40	0	0	4	2	5	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #53: Bayfront Expy / University Ave

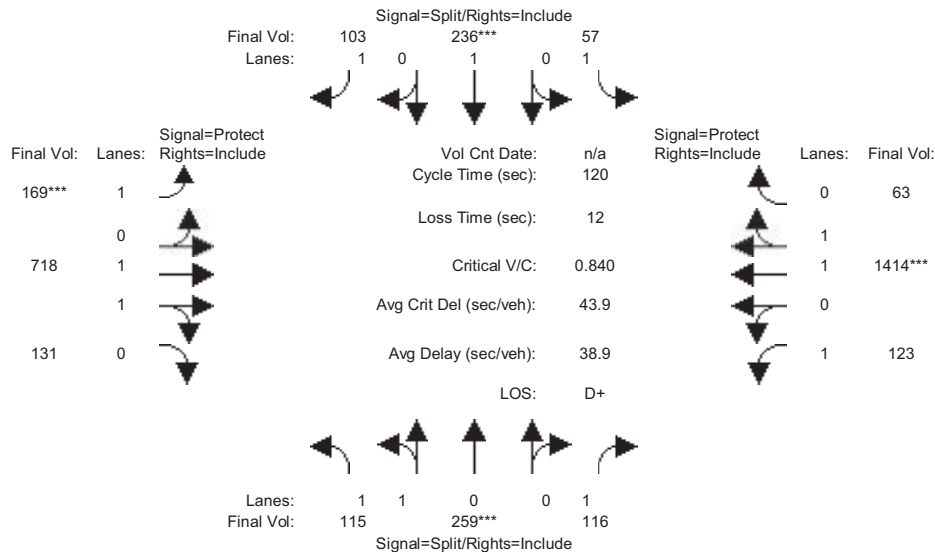


Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	922	0	0	3875	87	77	0	1900	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	922	0	0	3875	87	77	0	1900	0	0	0
Added Vol:	5	12	0	0	31	0	0	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	934	0	0	3906	87	77	0	1913	0	0	0
User Adj:	0.00	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	934	0	0	3906	87	77	0	1913	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	934	0	0	3906	87	77	0	1913	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:	0	934	0	0	3906	87	77	0	1913	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	0	5600	0	0	5700	1750	3150	0	4551	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.69	0.05	0.02	0.00	0.42	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	0.0	89.3	0.0	0.0	89.3	89.3	54.7	0.0	54.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.00	0.00	1.15	0.08	0.07	0.00	1.15	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	0.0	0.0	102	13.0	31.0	0.0	123.3	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:	0.0	14.8	0.0	0.0	102	13.0	31.0	0.0	123.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	F	B	C	A	F	A	A	A
HCM2kAvgQ:	0	7	0	0	76	2	1	0	47	0	0	0
Note: Queue reported is the number of cars per lane.												

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Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	259	116	57	236	103	169	713	131	123	1400	63
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	259	116	57	236	103	169	718	131	123	1414	63
User Adj:	1.00	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:	115	259	116	57	236	103	169	718	131	123	1414	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	116	57	236	103	169	718	131	123	1414	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	259	116	57	236	103	169	718	131	123	1414	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3129	571	1750	3542	158

Capacity Analysis Module:

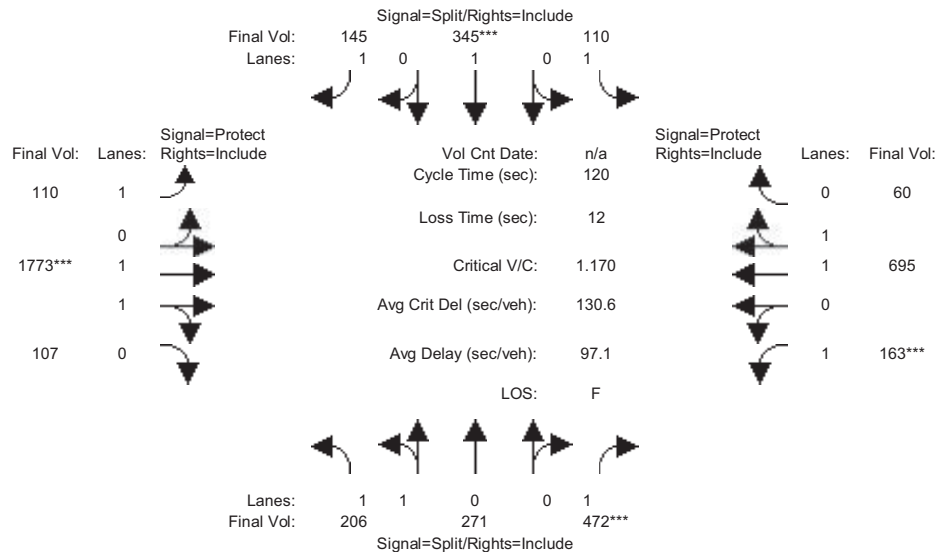
Vol/Sat:	0.07	0.14	0.07	0.03	0.12	0.06	0.10	0.23	0.23	0.07	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.5	19.5	19.5	17.7	17.7	17.7	13.8	54.2	54.2	16.6	57.0	57.0
Volume/Cap:	0.41	0.84	0.41	0.22	0.84	0.40	0.84	0.51	0.51	0.51	0.84	0.84
Delay/Veh:	45.4	62.1	46.1	45.5	69.5	47.3	77.8	23.7	23.7	49.7	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	62.1	46.1	45.5	69.5	47.3	77.8	23.7	23.7	49.7	31.3	31.3
LOS by Move:	D	E	D	D	E	D	E-	C	C	D	C	C
HCM2kAvgQ:	4	12	4	2	11	4	7	11	11	4	26	26

Note: Queue reported is the number of cars per lane.

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Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	271	472	110	345	145	110	1760	107	163	690	60
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	271	472	110	345	145	110	1773	107	163	695	60
User Adj:	1.00	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:	206	271	472	110	345	145	110	1773	107	163	695	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	271	472	110	345	145	110	1773	107	163	695	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	271	472	110	345	145	110	1773	107	163	695	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3489	211	1750	3406	294

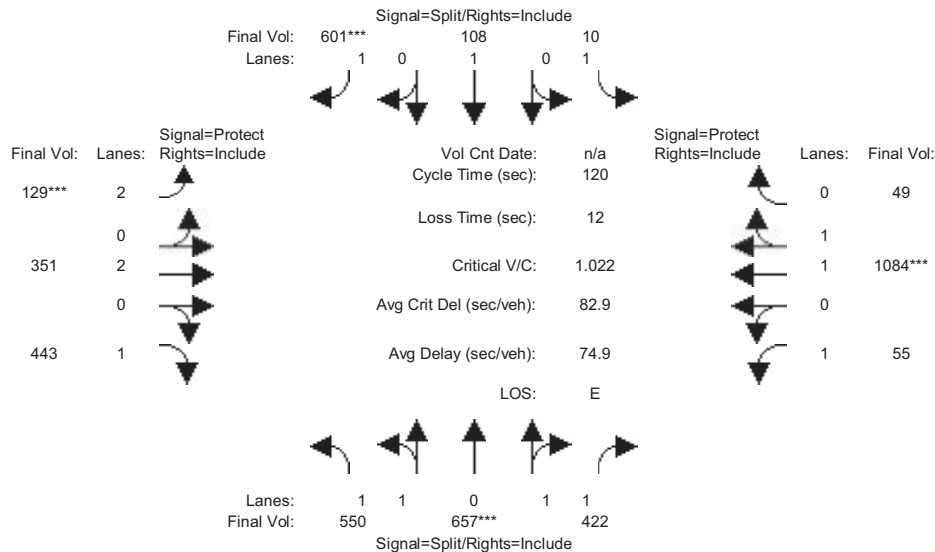
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.27	0.06	0.18	0.08	0.06	0.51	0.51	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	27.7	27.7	27.7	18.6	18.6	18.6	14.5	52.1	52.1	9.6	47.2	47.2
Volume/Cap:	0.51	0.62	1.17	0.40	1.17	0.53	0.52	1.17	1.17	1.17	0.52	0.52
Delay/Veh:	40.7	43.0	146.0	46.7	157	48.7	51.7	117	117.3	184.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	43.0	146.0	46.7	157	48.7	51.7	117	117.3	184.2	28.1	28.1
LOS by Move:	D	D	F	D	F	D	D	F	F	F	C	C
HCM2kAvgQ:	8	10	31	4	22	6	4	53	53	10	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	657	422	10	108	601	129	346	443	55	1070	49
Added Vol:	0	0	0	0	0	0	0	5	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	657	422	10	108	601	129	351	443	55	1084	49
User Adj:	1.00	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:	550	657	422	10	108	601	129	351	443	55	1084	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	657	422	10	108	601	129	351	443	55	1084	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	657	422	10	108	601	129	351	443	55	1084	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2397	2863	1839	1750	1900	1750	3150	3800	1750	1750	3540	160

Capacity Analysis Module:

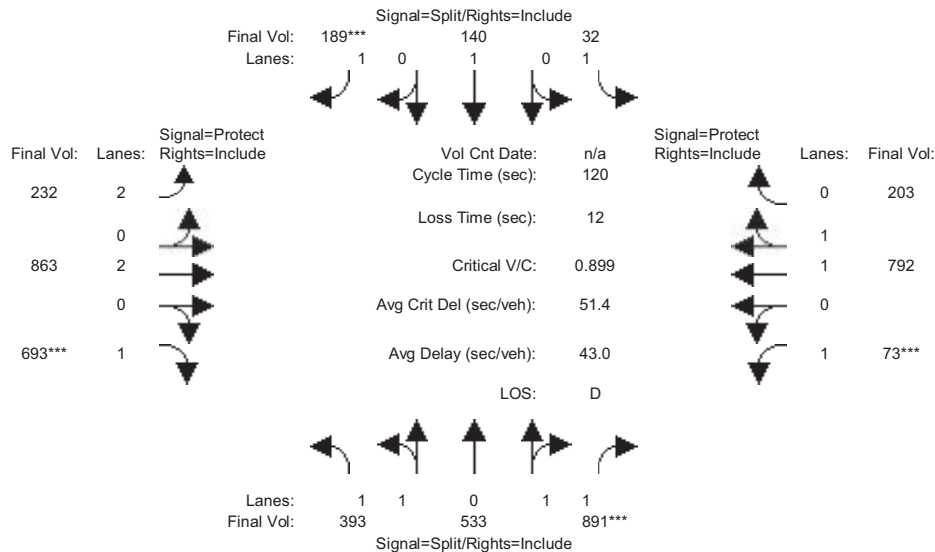
Vol/Sat:	0.23	0.23	0.23	0.01	0.06	0.34	0.04	0.09	0.25	0.03	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	26.4	26.4	39.5	39.5	39.5	7.0	34.3	34.3	7.9	35.2	35.2
Volume/Cap:	1.04	1.04	1.04	0.02	0.17	1.04	0.70	0.32	0.89	0.48	1.04	1.04
Delay/Veh:	82.2	82.2	82.2	27.2	28.8	89.9	67.0	33.9	58.2	57.2	82.1	82.1
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:	82.2	82.2	82.2	27.2	28.8	89.9	67.0	33.9	58.2	57.2	82.1	82.1
LOS by Move:	F	F	F	C	C	F	E	C-	E+	E+	F	F
HCM2kAvgQ:	23	23	23	0	3	33	4	5	20	2	25	25

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Added Vol:	0	0	0	0	0	0	0	13	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	533	891	32	140	189	232	863	693	73	792	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:	393	533	891	32	140	189	232	863	693	73	792	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	533	891	32	140	189	232	863	693	73	792	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
Final Volume:	393	533	891	32	140	189	232	863	693	73	792	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2025	3385	1750	1900	1750	3150	3800	1750	1750	2945	755

Capacity Analysis Module:

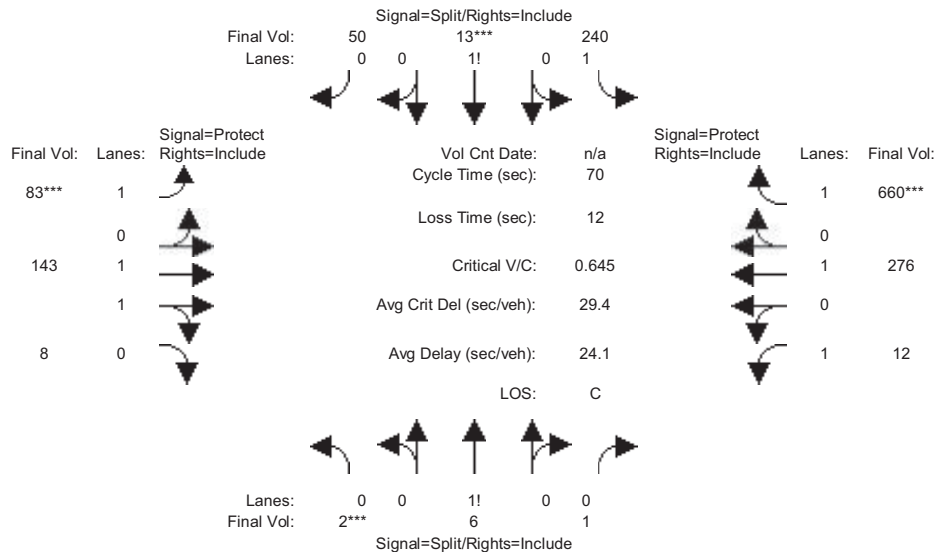
Vol/Sat:	0.22	0.26	0.26	0.02	0.07	0.11	0.07	0.23	0.40	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.7	34.7	34.7	14.2	14.2	14.2	12.7	52.1	52.1	7.0	46.4	46.4
Volume/Cap:	0.78	0.91	0.91	0.15	0.62	0.91	0.70	0.52	0.91	0.72	0.70	0.70
Delay/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	58.0	25.1	46.9	76.8	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	58.0	25.1	46.9	76.8	32.4	32.4
LOS by Move:	D	D	D	D	E+	F	E+	C	D	E-	C-	C-
HCM2kAvgQ:	16	22	22	1	6	11	6	12	30	3	16	16

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	6	1	197	13	49	79	105	8	12	208	561
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	197	13	49	79	105	8	12	208	561
Added Vol:	0	0	0	43	0	1	4	38	0	0	68	99
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	240	13	50	83	143	8	12	276	660
User Adj:	1.00	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	6	1	240	13	50	83	143	8	12	276	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	1	240	13	50	83	143	8	12	276	660
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	6	1	240	13	50	83	143	8	12	276	660

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.22	0.67	0.11	1.66	0.07	0.27	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	389	1167	194	2898	124	478	1750	3504	196	1750	1900	1750

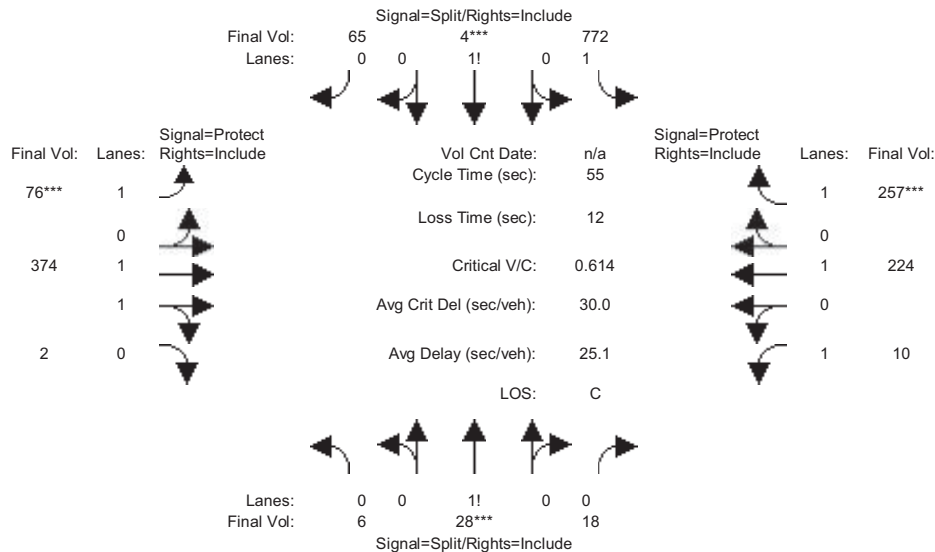
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.10	0.10	0.05	0.04	0.04	0.01	0.15	0.38
Crit Moves:	***			****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.04	0.04	0.04	0.58	0.73	0.73	0.47	0.13	0.13	0.03	0.33	0.85
Delay/Veh:	25.9	25.9	25.9	29.7	35.3	35.3	31.8	17.0	17.0	21.3	12.9	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	29.7	35.3	35.3	31.8	17.0	17.0	21.3	12.9	26.4
LOS by Move:	C	C	C	C	D+	D+	C	B	B	C+	B	C
HCM2kAvgQ:	0	0	0	4	6	6	3	1	1	0	4	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	28	18	674	4	61	74	316	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	674	4	61	74	316	2	10	182	212
Added Vol:	0	0	0	98	0	4	2	58	0	0	42	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	772	4	65	76	374	2	10	224	257
User Adj:	1.00	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:	6	28	18	772	4	65	76	374	2	10	224	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	772	4	65	76	374	2	10	224	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	28	18	772	4	65	76	374	2	10	224	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.85	0.01	0.14	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3235	15	250	1750	3680	20	1750	1900	1750

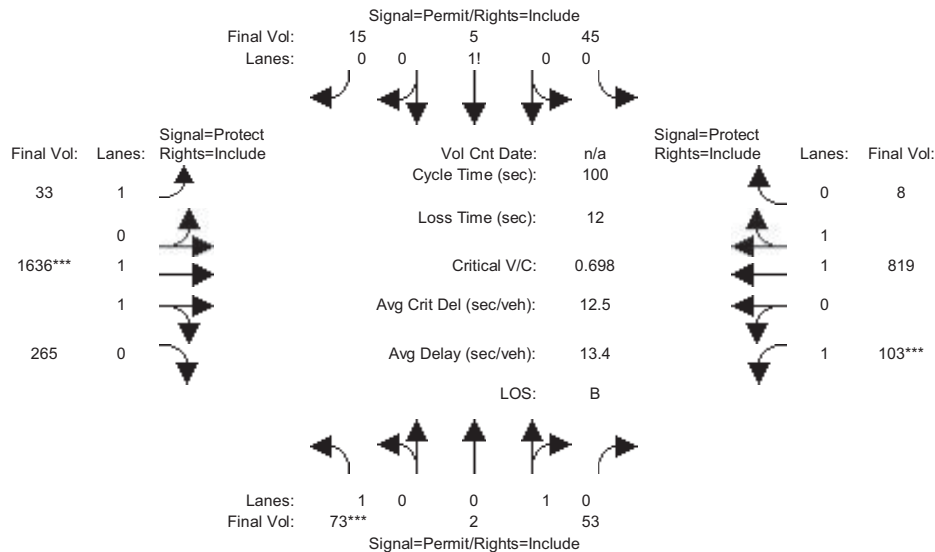
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.24	0.26	0.26	0.04	0.10	0.10	0.01	0.12	0.15
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.82	0.89	0.89	0.34	0.56	0.56	0.04	0.65	0.81
Delay/Veh:	19.2	19.2	19.2	23.5	29.6	29.6	22.8	21.6	21.6	21.1	25.1	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:	19.2	19.2	19.2	23.5	29.6	29.6	22.8	21.6	21.6	21.1	25.1	35.7
LOS by Move:	B-	B-	B-	C	C	C	C+	C+	C+	C+	C	D+
HCM2kAvgQ:	1	1	1	10	12	12	2	4	4	0	4	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	69	2	44	45	5	15	33	1597	253	75	767	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:	69	2	44	45	5	15	33	1597	253	75	767	8
Added Vol:	4	0	9	0	0	0	0	39	12	28	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2	53	45	5	15	33	1636	265	103	819	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:	73	2	53	45	5	15	33	1636	265	103	819	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2	53	45	5	15	33	1636	265	103	819	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	2	53	45	5	15	33	1636	265	103	819	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.69	0.08	0.23	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	1750	65	1735	1212	135	404	1750	3184	516	1750	3664	36

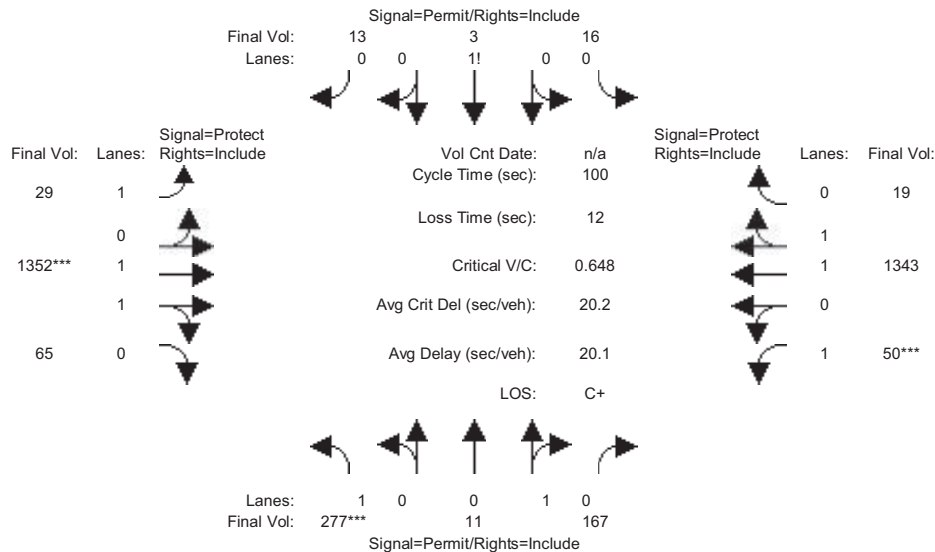
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.04	0.04	0.04	0.02	0.51	0.51	0.06	0.22	0.22
Crit Moves:	****							****		****		
Green Time:	6.0	6.0	6.0	6.0	6.0	6.0	19.6	73.6	73.6	8.4	62.5	62.5
Volume/Cap:	0.70	0.51	0.51	0.62	0.62	0.62	0.10	0.70	0.70	0.70	0.36	0.36
Delay/Veh:	64.9	49.7	49.7	56.9	56.9	56.9	33.1	8.0	8.0	58.3	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	49.7	49.7	56.9	56.9	56.9	33.1	8.0	8.0	58.3	9.2	9.2
LOS by Move:	E	D	D	E+	E+	E+	C-	A	A	E+	A	A
HCM2kAvgQ:	2	2	2	3	3	3	1	16	16	4	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	266	11	141	16	3	13	29	1303	60	40	1303	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	11	141	16	3	13	29	1303	60	40	1303	19
Added Vol:	11	0	26	0	0	0	0	49	5	10	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	11	167	16	3	13	29	1352	65	50	1343	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	11	167	16	3	13	29	1352	65	50	1343	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	11	167	16	3	13	29	1352	65	50	1343	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	11	167	16	3	13	29	1352	65	50	1343	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.06	0.94	0.50	0.09	0.41	1.00	1.91	0.09	1.00	1.97	0.03
Final Sat.:	1750	111	1689	875	164	711	1750	3530	170	1750	3648	52

Capacity Analysis Module:

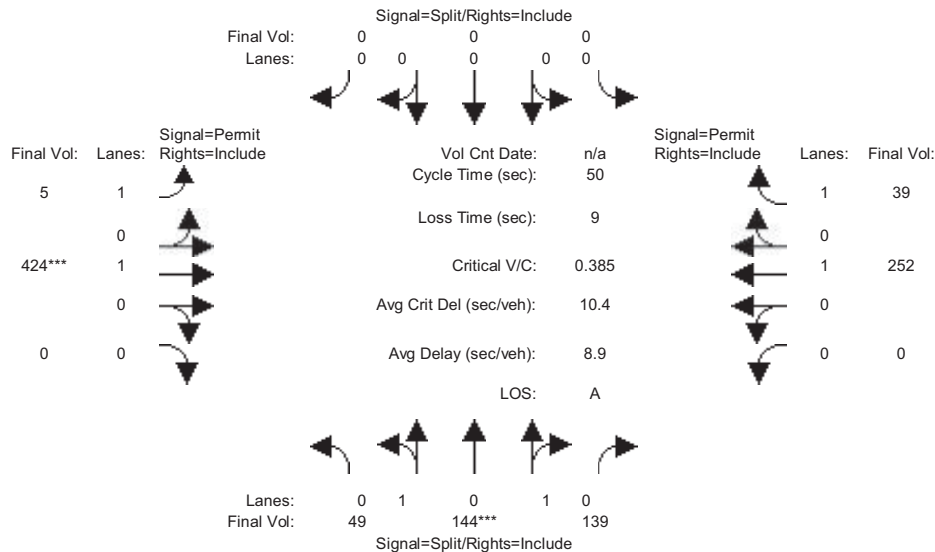
Vol/Sat:	0.16	0.10	0.10	0.02	0.02	0.02	0.02	0.38	0.38	0.03	0.37	0.37
Crit Moves:	***							***		***		
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	10.3	57.3	57.3	7.0	54.0	54.0
Volume/Cap:	0.67	0.42	0.42	0.08	0.08	0.08	0.16	0.67	0.67	0.41	0.68	0.68
Delay/Veh:	38.8	33.0	33.0	29.7	29.7	29.7	41.4	15.6	15.6	46.7	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	33.0	33.0	29.7	29.7	29.7	41.4	15.6	15.6	46.7	17.7	17.7
LOS by Move:	D+	C-	C-	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	5	5	1	1	1	1	15	15	2	16	16

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	46	126	136	0	0	0	5	389	0	0	234	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	126	136	0	0	0	5	389	0	0	234	35
Added Vol:	3	18	3	0	0	0	0	35	0	0	18	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	144	139	0	0	0	5	424	0	0	252	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	144	139	0	0	0	5	424	0	0	252	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	144	139	0	0	0	5	424	0	0	252	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	144	139	0	0	0	5	424	0	0	252	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.87	0.84	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	531	1561	1507	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

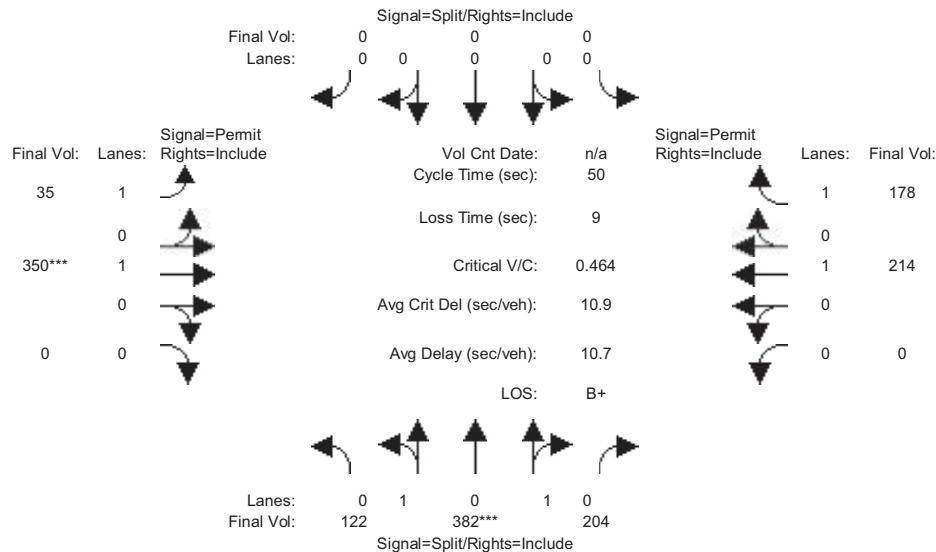
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.02
Crit Moves:	****						****					
Green Time:	12.0	12.0	12.0	0.0	0.0	0.0	29.0	29.0	0.0	0.0	29.0	29.0
Volume/Cap:	0.38	0.38	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.23	0.04
Delay/Veh:	16.2	16.2	16.2	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.2	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.2	4.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	3	0	0	2	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	330	194	0	0	0	35	338	0	0	188	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	330	194	0	0	0	35	338	0	0	188	168
Added Vol:	9	52	10	0	0	0	0	12	0	0	26	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	382	204	0	0	0	35	350	0	0	214	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	382	204	0	0	0	35	350	0	0	214	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	382	204	0	0	0	35	350	0	0	214	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	382	204	0	0	0	35	350	0	0	214	178

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	1.08	0.58	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	620	1942	1037	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

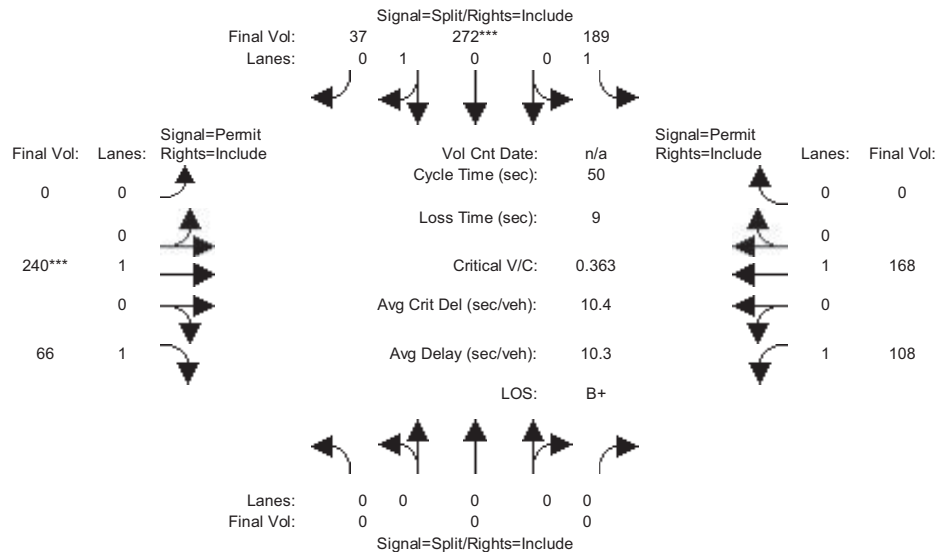
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.11	0.10
Crit Moves:	****						****					
Green Time:	21.2	21.2	21.2	0.0	0.0	0.0	19.8	19.8	0.0	0.0	19.8	19.8
Volume/Cap:	0.46	0.46	0.46	0.00	0.00	0.00	0.05	0.46	0.00	0.00	0.28	0.26
Delay/Veh:	10.6	10.6	10.6	0.0	0.0	0.0	9.3	11.6	0.0	0.0	10.5	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	0.0	0.0	0.0	9.3	11.6	0.0	0.0	10.5	10.3
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	B+	B+
HCM2kAvgQ:	5	5	5	0	0	0	0	4	0	0	2	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #59: Pasteur Dr SB / Welch Rd



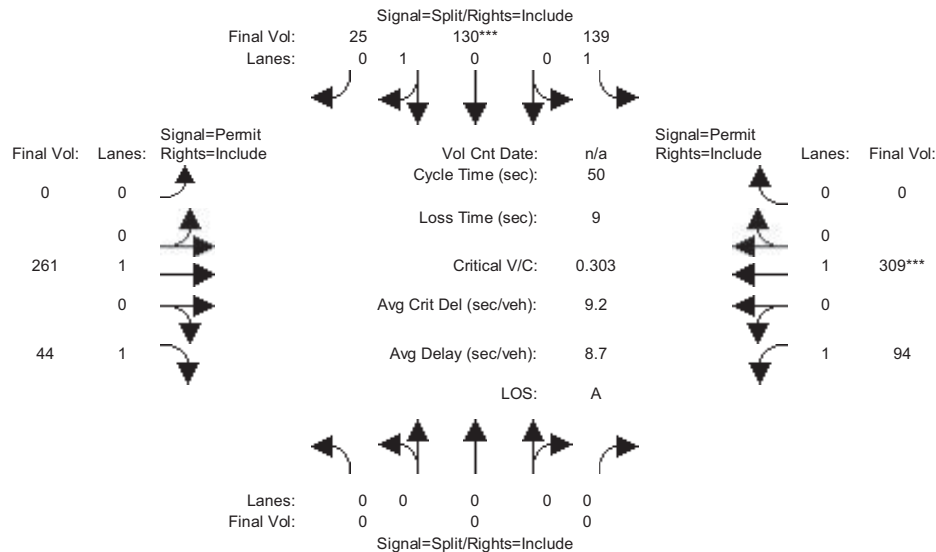
Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	177	215	37	0	217	56	98	157	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	177	215	37	0	217	56	98	157	0
Added Vol:	0	0	0	12	57	0	0	23	10	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	189	272	37	0	240	66	108	168	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	272	37	0	240	66	108	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	272	37	0	240	66	108	168	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	272	37	0	240	66	108	168	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.88	0.12	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1584	216	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.17	0.17	0.00	0.13	0.04	0.06	0.09	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	23.6	23.6	23.6	0.0	17.4	17.4	17.4	17.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.36	0.36	0.00	0.36	0.11	0.18	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	8.7	8.7	0.0	12.5	11.1	11.5	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.9	8.7	8.7	0.0	12.5	11.1	11.5	11.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B+	B+	B+	A
HCM2kAvgQ:	0	0	0	2	3	3	0	3	1	1	2	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #59: Pasteur Dr SB / Welch Rd



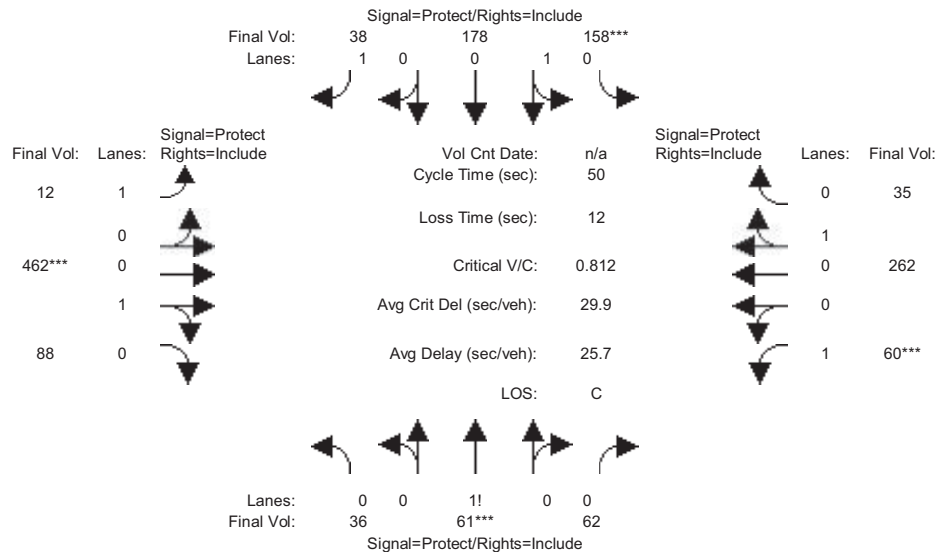
Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Added Vol:	0	0	0	4	21	0	0	8	4	4	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	130	25	0	261	44	94	309	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	139	130	25	0	261	44	94	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	130	25	0	261	44	94	309	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	139	130	25	0	261	44	94	309	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.84	0.16	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1510	290	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.09	0.09	0.00	0.14	0.03	0.05	0.16	0.00
Crit Moves:	*****											
Green Time:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	26.8	26.8	26.8	26.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.30	0.30	0.00	0.26	0.05	0.10	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.4	14.4	0.0	6.4	5.5	5.7	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	14.2	14.4	14.4	0.0	6.4	5.5	5.7	6.6	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	3	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	60	60	144	174	15	5	435	85	55	239	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	60	60	144	174	15	5	435	85	55	239	30
Added Vol:	1	1	2	14	4	23	7	27	3	5	23	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	61	62	158	178	38	12	462	88	60	262	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	61	62	158	178	38	12	462	88	60	262	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	61	62	158	178	38	12	462	88	60	262	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	61	62	158	178	38	12	462	88	60	262	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.23	0.38	0.39	0.47	0.53	1.00	1.00	0.84	0.16	1.00	0.88	0.12
Final Sat.:	396	671	682	846	954	1750	1750	1512	288	1750	1588	212

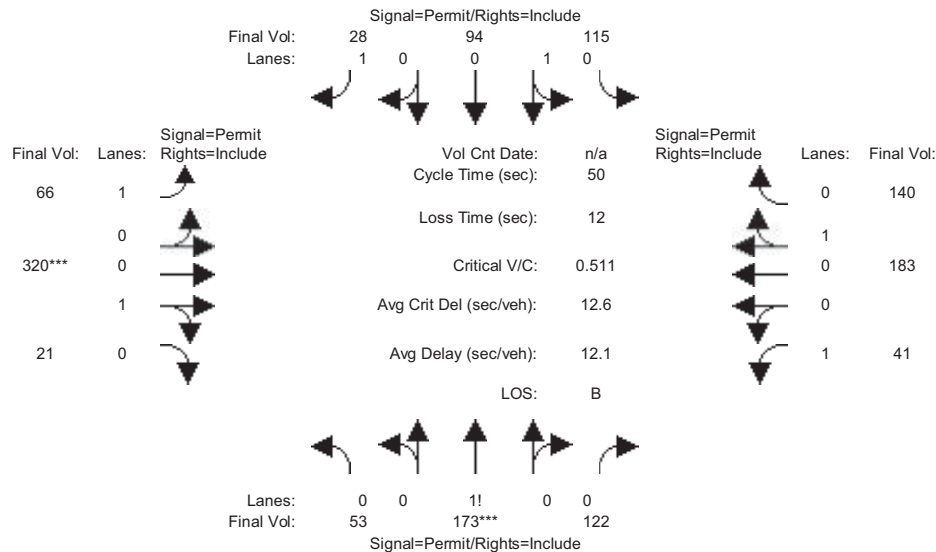
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.19	0.02	0.01	0.31	0.31	0.03	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	5.6	5.6	5.6	11.5	11.5	11.5	0.7	18.8	18.8	2.1	20.2	20.2
Volume/Cap:	0.81	0.81	0.81	0.81	0.81	0.09	0.49	0.81	0.81	0.81	0.41	0.41
Delay/Veh:	43.8	43.8	43.8	29.8	29.8	15.3	39.5	21.4	21.4	71.1	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.8	43.8	29.8	29.8	15.3	39.5	21.4	21.4	71.1	11.0	11.0
LOS by Move:	D	D	D	C	C	B	D	C+	C+	E	B+	B+
HCM2kAvgQ:	5	5	5	6	6	0	1	11	11	3	4	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	50	170	118	110	93	20	45	298	20	39	157	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	118	110	93	20	45	298	20	39	157	127
Added Vol:	3	3	4	5	1	8	21	22	1	2	26	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	173	122	115	94	28	66	320	21	41	183	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	173	122	115	94	28	66	320	21	41	183	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	173	122	115	94	28	66	320	21	41	183	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	173	122	115	94	28	66	320	21	41	183	140

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.50	0.35	0.55	0.45	1.00	1.00	0.94	0.06	1.00	0.57	0.43
Final Sat.:	267	870	614	990	810	1750	1750	1689	111	1750	1020	780

Capacity Analysis Module:

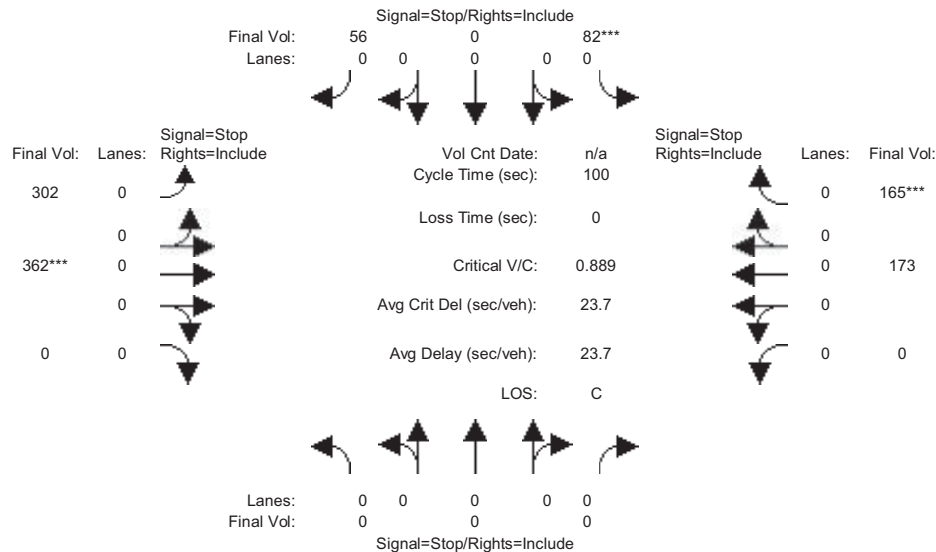
Vol/Sat:	0.20	0.20	0.20	0.12	0.12	0.02	0.04	0.19	0.19	0.02	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.5	19.5	19.5	19.5	19.5	19.5	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.51	0.51	0.51	0.30	0.30	0.04	0.10	0.51	0.51	0.06	0.48	0.48
Delay/Veh:	12.3	12.3	12.3	10.8	10.8	9.5	10.4	12.9	12.9	10.2	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	10.8	10.8	9.5	10.4	12.9	12.9	10.2	12.6	12.6
LOS by Move:	B	B	B	B+	B+	A	B+	B	B	B+	B	B
HCM2kAvgQ:	5	5	5	2	2	0	1	5	5	0	5	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #61: Bowdoin St / Stanford Ave



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	81	0	56	301	362	0	0	173	163
Growth Adj:	1.00	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	81	0	56	301	362	0	0	173	163
Added Vol:	0	0	0	1	0	0	1	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	56	302	362	0	0	173	165
User Adj:	1.00	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	82	0	56	302	362	0	0	173	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	0	56	302	362	0	0	173	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	82	0	56	302	362	0	0	173	165
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	343	0	234	340	407	0	0	373	356
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.24	xxxx	0.24	0.89	0.89	xxxx	xxxx	0.46	0.46
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.6	32.6	0.0	0.0	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.6	32.6	0.0	0.0	11.6	11.6
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx											
Delay Adj:	xxxxxx											
ApprAdjDel:	xxxxxx											
LOS by Appr:	*			B			D				B	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	5.1	5.1	5.1	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      82    0    56      302  362    0      0  173  165
-----|-----|-----|-----|-----|
Major Street Volume:                1002
Minor Approach Volume:                138
Minor Approach Volume Threshold: 219
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

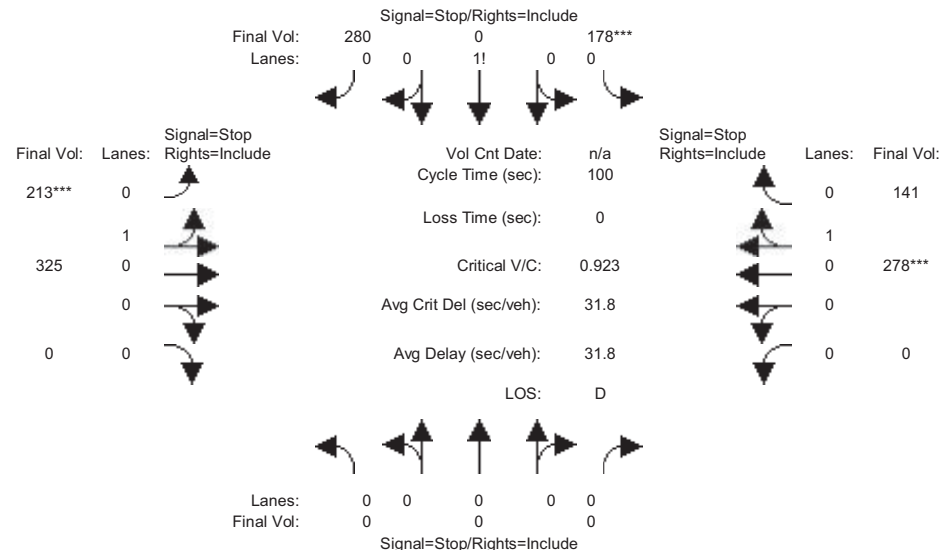
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #61: Bowdoin St / Stanford Ave



Street Name:	Bowdoin Street						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	176	0	279	213	325	0	0	278	140
Growth Adj:	1.00	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	176	0	279	213	325	0	0	278	140
Added Vol:	0	0	0	2	0	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	178	0	280	213	325	0	0	278	141
User Adj:	1.00	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	178	0	280	213	325	0	0	278	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	280	213	325	0	0	278	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	178	0	280	213	325	0	0	278	141
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.39	0.00	0.61	0.40	0.60	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	225	0	353	231	352	0	0	383	194
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.79	xxxx	0.79	0.92	0.92	xxxx	xxxx	0.73	0.73
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	26.4	43.9	43.9	0.0	0.0	22.3	22.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	26.4	43.9	43.9	0.0	0.0	22.3	22.3
LOS by Move:	*	*	*	D	*	D	E	E	*	*	C	C
ApproachDel:	xxxxxx			26.4			43.9			22.3		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			26.4			43.9			22.3		
LOS by Appr:	*			D			E			C		
AllWayAvgQ:	0.0	0.0	0.0	2.8	2.8	2.8	5.6	5.6	5.6	2.1	2.1	2.1

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      178    0    280      213  325    0      0  278  141
-----|-----|-----|-----|-----|
Major Street Volume:                957
Minor Approach Volume:                458
Minor Approach Volume Threshold: 231
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

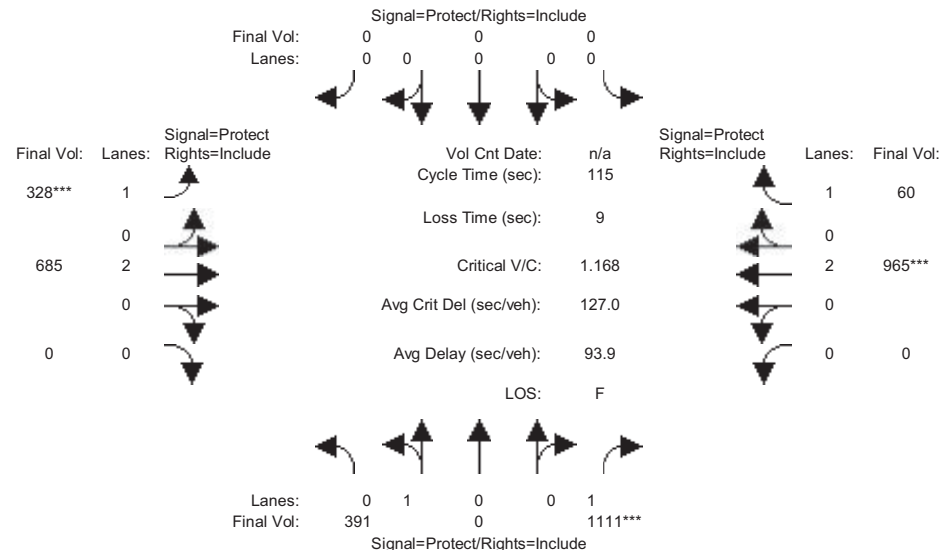
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name:	I-280 NB Off-Ramp						Alpine Road								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
	-----			-----			-----			-----					
Min. Green:	7	0	10	0	0	0	7	10	0	0	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			

Volume Module:

Base Vol:	391	0	1111	0	0	0	328	685	0	0	965	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	0	1111	0	0	0	328	685	0	0	965	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	0	1111	0	0	0	328	685	0	0	965	60
User Adj:	1.00	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:	391	0	1111	0	0	0	328	685	0	0	965	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	0	1111	0	0	0	328	685	0	0	965	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	391	0	1111	0	0	0	328	685	0	0	965	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	1750	3800	0	0	3800	1750

Capacity Analysis Module:

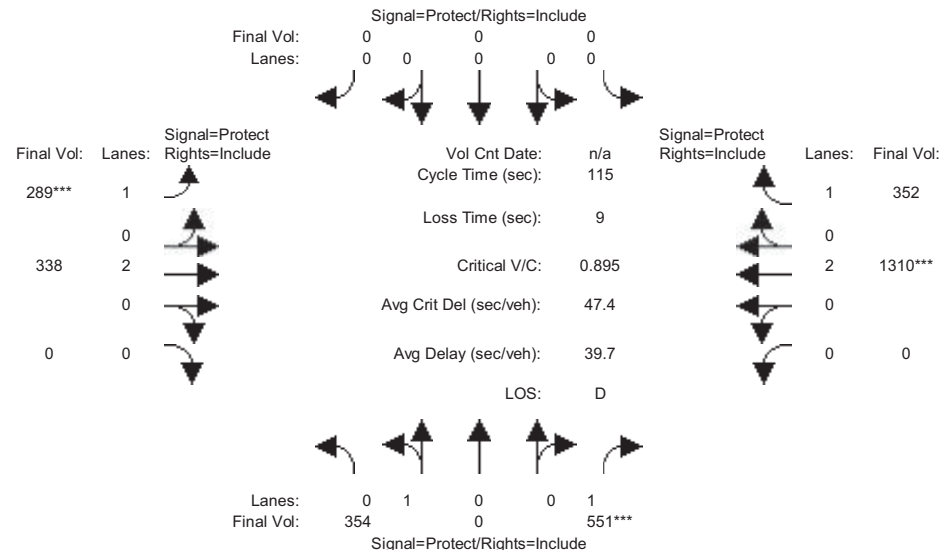
Vol/Sat:	0.22	0.00	0.63	0.00	0.00	0.00	0.19	0.18	0.00	0.00	0.25	0.03
Crit Moves:	****			****			****			****		
Green Time:	62.5	0.0	62.5	0.0	0.0	0.0	18.5	43.5	0.0	0.0	25.0	25.0
Volume/Cap:	0.40	0.00	1.17	0.00	0.00	0.00	1.17	0.48	0.00	0.00	1.17	0.16
Delay/Veh:	15.6	0.0	113.1	0.0	0.0	0.0	155.2	27.4	0.0	0.0	133	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	0.0	113.1	0.0	0.0	0.0	155.2	27.4	0.0	0.0	133	36.7
LOS by Move:	B	A	F	A	A	A	F	C	A	A	F	D+
HCM2kAvgQ:	8	0	66	0	0	0	20	9	0	0	25	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name:	I-280 NB Off-Ramp						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	354	0	551	0	0	0	289	338	0	0	1310	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	0	551	0	0	0	289	338	0	0	1310	352
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	551	0	0	0	289	338	0	0	1310	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	0	551	0	0	0	289	338	0	0	1310	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	0	551	0	0	0	289	338	0	0	1310	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	0	551	0	0	0	289	338	0	0	1310	352

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1800	0	1750	0	0	0	1750	3800	0	0	3800	1750

Capacity Analysis Module:

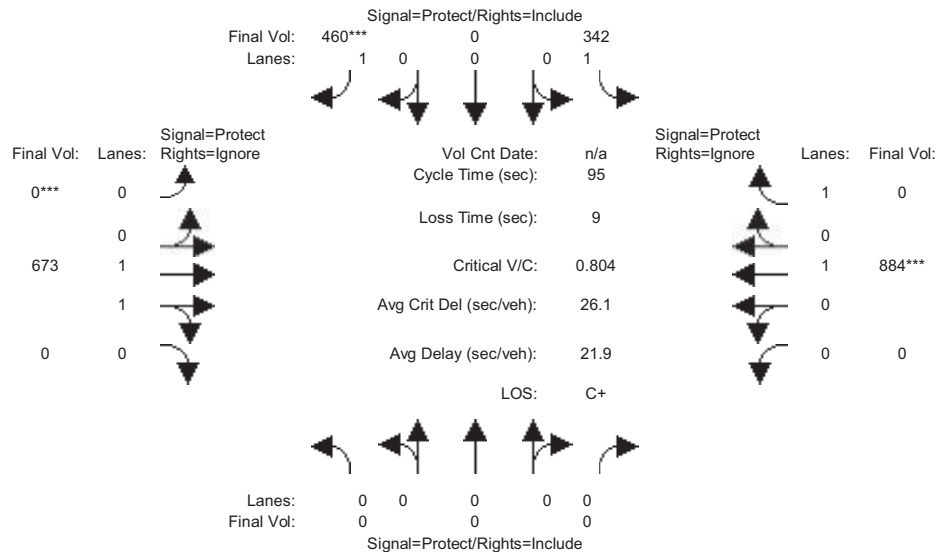
Vol/Sat:	0.20	0.00	0.31	0.00	0.00	0.00	0.17	0.09	0.00	0.00	0.34	0.20
Crit Moves:	****			****			****			****		
Green Time:	40.5	0.0	40.5	0.0	0.0	0.0	21.2	65.5	0.0	0.0	44.3	44.3
Volume/Cap:	0.56	0.00	0.89	0.00	0.00	0.00	0.89	0.16	0.00	0.00	0.89	0.52
Delay/Veh:	31.2	0.0	50.8	0.0	0.0	0.0	71.4	11.7	0.0	0.0	40.7	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	0.0	50.8	0.0	0.0	0.0	71.4	11.7	0.0	0.0	40.7	27.9
LOS by Move:	C	A	D	A	A	A	E	B+	A	A	D	C
HCM2kAvgQ:	11	0	23	0	0	0	12	3	0	0	21	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name:	I-280 SB Off-Ramp						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	342	0	460	0	673	167	0	884	430
Growth Adj:	1.00	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	342	0	460	0	673	167	0	884	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	460	0	673	167	0	884	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	342	0	460	0	673	0	0	884	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	342	0	460	0	673	0	0	884	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	342	0	460	0	673	0	0	884	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	0	3700	0	0	1900	1750

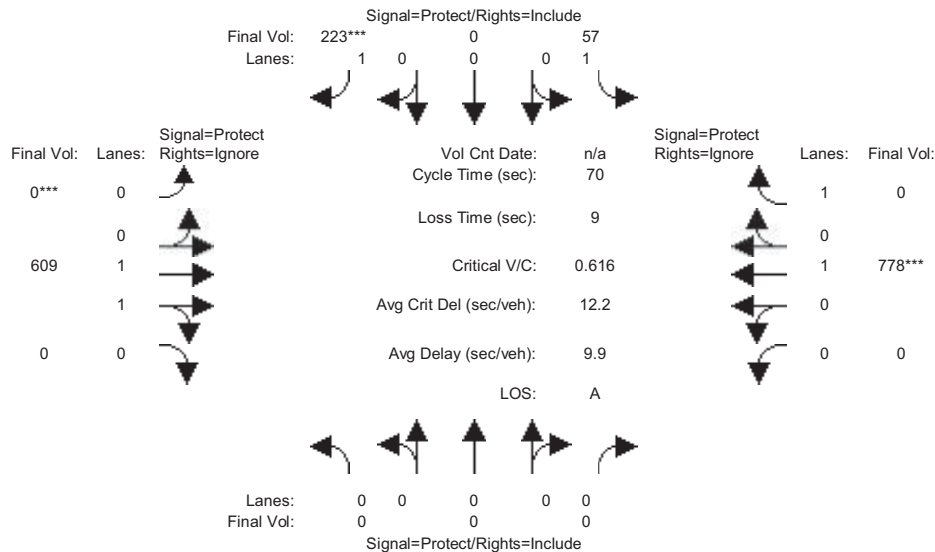
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.26	0.00	0.18	0.00	0.00	0.47	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	31.0	0.0	31.0	0.0	55.0	0.0	0.0	55.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.80	0.00	0.31	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	0.0	37.3	0.0	10.4	0.0	0.0	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.5	0.0	37.3	0.0	10.4	0.0	0.0	20.2	0.0
LOS by Move:	A	A	A	C	A	D+	A	B+	A	A	C+	A
HCM2kAvgQ:	0	0	0	10	0	15	0	5	0	0	19	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name:	I-280 SB Off-Ramp						Alpine Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	57	0	223	0	609	219	0	778	879
Growth Adj:	1.00	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	57	0	223	0	609	219	0	778	879
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	223	0	609	219	0	778	879
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	57	0	223	0	609	0	0	778	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	223	0	609	0	0	778	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	57	0	223	0	609	0	0	778	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	0	3700	0	0	1900	1750

Capacity Analysis Module:

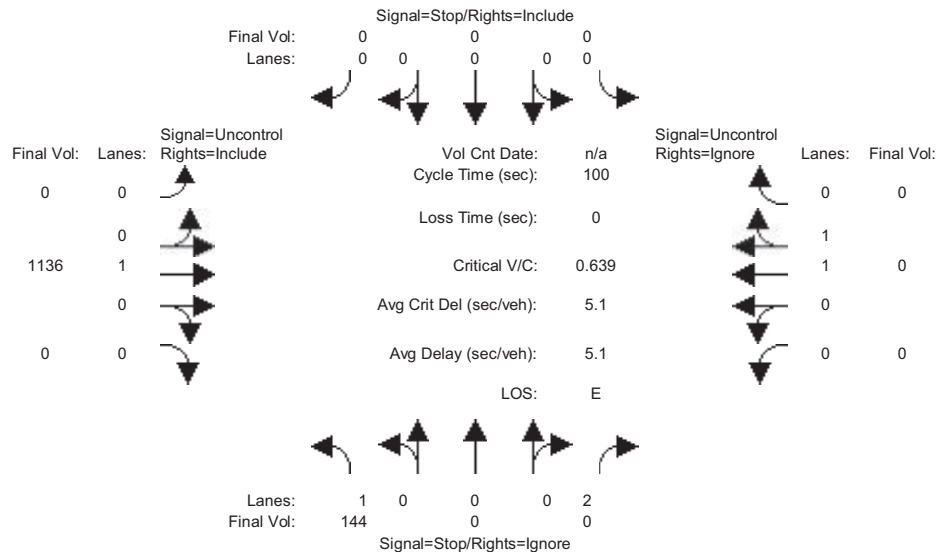
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.00	0.16	0.00	0.00	0.41	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	0.0	46.5	0.0	0.0	46.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.62	0.00	0.25	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	28.4	0.0	4.8	0.0	0.0	7.6	0.0
User 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	23.0	0.0	28.4	0.0	4.8	0.0	0.0	7.6	0.0
LOS by Move:	A	A	A	C+	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	6	0	3	0	0	9	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	0	2072	0	0	0	0	1129	0	0	633	796
Growth Adj:	1.00	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	0	2072	0	0	0	0	1129	0	0	633	796
Added Vol:	0	0	21	0	0	0	0	7	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	2093	0	0	0	0	1136	0	0	642	796
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	144	0	0	0	0	0	0	1136	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	0	0	0	0	0	0	1136	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1136	xxxx	1136	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	225	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	225	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.64	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	45.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	45.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    144    0  2093      0    0    0    0      0 1136    0      0  642  796
ApproachDel:    45.5              xxxxxx          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=28.3]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2237]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4811]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          1  0  0  0  2      0  0  0  0  0      0  0  1  0  0      0  0  1  1  0
Initial Vol:    144    0  2093      0    0    0    0      0 1136    0      0  642  796
-----|-----|-----|-----|-----|

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Major Street Volume: 2574

Minor Approach Volume: 2237

Minor Approach Volume Threshold: -32 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

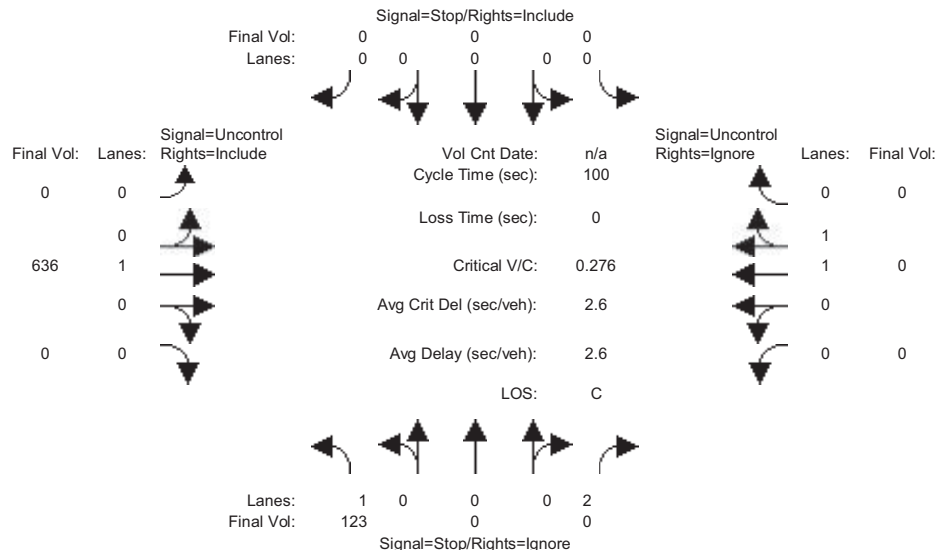
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	123	0	671	0	0	0	0	634	0	0	1765	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	671	0	0	0	0	634	0	0	1765	1320
Added Vol:	0	0	7	0	0	0	0	2	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	678	0	0	0	0	636	0	0	1790	1320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	0	0	0	0	0	636	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	0	0	0	0	0	636	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	636	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 678	0 0 0 0	0 636 0	0 1790 1320
ApproachDel:	16.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=801]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4547]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 678	0 0 0 0	0 636 0	0 1790 1320

Major Street Volume: 3746

Minor Approach Volume: 801

Minor Approach Volume Threshold: -194 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

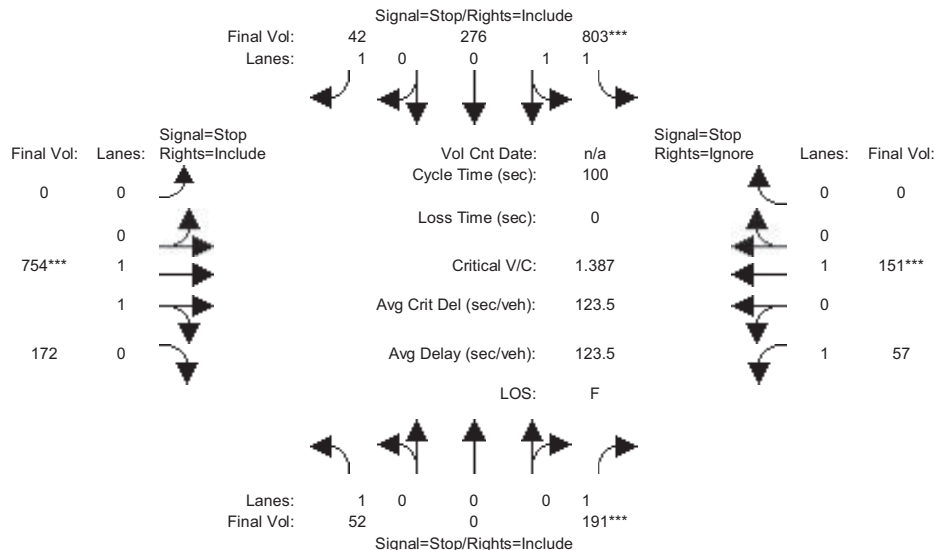
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	52 0 191	803 276 42	0 747 172	57 149 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 0 191	803 276 42	0 747 172	57 149 0
Added Vol	0 0 0	0 0 0	0 7 0	0 2 7
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	52 0 191	803 276 42	0 754 172	57 151 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 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	52 0 191	803 276 42	0 754 172	57 151 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	52 0 191	803 276 42	0 754 172	57 151 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	52 0 191	803 276 42	0 754 172	57 151 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.49 0.51 1.00	0.00 1.63 0.37	1.00 1.00 0.00
Final Sat	363 0 415	579 203 436	0 733 171	362 382 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.14 xxxx	0.46 1.39 1.36 0.10	xxxx 1.03 1.01 0.16 0.40	xxxx
Crit Moves		****	****	****
Delay/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.5 72.1 14.4 18.0 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	
AdjDel/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.5 72.1 14.4 18.0 0.0	
LOS by Move	B *	C F F B	* F F B C *	
ApproachDel	17.5	204.4	77.3	17.0
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	17.5	204.4	77.3	17.0
LOS by Appr	C	F	F	C
AllWayAvgQ	0.2 0.0 0.8	21.1 21.1 0.1	0.0 8.9 7.9	0.2 0.6 0.6

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	52		0		191	803	276		42		0	754		172		57	151		7	
Major Street Volume:					1364															
Minor Approach Volume:					926															
Minor Approach Volume Threshold:					241															

SIGNAL WARRANT DISCLAIMER

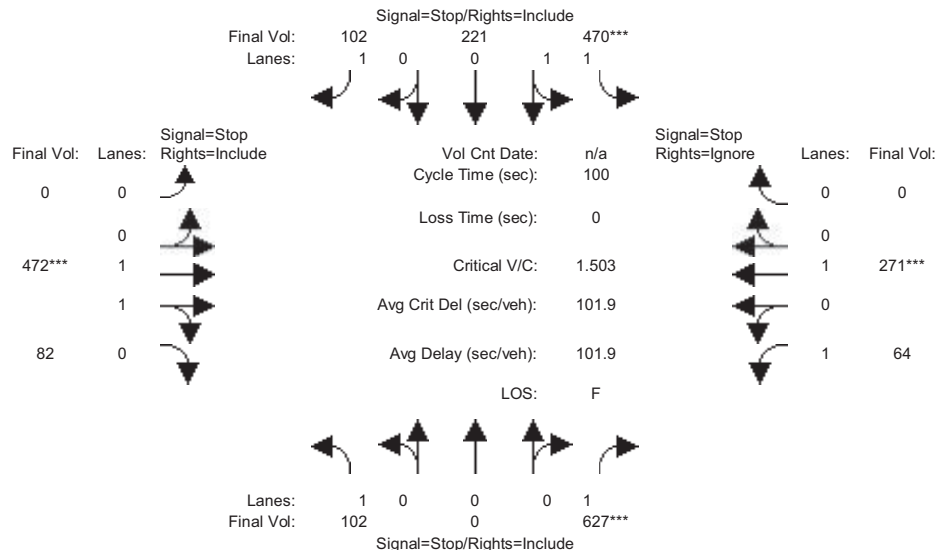
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	102 0 627	470 221 102	0 470 82	64 265 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	102 0 627	470 221 102	0 470 82	64 265 0
Added Vol	0 0 0	0 0 0	0 2 0	0 6 19
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	102 0 627	470 221 102	0 472 82	64 271 19
User Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	102 0 627	470 221 102	0 472 82	64 271 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	102 0 627	470 221 102	0 472 82	64 271 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	102 0 627	470 221 102	0 472 82	64 271 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.36 0.64 1.00	0.00 1.70 0.30	1.00 1.00 0.00
Final Sat.	358 0 417	479 231 385	0 662 116	345 366 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.29 xxxx 1.50	0.98 0.96 0.26	xxxx 0.71 0.70	0.19 0.74 xxxx
Crit Moves	****	****	****	****
Delay/Veh	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 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
AdjDel/Veh	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 0.0
LOS by Move	C * F	F F B	* D D	C D *
ApproachDel	227.0	66.2	31.3	31.2
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	227.0	66.2	31.3	31.2
LOS by Appr	F	F	D	D
AllWayAvgQ	0.4 0.0 29.0	5.7 5.7 0.3	0.0 2.2 2.0	0.2 2.3 2.3

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	102		0		627	470	221		102		0	472		82		64	271		19	
Major Street Volume:					1522															
Minor Approach Volume:					554															
Minor Approach Volume Threshold:					193															

SIGNAL WARRANT DISCLAIMER

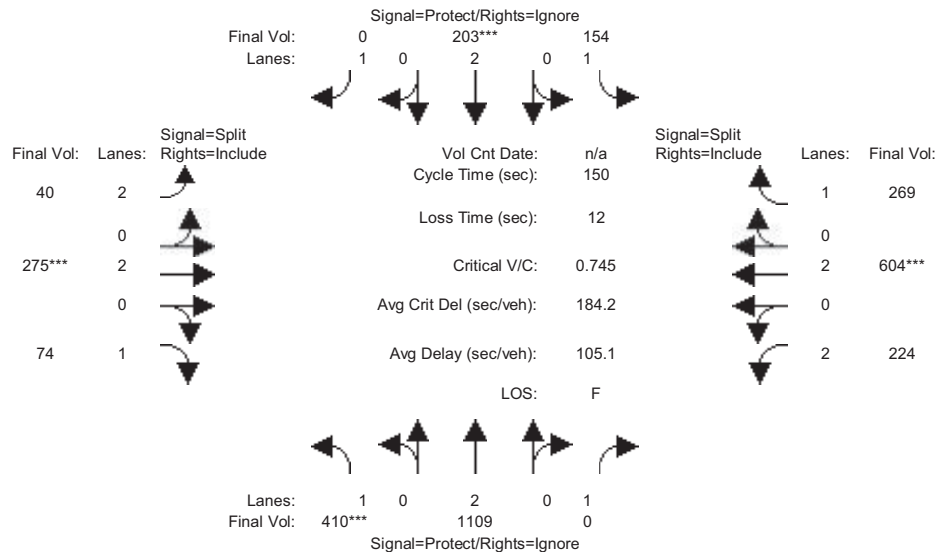
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC Mitigation

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	410	1085	450	154	195	25	40	275	74	224	604	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1085	450	154	195	25	40	275	74	224	604	269
Added Vol:	0	24	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	1109	450	154	203	25	40	275	74	224	604	269
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:	410	1109	0	154	203	0	40	275	74	224	604	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1109	0	154	203	0	40	275	74	224	604	269
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
Final Volume:	410	1109	0	154	203	0	40	275	74	224	604	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

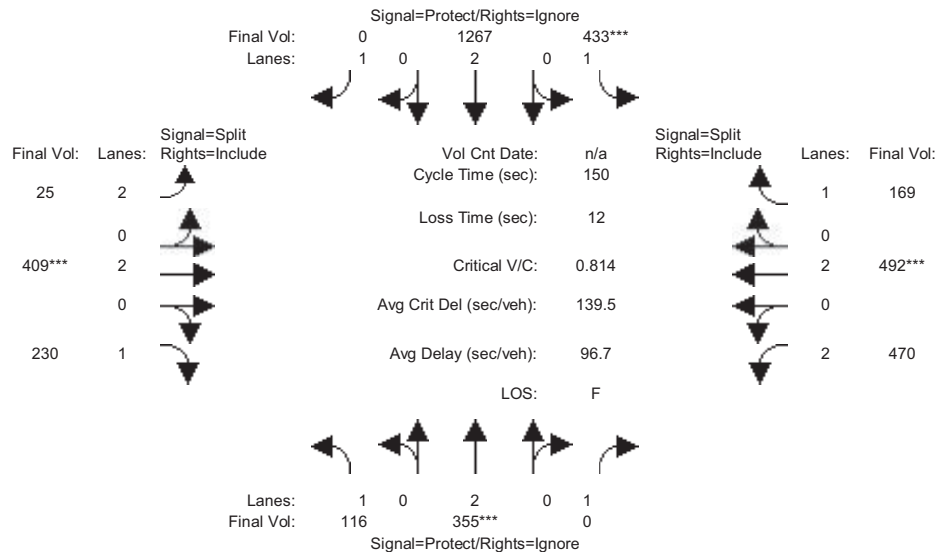
Vol/Sat:	0.23	0.29	0.00	0.09	0.05	0.00	0.02	0.12	0.04	0.10	0.27	0.15
Crit Moves:	***			***			***			***		
Green Time:	27.4	72.9	0.0	18.5	64.0	0.0	14.5	14.5	14.5	32.1	32.1	32.1
Volume/Cap:	1.28	0.60	0.00	0.71	0.13	0.00	0.19	1.28	0.44	0.48	1.28	0.72
Delay/Veh:	209.9	28.6	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
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:	209.9	28.6	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
LOS by Move:	F	C	A	E	C	A	E	F	E	D-	F	E
HCM2kAvgQ:	34	18	0	7	3	0	1	12	4	5	21	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC Mitigation

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	116	347	475	433	1245	22	25	409	230	470	492	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	347	475	433	1245	22	25	409	230	470	492	169
Added Vol:	0	8	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	355	475	433	1267	22	25	409	230	470	492	169
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:	116	355	0	433	1267	0	25	409	230	470	492	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	355	0	433	1267	0	25	409	230	470	492	169
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
Final Volume:	116	355	0	433	1267	0	25	409	230	470	492	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.00	0.25	0.33	0.00	0.01	0.18	0.13	0.21	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.5	55.0	0.0	31.4	70.9	0.0	23.4	23.4	23.4	28.3	28.3	28.3
Volume/Cap:	0.64	0.25	0.00	1.18	0.71	0.00	0.07	1.18	0.84	1.13	1.18	0.51
Delay/Veh:	72.2	33.3	0.0	166.5	32.6	0.0	54.2	172	82.2	145.5	166	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	33.3	0.0	166.5	32.6	0.0	54.2	172	82.2	145.5	166	56.0
LOS by Move:	E	C-	A	F	C-	A	D-	F	F	F	F	E+
HCM2kAvgQ:	7	6	0	29	21	0	1	16	14	17	16	7

Note: Queue reported is the number of cars per lane.

APPENDIX T-6

TRAFFIX RESULTS FOR 2025 CONDITIONS -

WITH REMOTE PARKING LOTS

+ PEDESTRIAN UNDERCROSSINGS

+ SIGNAL ADAPTIVE

#	Intersection	2025 No Build AM					2025+SUMC_P Crossings + R Parking + Signal Adaptive					2025 No Build PM					2025+SUMC_P Crossings + R Parking + Signal Adaptive					Compare		
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Impact?	Δ Avg Crit Delay	Δ Crit V/C	Impact?
		D	39	0.806	42.7		C-	34.6	0.820	38.1	N	D-	51.6	0.912	60.8	N	D	46.6	0.9	55.8	N	-5.0	0.013	N
2	ECR/Santa Cruz	B	15.8	0.552	15		B	13.7	0.569	13.0	N	C+	21.5	0.614	21.6	N	B-	18.7	0.6	18.9	N	-2.7	0.015	N
3	ECR/Ravenswood	D	46.5	0.902	51.6		D	40.9	0.908	45.5	N	E+	58.9	0.962	76.8	N	D-	52.4	1.0	59.4	N	-17.4	-0.003	N
4	ECR/Robie	A	9.5	0.535	9		A	8.4	0.531	7.9	N	B	12.6	0.528	11.3	N	B+	11.1	0.5	9.9	N	-1.4	-0.004	N
5	ECR/Middle	C	26.1	0.810	33.1		C+	23.0	0.809	29.2	N	D	41.6	0.925	46.7	N	D+	36.9	0.9	41.3	N	-5.4	0.002	N
6	ECR/Cambridge	B	15.3	0.687	18.6		B	13.1	0.677	15.9	N	B	13.9	0.573	20.4	N	B	12.2	0.6	17.9	N	-2.5	0.005	N
7	ECR/Sand Hill-Alma	C	25.5	0.607	35.6		C	23.8	0.613	31.7	N	D+	36.7	0.726	45.1	N	C-	32.7	0.7	39.9	N	-5.2	-0.001	N
8	ECR/Quarry Rd	B	14.1	0.497	17.9		B	13.7	0.525	17.7	N	C+	22.8	0.579	16	N	C+	20.8	0.6	11.8	N	-4.2	0.015	N
9	Alma/Lytton	B-	18.1	0.628	18.9		B	16.1	0.640	17.1	N	D+	38.4	0.975	51.5	N	C-	34.7	1.0	46.6	N	-4.9	0.006	N
10	ECR/University-Palm (Single Int)	E-	79.5	1.107	98.3		E	69.0	1.110	87.6	N	D-	51.6	0.943	61.3	N	D	48.4	1.0	55.2	N	-6.1	0.015	N
11	ECR/Embarcadero-Galvez	D	49.9	0.853	55		D	44.7	0.868	49.5	N	E+	55.5	0.936	63.3	N	D	49.7	0.9	57.0	N	-6.3	0.009	N
12	ECR/Churchill	C	24.5	0.667	30.8		C+	21.6	0.682	27.3	N	C	23.1	0.757	34.8	N	C+	20.5	0.8	30.9	N	-3.9	0.008	N
13	ECR/Serra-Park	B-	18.7	0.536	24.5		B	16.4	0.540	21.6	N	C	26.5	0.727	31.6	N	C	23.3	0.7	27.8	N	-3.8	0.010	N
14	ECR/Stanford Ave	C	23.8	0.540	17.9		C+	20.8	0.551	15.7	N	C	27.7	0.733	33	N	C	24.3	0.7	29.0	N	-4.0	0.010	N
15	ECR/California	C	25.8	0.698	28		C+	22.7	0.709	24.7	N	C	28.1	0.756	29.7	N	C	24.7	0.8	26.2	N	-3.5	0.011	N
16	ECR/Page Mill-Oregon	E	66.6	1.032	82.9		E	61.3	1.049	77.4	N	E	67.2	1.038	84.4	N	E	61.1	1.0	77.3	N	-7.1	0.010	N
17	Woodland/University	D	40.6	0.843	41.4		D	40.7	0.850	41.8	N	D-	51.6	0.962	66.7	N	D-	52.4	1.0	68.2	N	1.5	0.007	N
18	Middlefield/Willow	D+	36.4	0.657	40.3		D+	36.7	0.671	40.7	N	E	60.1	0.922	67.6	N	E	62.6	0.9	70.7	N	3.1	0.018	Y
19	Middlefield/Lytton	D	41.7	0.874	44.8		D+	37.8	0.883	40.7	N	D-	54.5	0.955	60.1	N	D	49.2	1.0	54.4	N	-5.7	0.007	N
20	Middlefield/University	C	28.7	0.608	31		C	25.3	0.611	27.4	N	C-	33.3	0.815	38.5	N	C	29.6	0.8	34.4	N	-4.1	0.009	N
21	Middlefield/Embarcadero	D	41.3	0.666	43.4		D+	36.3	0.675	38.3	N	D+	38.8	0.672	41.2	N	C-	34.1	0.7	36.3	N	-4.9	0.009	N
22	Alma/Churchill	C	23.5	0.773	30.1		C	23.7	0.777	30.4	N	D+	36	0.930	45.3	N	D+	36.8	0.9	46.7	N	1.4	0.007	N
23	Junipero-Foothill/Page Mill Road	F	126	1.230	177		F	127.0	1.234	179.0	N	F	109.2	1.136	151.4	N	F	111.7	1.1	155.7	N	4.3	0.011	Y
24	Junipero/Stanford	B	14.2	0.721	20.6		B	14.6	0.740	21.3	N	C+	20.6	0.794	25.6	N	C+	21.2	0.8	26.1	N	0.5	0.008	N
25	Junipero/Campus East	B	14	0.606	19.8		B	14.4	0.625	20.5	N	B	13.6	0.618	16.9	N	B	13.7	0.6	17.0	N	0.1	0.007	N
26	Junipero/Campus West	D	50.8	0.687	62.3		D-	53.2	0.693	62.7	N	E-	79.8	0.995	103.8	N	F	83.2	1.0	107.9	N	4.1	0.009	N
27	Junipero/Alpine-Santa Cruz	D+	36.6	0.902	41.5		D+	37.6	0.913	42.8	N	D	48.8	0.963	50.7	N	D	50.8	1.0	53.0	N	2.3	0.011	N
28	Sand Hill Cir 1280/Sand Hill	D+	36.9	0.723	31.5		D+	37.9	0.736	32.4	N	C+	22.4	0.722	25.1	N	C+	22.5	0.7	25.4	N	0.3	0.013	N
29	Sharon Park/Sand Hill	C	30.7	0.842	29.6		C	31.1	0.855	30.3	N	C	27.8	0.892	32.8	N	C	28.4	0.9	33.8	N	1.0	0.013	N
30	Santa Cruz/Sand Hill	D-	52.5	1.067	82.1		E+	58.2	1.100	93.9	N	D	44.7	0.832	44.8	N	D	45.5	0.8	45.6	N	0.8	0.013	N
31	Oak/Sand Hill	A	9	0.702	10.3		A	9.1	0.723	10.4	N	A	9	0.847	11.1	N	A	9.6	0.9	12.0	N	0.9	0.020	N
32	Stock Farm/Sand Hill	B	17	0.627	19.6		B	17.3	0.643	20.0	N	C-	34.4	0.833	42.7	N	D+	39.0	0.9	49.7	N	7.0	0.022	N
33	Pasteur/Sand Hill	B-	18.5	0.585	20		B	17.2	0.608	18.8	N	C	26.8	0.678	31	N	C	24.8	0.7	29.1	N	-1.9	0.013	N

Freeway Remote Parking
+ Ped Undercrossings
+ Signal Adaptive

LOS Comparison
Based on MP / PA Criteria

2025 Comp

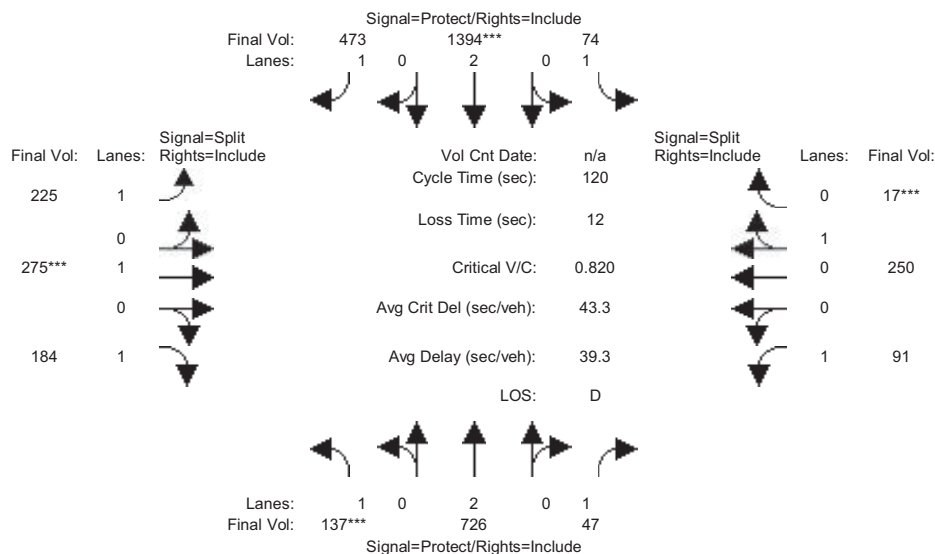
Signal Adaptive		2025 No Build										2025+SUMC_P Crossings + R Parking										2025 No Build										2025+SUMC_P Crossings + R Parking										2025+SUMC_P Crossings + R Parking																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Δ Avg Crit Delay	Δ Crit V/C	Impact?																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
#	Intersection	C+	20.5	0.520	23.4	B-	18.6	0.556	21.4	-2.0	0.036	N	C	30.6	0.689	39.4	28.5	0.7	37.6	-1.8	0.016	N	C	31.6	0.517	32.3	C	28.3	0.543	29.0	-3.3	0.026	N	C	28.8	0.610	31.7	C	25.5	0.6	28.3	-3.4	0.008	N	C	24.6	0.856	30.5	C+	22.2	0.865	27.9	-2.6	0.009	N	C+	21.2	0.744	23.1	B-	19.1	0.7	20.3	-2.8	0.004	N	E	38.8	0.772	38.8	E	42.7	0.801	42.7	3.9	0.029	N	F	230.5	1.463	230.5	F	251.0	1.5	251.0	20.5	0.050	Y	D-	53.1	0.877	55.3	D	47.1	0.885	49.2	-6.1	0.008	N	E	65.4	0.992	75	E+	58.3	1.0	66.9	-8.1	0.004	N	E+	55.8	0.965	62	D	50.2	0.973	56.1	-5.9	0.008	N	E-	76.2	1.055	87.8	E	68.5	1.1	79.2	-8.6	0.006	N	D	46.6	0.828	49.4	D	41.1	0.830	43.6	-5.8	0.002	N	D	47.5	0.848	51.5	D	41.9	0.8	45.4	-6.1	0.001	N	B	17	0.508	17.9	B	15.4	0.520	16.3	-1.6	0.012	N	B-	18.7	0.431	19.3	B	16.6	0.4	17.2	-2.1	0.012	N	B	14.3	0.590	16.1	B	13.2	0.604	14.8	-1.3	0.014	N	C+	20.6	0.694	22.4	B-	18.3	0.7	20.0	-2.4	0.005	N	C+	22.8	0.612	30	C	23.0	0.617	30.2	0.2	0.005	N	C	29.5	0.718	37.3	C	29.6	0.7	37.5	0.2	0.005	N	C	30.4	0.655	29.2	C	26.7	0.673	25.6	-3.6	0.018	N	D+	35	0.745	34	C	30.8	0.8	30.1	-3.9	0.016	N	C	30.4	0.704	34	C	30.4	0.692	33.7	-0.3	-0.012	N	C-	33.8	0.868	43.6	C-	34.2	0.9	43.7	0.1	0.001	N	C	30.6	0.865	41.6	C	28.9	0.847	39.5	-2.1	-0.018	N	D-	54.1	1.008	73.4	E+	56.1	1.0	75.9	2.5	0.010	Y	C+	20.2	0.658	18	B	17.7	0.671	15.9	-2.1	0.013	N	C+	21.3	0.686	23.7	B-	18.7	0.7	20.9	-2.8	0.012	N	B	13.3	0.606	14.9	B	13.3	0.610	14.9	0.0	0.004	N	B	12.6	0.537	13.9	B	12.6	0.5	13.9	0.0	0.004	N	B-	19.2	0.812	21.2	B-	19.3	0.813	21.2	0.0	0.001	N	C	28.1	0.954	31.3	C	28.5	1.0	32.1	0.8	0.004	N	B	15.1	0.612	16	B	15.1	0.612	16.0	0.0	0.000	N	C+	21.3	0.932	25	C+	21.3	0.9	25.0	0.0	0.000	N	B-	18.8	0.648	23	B-	18.7	0.656	23.0	0.0	0.008	N	B	17.5	0.619	21.2	B	17.9	0.7	16.8	-4.4	0.041	N	D	42.5	0.969	65.3	D	42.8	0.973	66.0	0.7	0.004	N	F	115.6	1.221	147.7	F	116.7	1.2	149.0	1.3	0.003	Y	D	43.5	1.057	86.8	D	43.9	1.059	87.6	0.8	0.002	N	F	104.6	1.167	120.8	F	105.5	1.2	121.9	1.1	0.003	Y	D+	38.8	0.836	43.7	D+	38.8	0.837	43.8	0.1	0.001	N	F	96.1	1.166	129.2	F	96.4	1.2	129.6	0.4	0.001	N	E	73.9	1.018	81.6	E	74.2	1.019	82.0	0.4	0.001	N	D	43	0.899	51.4	D	43.0	0.9	51.4	0.0	0.000	N	C+	20.9	0.558	24.1	C+	21.8	0.594	25.9	1.8	0.036	N	C+	21.4	0.541	23.1	C+	22.8	0.6	25.3	2.2	0.033	N	B	12.1	0.662	10.4	B+	11.1		9.9	-0.5	0.017	N	B-	19.5	0.617	19.4	B	17.5		17.4	-2.0	0.006	N	A	8.8	0.354	10.3	A	8.9	0.374	10.4	0.1	0.020	N	B+	10.5	0.433	10.9	B+	10.6	0.4	10.9	0.0	0.013	N	B+	10.1	0.310	10.1	B+	10.2	0.338	10.3	0.2	0.028	N	A	8.5	0.272	9	A	8.6	0.3	9.1	0.1	0.018	N	C-	32.5	0.732	37.9	D+	35.7	0.758	42.8	4.9	0.026	N	C	26.8	0.631	26.4	C	28.1	0.6	28.9	0.5	0.011	N	C	23.5	0.887	23.5	C	23.6	0.888	23.6	0.1	0.001	N	D	31.4	0.921	31.4	D	31.7	0.9	31.7	0.3	0.001	N	F	323.6	2.474	323.6	F	330.9	2.504	330.9	7.3	0.030	Y	F	205.7	1.789	205.7	F	212.3	1.8	212.3	6.6	0.028	Y	F	273.7	1.705	273.7	F	277.1	1.718	277.1	3.4	0.013	N	C	24.7	0.558	24.7	D	25.1	0.6	25.1	0.4	0.005	N	E	44.6	0.632	44.6	E	45.4	0.638	45.4	0.8	0.006	N	C	16.1	0.276	16.1	C	16.1	0.3	16.1	0.0	0.000	N	F	122.6	1.386	122.6	F	123.4	1.387	123.4	0.8	0.001	N	F	100.9	1.497	100.9	F	101.9	1.5	101.9	1.0	0.006	N	F	105.8	0.743	185	F	105.3	0.744	184.5	-0.5	0.001	N	F	97	0.811	140	F	96.8	0.8	139.6	-0.4	0.002	N
		* Unsignalized																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

* Unsignalized

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 136 710 44 74 1346 473 225 275 180 83 250 17

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 136 710 44 74 1346 473 225 275 180 83 250 17

Added Vol: 1 16 3 0 48 0 0 0 4 8 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 137 726 47 74 1394 473 225 275 184 91 250 17

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 137 726 47 74 1394 473 225 275 184 91 250 17

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 137 726 47 74 1394 473 225 275 184 91 250 17

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 137 726 47 74 1394 473 225 275 184 91 250 17

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.94 0.06

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1685 115

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Capacity Analysis Module:

Vol/Sat: 0.08 0.19 0.03 0.04 0.37 0.27 0.13 0.14 0.11 0.05 0.15 0.15

Crit Moves: **** **** **** ****

Green Time: 11.5 45.3 45.3 19.8 53.7 53.7 21.2 21.2 21.2 21.7 21.7 21.7

Volume/Cap: 0.82 0.51 0.07 0.26 0.82 0.60 0.73 0.82 0.60 0.29 0.82 0.82

Delay/Veh: 79.7 29.0 23.9 44.2 32.3 26.5 55.2 62.3 48.6 43.0 62.4 62.4

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: 79.7 29.0 23.9 44.2 32.3 26.5 55.2 62.3 48.6 43.0 62.4 62.4

LOS by Move: E- C C D C- C E+ E D D E E

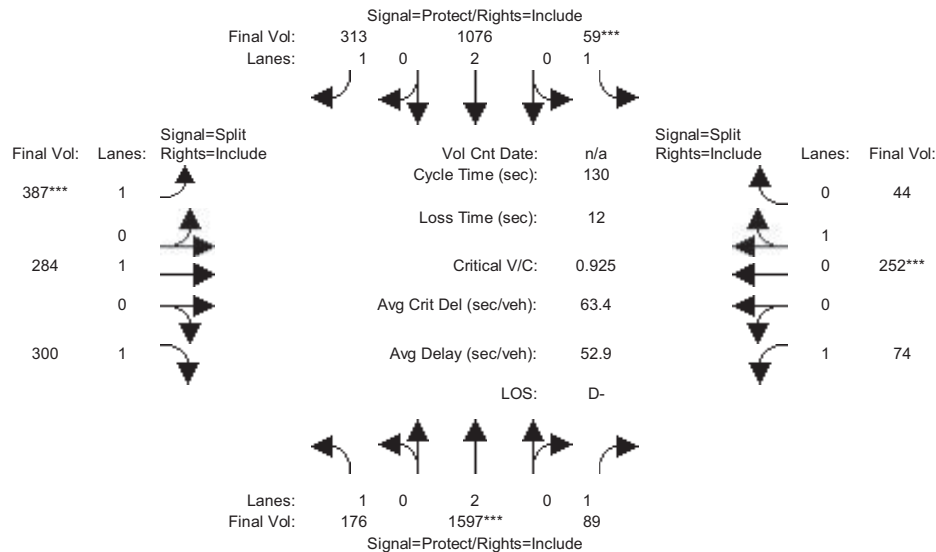
HCM2kAvgQ: 6 10 1 2 22 14 10 12 7 3 12 12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #1: El Camino Real / Valparaiso Ave



Street Name: El Camino Real Valparaiso Avenue - Glenwood Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 10 10 7 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 173 1552 82 59 1058 313 387 284 299 71 252 44

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 173 1552 82 59 1058 313 387 284 299 71 252 44

Added Vol: 3 45 7 0 18 0 0 0 0 1 3 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 176 1597 89 59 1076 313 387 284 300 74 252 44

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 176 1597 89 59 1076 313 387 284 300 74 252 44

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 176 1597 89 59 1076 313 387 284 300 74 252 44

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 176 1597 89 59 1076 313 387 284 300 74 252 44

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.85 0.15

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1532 268

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Capacity Analysis Module:

Vol/Sat: 0.10 0.42 0.05 0.03 0.28 0.18 0.22 0.15 0.17 0.04 0.16 0.16

Crit Moves: ****

Green Time: 17.4 56.3 56.3 10.0 48.9 48.9 29.6 29.6 29.6 22.0 22.0 22.0

Volume/Cap: 0.75 0.97 0.12 0.44 0.75 0.48 0.97 0.66 0.75 0.25 0.97 0.97

Delay/Veh: 67.1 51.6 22.1 59.6 37.5 31.3 86.8 49.2 54.6 47.3 96.9 96.9

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: 67.1 51.6 22.1 59.6 37.5 31.3 86.8 49.2 54.6 47.3 96.9 96.9

LOS by Move: E D- C+ E+ D+ C F D D- D F F

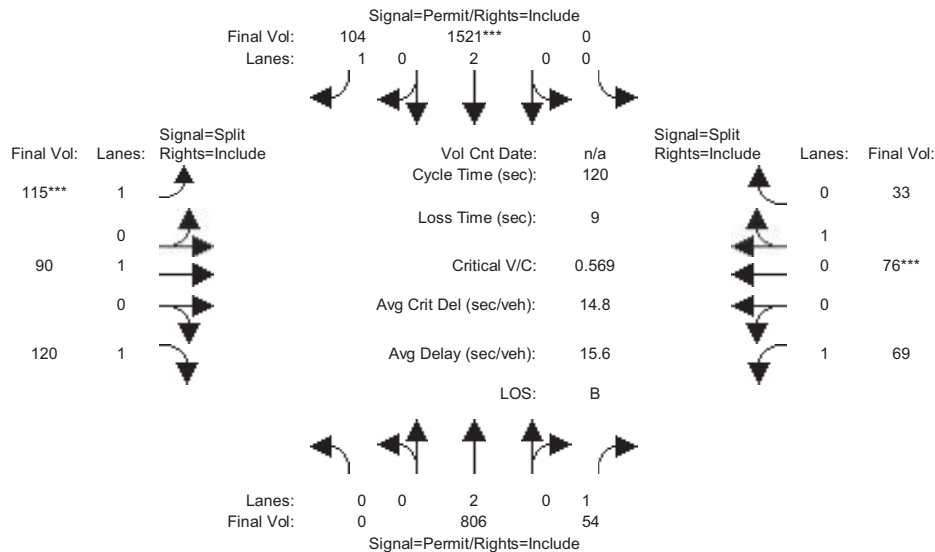
HCM2kAvgQ: 7 33 2 2 18 10 22 11 14 3 17 17

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #2: El Camino Real / Santa Cruz Avenue



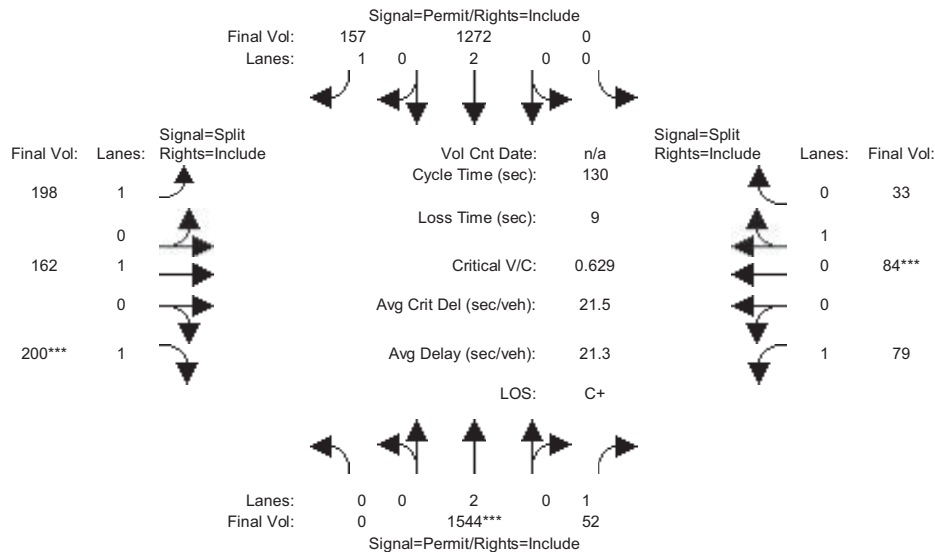
Street Name:	El Camino Real			Santa Cruz Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:						
Base Vol:	0	787	54	0	1461	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	787	54	0	1461	104
Added Vol:	0	19	0	0	60	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	806	54	0	1521	104
User Adj:	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
PHF Volume:	0	806	54	0	1521	104
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	806	54	0	1521	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	806	54	0	1521	104
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.00	0.21	0.03	0.00	0.40	0.06
Crit Moves:	****					
Green Time:	0.0	84.4	84.4	0.0	84.4	84.4
Volume/Cap:	0.00	0.30	0.04	0.00	0.57	0.08
Delay/Veh:	0.0	6.8	5.5	0.0	9.1	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	5.5	0.0	9.1	5.7
LOS by Move:	A	A	A	A	A	A
HCM2kAvgQ:	0	5	1	0	13	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #2: El Camino Real / Santa Cruz Avenue



Street Name:	El Camino Real						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1489	52	0	1250	157	198	162	200	79	84	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1489	52	0	1250	157	198	162	200	79	84	33
Added Vol:	0	55	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1544	52	0	1272	157	198	162	200	79	84	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1544	52	0	1272	157	198	162	200	79	84	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1544	52	0	1272	157	198	162	200	79	84	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1544	52	0	1272	157	198	162	200	79	84	33

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	0	3800	1750	0	3800	1750	1750	1900	1750	1750	1292	508

Capacity Analysis Module:

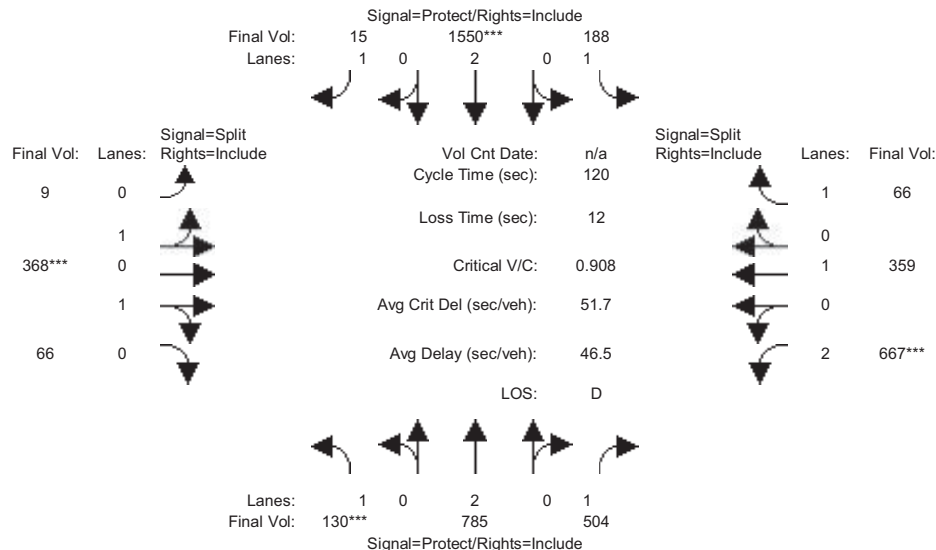
Vol/Sat:	0.00	0.41	0.03	0.00	0.33	0.09	0.11	0.09	0.11	0.05	0.07	0.07
Crit Moves:	****						****			****		
Green Time:	0.0	84.0	84.0	0.0	84.0	84.0	23.6	23.6	23.6	13.4	13.4	13.4
Volume/Cap:	0.00	0.63	0.05	0.00	0.52	0.14	0.62	0.47	0.63	0.44	0.63	0.63
Delay/Veh:	0.0	14.3	8.4	0.0	12.5	9.0	52.9	48.6	53.2	56.4	62.6	62.6
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	14.3	8.4	0.0	12.5	9.0	52.9	48.6	53.2	56.4	62.6	62.6
LOS by Move:	A	B	A	A	B	A	D-	D	D-	E+	E	E
HCM2kAvgQ:	0	17	1	0	13	3	9	6	9	4	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	130	766	500	188	1490	15	9	368	66	667	359	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	766	500	188	1490	15	9	368	66	667	359	66
Added Vol:	0	19	4	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	785	504	188	1550	15	9	368	66	667	359	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	785	504	188	1550	15	9	368	66	667	359	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	785	504	188	1550	15	9	368	66	667	359	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	130	785	504	188	1550	15	9	368	66	667	359	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.04	1.66	0.30	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	73	2991	536	3150	1900	1750

Capacity Analysis Module:

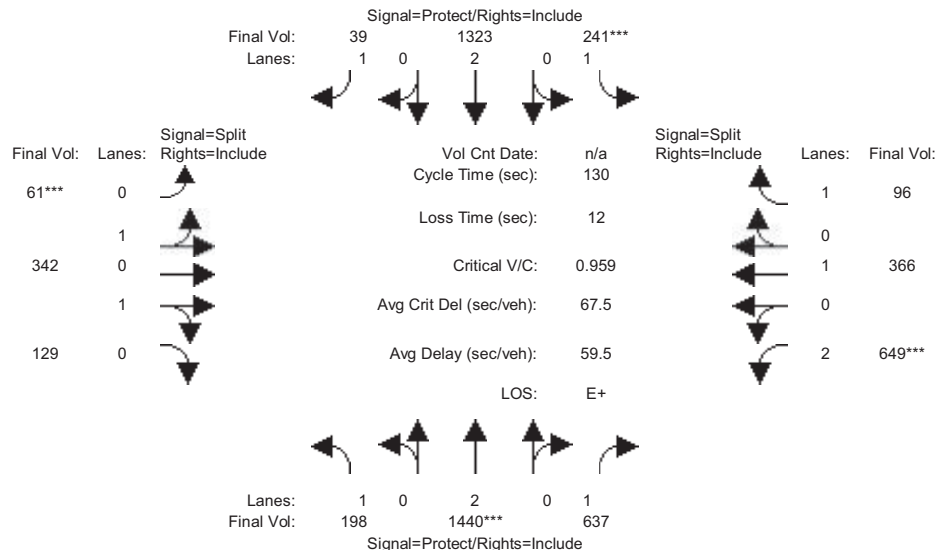
Vol/Sat:	0.07	0.21	0.29	0.11	0.41	0.01	0.12	0.12	0.12	0.21	0.19	0.04
Crit Moves:	***			***			***			***		
Green Time:	9.8	46.4	46.4	17.3	53.9	53.9	16.3	16.3	16.3	28.0	28.0	28.0
Volume/Cap:	0.91	0.53	0.74	0.74	0.91	0.02	0.91	0.91	0.91	0.91	0.81	0.16
Delay/Veh:	103.2	28.8	36.2	60.6	38.2	18.4	71.8	71.8	71.8	59.8	54.2	36.8
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:	103.2	28.8	36.2	60.6	38.2	18.4	71.8	71.8	71.8	59.8	54.2	36.8
LOS by Move:	F	C	D+	E	D+	B-	E	E	E	E+	D-	D+
HCM2kAvgQ:	6	11	17	7	28	0	12	12	12	16	13	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #3: El Camino Real / Ravenswood Ave



Street Name:	El Camino Real						Menlo Avenue-Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	198	1385	638	241	1301	39	61	342	129	645	366	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1385	638	241	1301	39	61	342	129	645	366	96
Added Vol:	0	55	-1	0	22	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1440	637	241	1323	39	61	342	129	649	366	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1440	637	241	1323	39	61	342	129	649	366	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1440	637	241	1323	39	61	342	129	649	366	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	1440	637	241	1323	39	61	342	129	649	366	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	1.29	0.48	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	413	2314	873	3150	1900	1750

Capacity Analysis Module:

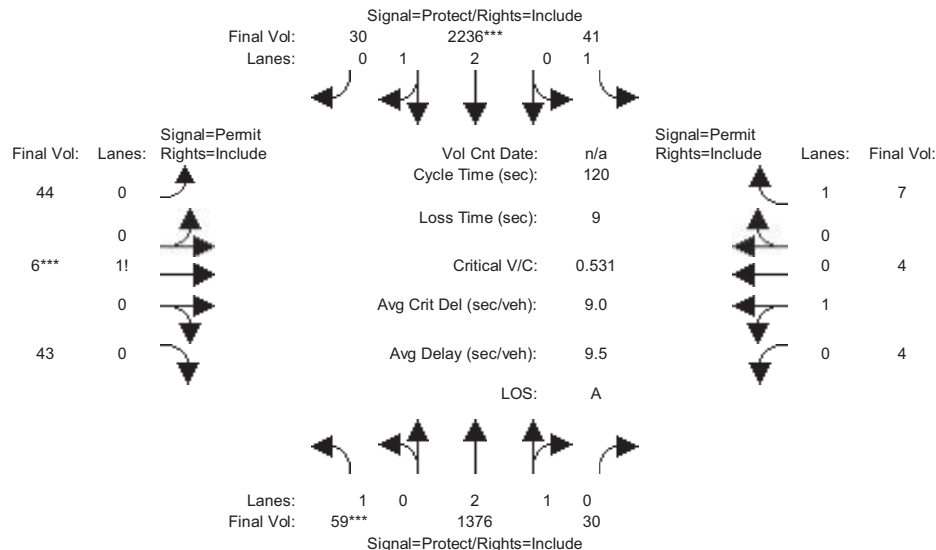
Vol/Sat:	0.11	0.38	0.36	0.14	0.35	0.02	0.15	0.15	0.15	0.21	0.19	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.2	51.4	51.4	18.7	52.9	52.9	20.0	20.0	20.0	27.9	27.9	27.9
Volume/Cap:	0.86	0.96	0.92	0.96	0.86	0.05	0.96	0.96	0.96	0.96	0.90	0.26
Delay/Veh:	80.8	52.9	55.1	100.6	40.1	23.4	82.7	82.7	82.7	75.3	71.4	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	52.9	55.1	100.6	40.1	23.4	82.7	82.7	82.7	75.3	71.4	42.8
LOS by Move:	F	D-	E+	F	D	C	F	F	F	E-	E	D
HCM2kAvgQ:	9	31	28	12	25	1	15	15	15	18	16	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	59	1353	30	41	2176	30	44	6	43	4	4	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:	59	1353	30	41	2176	30	44	6	43	4	4	7
Added Vol:	0	23	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1376	30	41	2236	30	44	6	43	4	4	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:	59	1376	30	41	2236	30	44	6	43	4	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1376	30	41	2236	30	44	6	43	4	4	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	1376	30	41	2236	30	44	6	43	4	4	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	0.48	0.06	0.46	0.50	0.50	1.00
Final Sat.:	1750	5480	119	1750	5526	74	828	113	809	900	900	1750

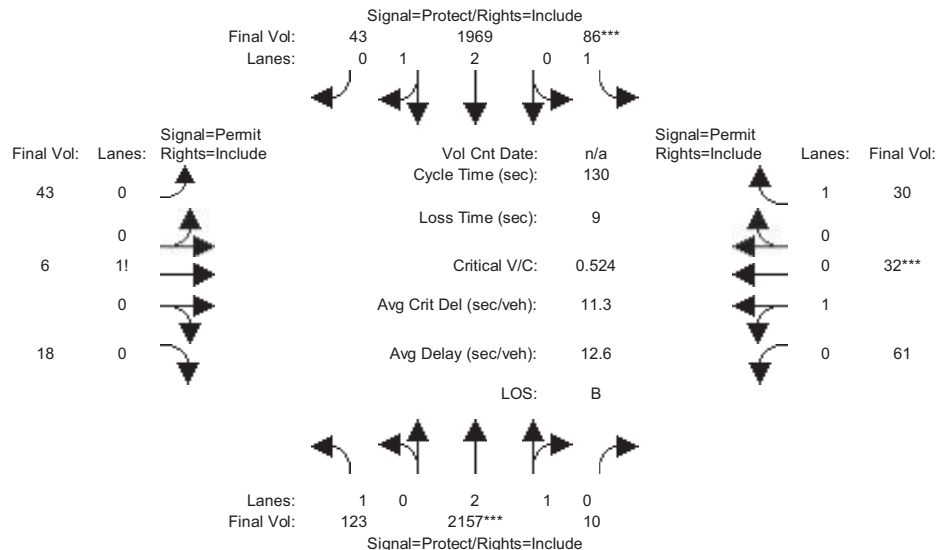
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.40	0.40	0.05	0.05	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	7.6	80.3	80.3	18.7	91.4	91.4	12.0	12.0	12.0	12.0	12.0	12.0
Volume/Cap:	0.53	0.38	0.38	0.15	0.53	0.53	0.53	0.53	0.53	0.04	0.04	0.04
Delay/Veh:	59.3	8.8	8.8	44.1	5.9	5.9	54.4	54.4	54.4	48.9	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	8.8	8.8	44.1	5.9	5.9	54.4	54.4	54.4	48.9	48.9	48.9
LOS by Move:	E+	A	A	D	A	A	D-	D-	D-	D	D	D
HCM2kAvgQ:	2	8	8	1	11	11	4	4	4	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #4: El Camino Real / Roble Avenue



Street Name:	El Camino Real						Roble Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	123	2103	10	86	1943	43	43	6	18	61	32	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	2103	10	86	1943	43	43	6	18	61	32	30
Added Vol:	0	54	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	2157	10	86	1969	43	43	6	18	61	32	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	2157	10	86	1969	43	43	6	18	61	32	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2157	10	86	1969	43	43	6	18	61	32	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2157	10	86	1969	43	43	6	18	61	32	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.99	0.01	1.00	2.93	0.07	0.64	0.09	0.27	0.66	0.34	1.00
Final Sat.:	1750	5574	26	1750	5480	120	1123	157	470	1181	619	1750

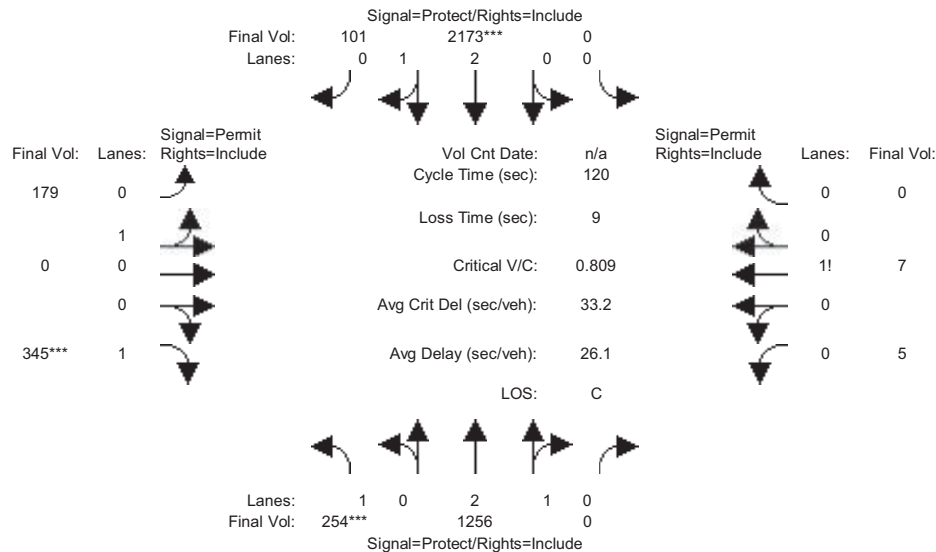
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.05	0.36	0.36	0.04	0.04	0.04	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Green Time:	17.7	96.0	96.0	12.2	90.5	90.5	12.8	12.8	12.8	12.8	12.8	12.8
Volume/Cap:	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.52	0.52	0.17
Delay/Veh:	54.1	7.4	7.4	59.2	9.5	9.5	56.4	56.4	56.4	58.5	58.5	54.2
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:	54.1	7.4	7.4	59.2	9.5	9.5	56.4	56.4	56.4	58.5	58.5	54.2
LOS by Move:	D-	A	A	E+	A	A	E+	E+	E+	E+	E+	D-
HCM2kAvgQ:	5	12	12	3	12	12	3	3	3	4	4	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	253	1233	0	0	2113	101	179	0	343	5	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:	253	1233	0	0	2113	101	179	0	343	5	7	0
Added Vol:	1	23	0	0	60	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	1256	0	0	2173	101	179	0	345	5	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:	254	1256	0	0	2173	101	179	0	345	5	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1256	0	0	2173	101	179	0	345	5	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
Final Volume:	254	1256	0	0	2173	101	179	0	345	5	7	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	0.00	0.00	2.86	0.14	1.00	0.00	1.00	0.42	0.58	0.00
Final Sat.:	1750	5600	0	0	5351	249	1800	0	1750	750	1050	0

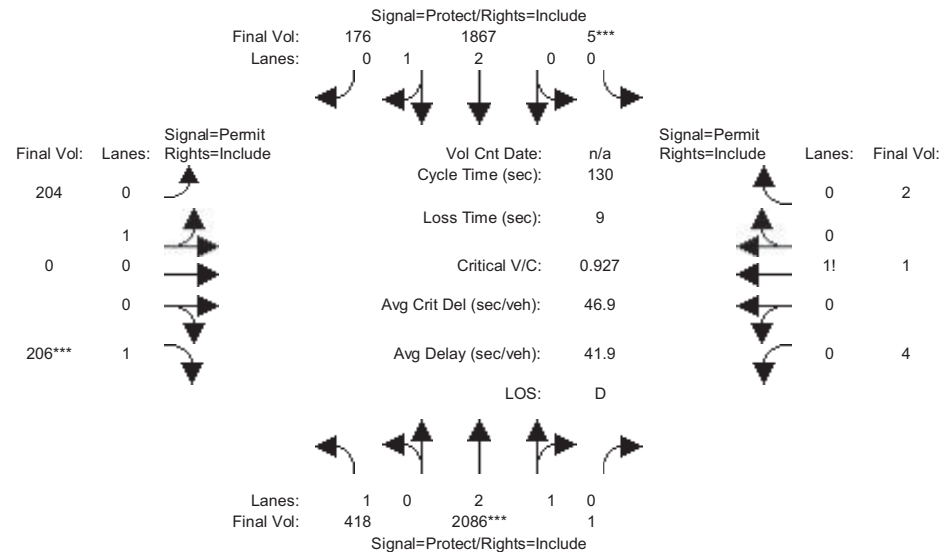
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.00	0.00	0.41	0.41	0.10	0.00	0.20	0.01	0.01	0.00
Crit Moves:	***				***				***			
Green Time:	21.5	81.8	0.0	0.0	60.2	60.2	29.2	0.0	29.2	29.2	29.2	0.0
Volume/Cap:	0.81	0.33	0.00	0.00	0.81	0.81	0.41	0.00	0.81	0.03	0.03	0.00
Delay/Veh:	61.7	7.9	0.0	0.0	26.9	26.9	38.7	0.0	53.8	34.6	34.6	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:	61.7	7.9	0.0	0.0	26.9	26.9	38.7	0.0	53.8	34.6	34.6	0.0
LOS by Move:	E	A	A	A	C	C	D+	A	D-	C-	C-	A
HCM2kAvgQ:	10	6	0	0	24	24	6	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #5: El Camino Real / Middle Ave



Street Name:	El Camino Real						Middle Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	416	2032	1	5	1841	176	204	0	205	4	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	2032	1	5	1841	176	204	0	205	4	1	2
Added Vol:	2	54	0	0	26	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	2086	1	5	1867	176	204	0	206	4	1	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:	418	2086	1	5	1867	176	204	0	206	4	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	2086	1	5	1867	176	204	0	206	4	1	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
Final Volume:	418	2086	1	5	1867	176	204	0	206	4	1	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	0.01	2.73	0.26	1.00	0.00	1.00	0.57	0.14	0.29
Final Sat.:	1750	5597	3	13	5014	473	1800	0	1750	1000	250	500

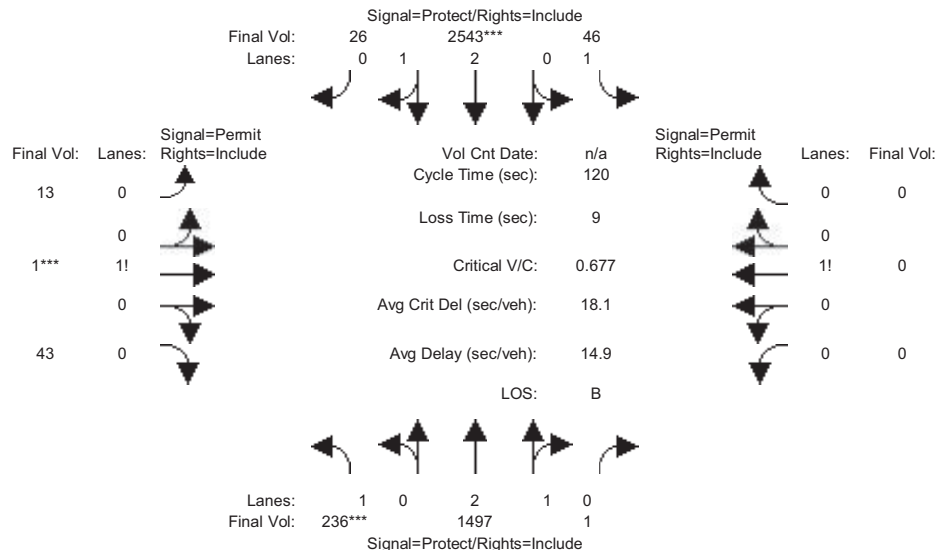
Capacity Analysis Module:												
Vol/Sat:	0.24	0.37	0.37	0.37	0.37	0.37	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	40.8	52.3	52.3	52.2	63.7	63.7	16.5	0.0	16.5	16.5	16.5	16.5
Volume/Cap:	0.76	0.93	0.93	0.93	0.76	0.76	0.89	0.00	0.93	0.03	0.03	0.03
Delay/Veh:	46.3	44.4	44.4	44.5	28.3	28.3	88.3	0.0	96.8	49.8	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	44.4	44.4	44.5	28.3	28.3	88.3	0.0	96.8	49.8	49.8	49.8
LOS by Move:	D	D	D	D	C	C	F	A	F	D	D	D
HCM2kAvgQ:	16	29	29	29	23	23	11	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real			Cambridge Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	236	1473	1	46	2481	26	13	1	43	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:	236	1473	1	46	2481	26	13	1	43	0	0	0
Added Vol:	0	24	0	0	62	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1497	1	46	2543	26	13	1	43	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	1497	1	46	2543	26	13	1	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1497	1	46	2543	26	13	1	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	1497	1	46	2543	26	13	1	43	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.23	0.02	0.75	0.00	1.00	0.00
Final Sat.:	1750	5596	4	1750	5543	57	399	31	1320	0	1750	0

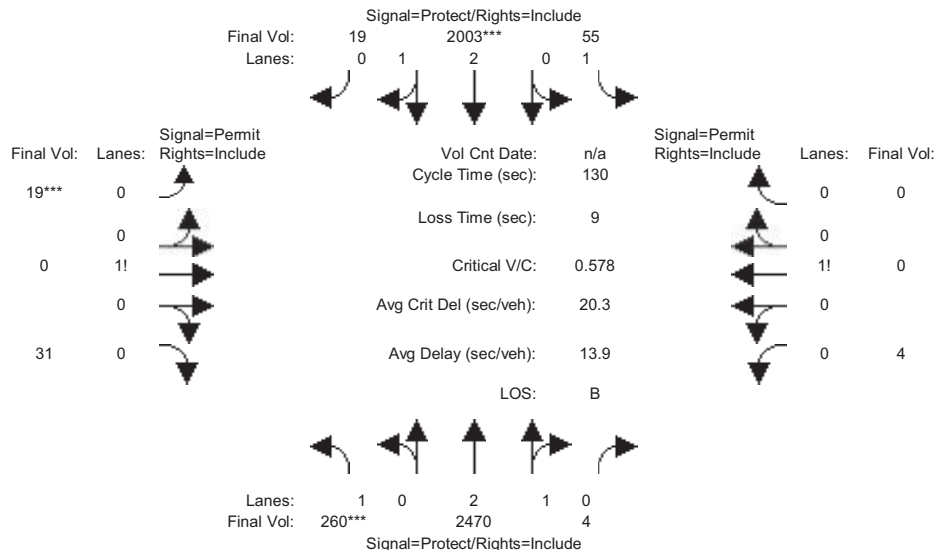
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.03	0.46	0.46	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green Time:	22.9	82.9	82.9	18.1	78.1	78.1	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.71	0.39	0.39	0.17	0.71	0.71	0.39	0.39	0.39	0.00	0.00	0.00
Delay/Veh:	52.1	7.9	7.9	44.8	14.2	14.2	53.8	53.8	53.8	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:	52.1	7.9	7.9	44.8	14.2	14.2	53.8	53.8	53.8	0.0	0.0	0.0
LOS by Move:	D-	A	A	D	B	B	D-	D-	D-	A	A	A
HCM2kAvgQ:	10	8	8	1	20	20	3	3	3	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #6: El Camino Real / Cambridge Ave



Street Name:	El Camino Real						Cambridge Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	260	2414	4	55	1976	19	19	0	31	4	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:	260	2414	4	55	1976	19	19	0	31	4	0	0
Added Vol:	0	56	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	2470	4	55	2003	19	19	0	31	4	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:	260	2470	4	55	2003	19	19	0	31	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	2470	4	55	2003	19	19	0	31	4	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	2470	4	55	2003	19	19	0	31	4	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.38	0.00	0.62	1.00	0.00	0.00
Final Sat.:	1750	5591	9	1750	5547	53	665	0	1085	1750	0	0

Capacity Analysis Module:

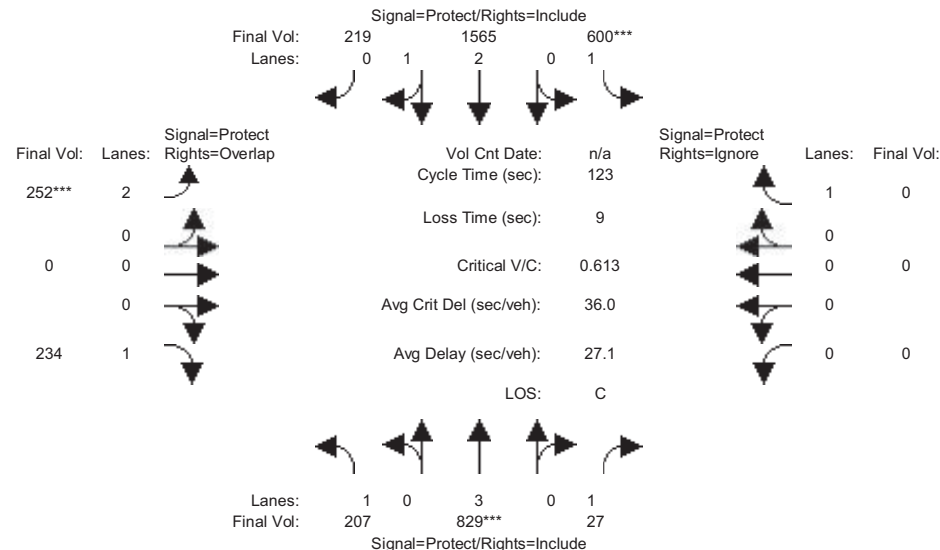
Vol/Sat:	0.15	0.44	0.44	0.03	0.36	0.36	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green Time:	32.4	98.9	98.9	12.1	78.6	78.6	10.0	0.0	10.0	10.0	0.0	0.0
Volume/Cap:	0.60	0.58	0.58	0.34	0.60	0.60	0.37	0.00	0.37	0.03	0.00	0.00
Delay/Veh:	45.3	6.9	6.9	56.5	16.2	16.2	58.7	0.0	58.7	55.6	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:	45.3	6.9	6.9	56.5	16.2	16.2	58.7	0.0	58.7	55.6	0.0	0.0
LOS by Move:	D	A	A	E+	B	B	E+	A	E+	E+	A	A
HCM2kAvgQ:	10	14	14	2	16	16	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	154	817	27	600	1536	406	240	0	220	0	0	639
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	817	27	600	1536	406	240	0	220	0	0	639
Added Vol:	53	12	0	0	29	32	12	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	829	27	600	1565	438	252	0	234	0	0	639
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	207	829	27	600	1565	219	252	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	829	27	600	1565	219	252	0	234	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	207	829	27	600	1565	219	252	0	234	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4912	687	3150	0	1750	0	0	1750

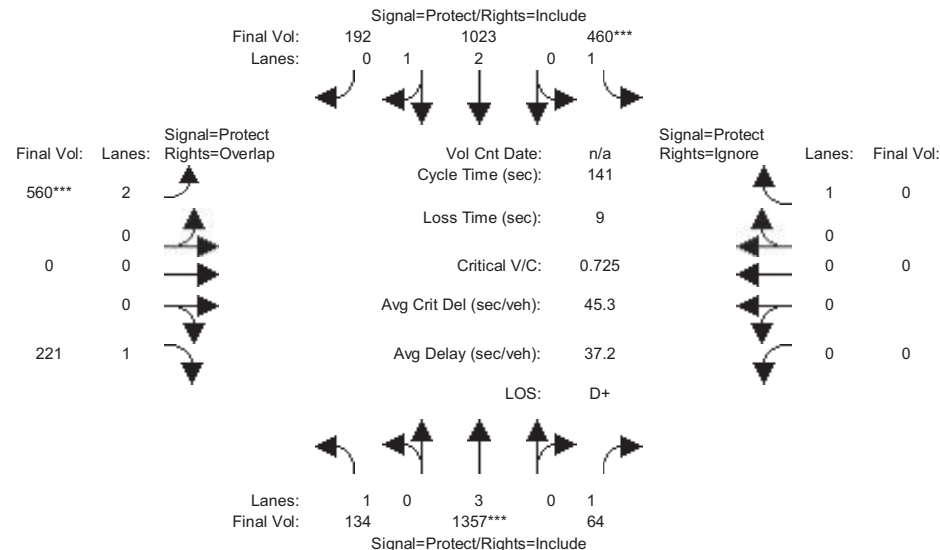
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.02	0.34	0.32	0.32	0.08	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	26.5	29.2	29.2	68.8	71.4	71.4	16.0	0.0	42.6	0.0	0.0	0.0
Volume/Cap:	0.55	0.61	0.07	0.61	0.55	0.55	0.61	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	44.6	42.7	36.4	19.3	16.1	16.1	53.3	0.0	30.8	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:	44.6	42.7	36.4	19.3	16.1	16.1	53.3	0.0	30.8	0.0	0.0	0.0
LOS by Move:	D	D	D+	B-	B	B	D-	A	C	A	A	A
HCM2kAvgQ:	8	10	1	16	14	14	6	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #7: El Camino Real / Sand Hil Rd - Alma St



Street Name:	EL Camino Real			Sand Hill Road - Alma Street		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	1331	64	460	1010	370	530	0	184	0	0	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1331	64	460	1010	370	530	0	184	0	0	454
Added Vol:	21	26	0	0	13	14	30	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1357	64	460	1023	384	560	0	221	0	0	454
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	134	1357	64	460	1023	192	560	0	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1357	64	460	1023	192	560	0	221	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	134	1357	64	460	1023	192	560	0	221	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.51	0.49	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	4714	885	3150	0	1750	0	0	1750

Capacity Analysis Module:

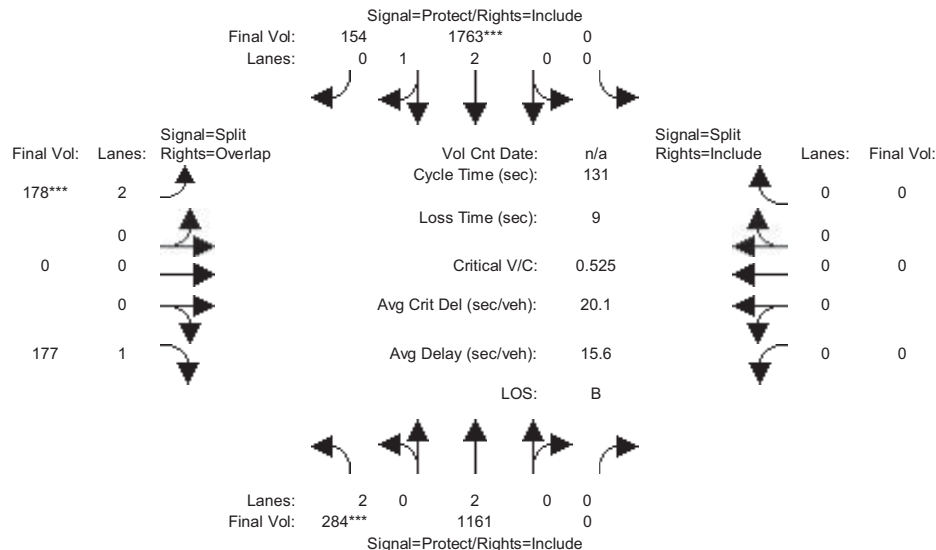
Vol/Sat:	0.08	0.24	0.04	0.26	0.22	0.22	0.18	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	25.4	46.3	46.3	51.1	72.0	72.0	34.6	0.0	60.0	0.0	0.0	0.0
Volume/Cap:	0.42	0.72	0.11	0.72	0.42	0.42	0.72	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	52.2	43.2	33.1	43.0	21.7	21.7	52.3	0.0	26.9	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:	52.2	43.2	33.1	43.0	21.7	21.7	52.3	0.0	26.9	0.0	0.0	0.0
LOS by Move:	D-	D	C-	D	C+	C+	D-	A	C	A	A	A
HCM2kAvgQ:	6	18	2	19	11	11	14	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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 2025AM+SUMC R Parking

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	231	1109	0	0	1750	124	166	0	155	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:	231	1109	0	0	1750	124	166	0	155	0	0	0
Added Vol:	53	52	0	0	13	30	12	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	1161	0	0	1763	154	178	0	177	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:	284	1161	0	0	1763	154	178	0	177	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1161	0	0	1763	154	178	0	177	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	1161	0	0	1763	154	178	0	177	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.75	0.25	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5150	450	3150	0	1750	0	0	0

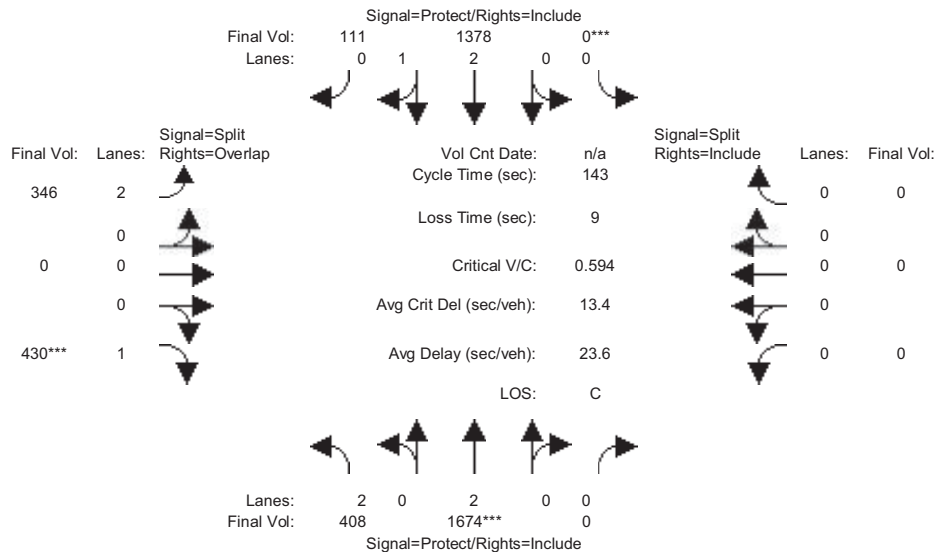
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.00	0.00	0.34	0.34	0.06	0.00	0.10	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green Time:	22.5	108	0.0	0.0	85.4	85.4	14.1	0.0	36.6	0.0	0.0	0.0
Volume/Cap:	0.53	0.37	0.00	0.00	0.53	0.53	0.53	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	50.3	3.0	0.0	0.0	12.2	12.2	56.8	0.0	38.3	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:	50.3	3.0	0.0	0.0	12.2	12.2	56.8	0.0	38.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E+	A	D+	A	A	A
HCM2kAvgQ:	7	6	0	0	14	14	5	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #8: El Camino Real / Quarry Rd



Street Name:	El Camino Real						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	389	1654	0	0	1342	97	319	0	370	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:	389	1654	0	0	1342	97	319	0	370	0	0	0
Added Vol:	19	20	0	0	36	14	27	0	60	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	1674	0	0	1378	111	346	0	430	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:	408	1674	0	0	1378	111	346	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	1674	0	0	1378	111	346	0	430	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	408	1674	0	0	1378	111	346	0	430	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	3800	0	0	5182	417	3150	0	1750	0	0	0

Capacity Analysis Module:

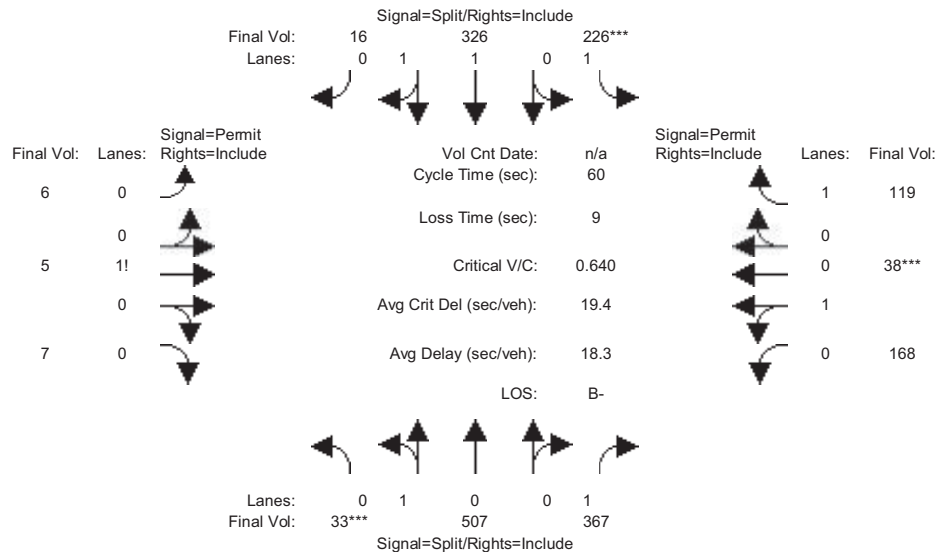
Vol/Sat:	0.13	0.44	0.00	0.00	0.27	0.27	0.11	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.7	106	0.0	0.0	71.3	71.3	28.0	0.0	62.7	0.0	0.0	0.0
Volume/Cap:	0.53	0.59	0.00	0.00	0.53	0.53	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	47.8	8.9	0.0	0.0	24.7	24.7	53.2	0.0	30.8	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:	47.8	8.9	0.0	0.0	24.7	24.7	53.2	0.0	30.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D-	A	C	A	A	A
HCM2kAvgQ:	10	17	0	0	15	15	9	0	15	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #9: Alma St / Lytton Ave



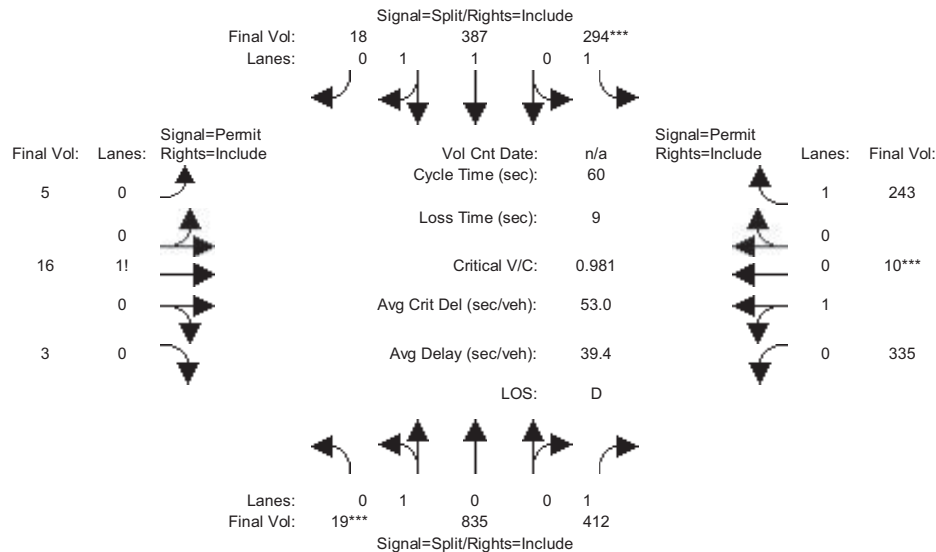
Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	503	364	226	326	16	6	5	7	147	38	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	503	364	226	326	16	6	5	7	147	38	119
Added Vol:	0	4	3	0	0	0	0	0	0	21	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	507	367	226	326	16	6	5	7	168	38	119
User Adj:	1.00	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:	33	507	367	226	326	16	6	5	7	168	38	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	507	367	226	326	16	6	5	7	168	38	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	507	367	226	326	16	6	5	7	168	38	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.06	0.94	1.00	1.00	1.90	0.10	0.33	0.28	0.39	0.82	0.18	1.00
Final Sat.:	110	1690	1750	1750	3527	173	583	486	681	1468	332	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.21	0.13	0.09	0.09	0.01	0.01	0.01	0.11	0.11	0.07
Crit Moves:	***			***						***		
Green Time:	28.1	28.1	28.1	12.1	12.1	12.1	10.7	10.7	10.7	10.7	10.7	10.7
Volume/Cap:	0.64	0.64	0.45	0.64	0.46	0.46	0.06	0.06	0.06	0.64	0.64	0.38
Delay/Veh:	13.7	13.7	11.1	25.9	21.5	21.5	20.5	20.5	20.5	27.1	27.1	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:	13.7	13.7	11.1	25.9	21.5	21.5	20.5	20.5	20.5	27.1	27.1	22.5
LOS by Move:	B	B	B+	C	C+	C+	C+	C+	C+	C	C	C+
HCM2kAvgQ:	9	9	5	5	3	3	0	0	0	5	5	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #9: Alma St / Lytton Ave



Street Name:	Alma Street						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	19	823	405	294	387	18	5	16	3	327	10	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	823	405	294	387	18	5	16	3	327	10	243
Added Vol:	0	12	7	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	835	412	294	387	18	5	16	3	335	10	243
User Adj:	1.00	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:	19	835	412	294	387	18	5	16	3	335	10	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	835	412	294	387	18	5	16	3	335	10	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	835	412	294	387	18	5	16	3	335	10	243

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.02	0.98	1.00	1.00	1.91	0.09	0.21	0.67	0.12	0.97	0.03	1.00
Final Sat.:	40	1760	1750	1750	3535	164	365	1167	219	1748	52	1750

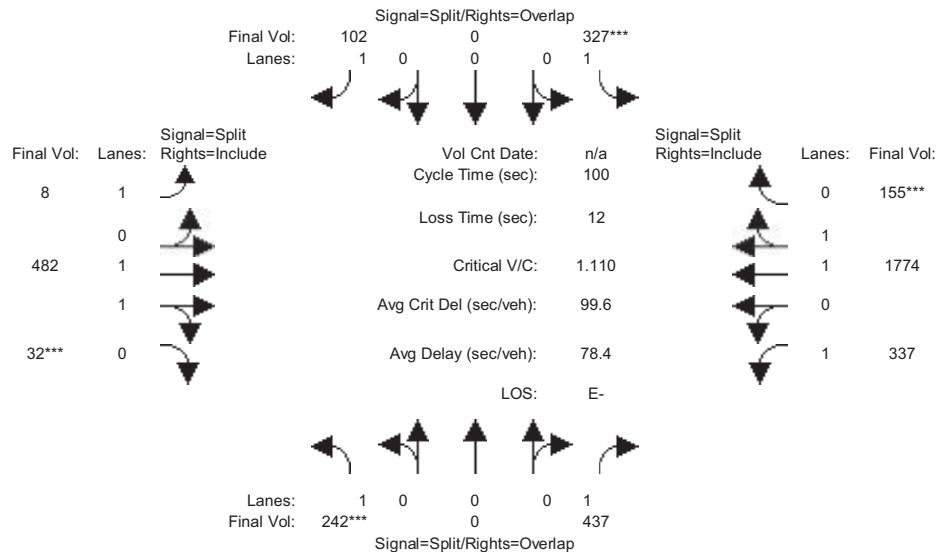
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.24	0.17	0.11	0.11	0.01	0.01	0.01	0.19	0.19	0.14
Crit Moves:	***			***						***		
Green Time:	29.0	29.0	29.0	10.3	10.3	10.3	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.98	0.98	0.49	0.98	0.64	0.64	0.07	0.07	0.07	0.98	0.98	0.71
Delay/Veh:	41.1	41.1	10.9	71.5	25.3	25.3	19.8	19.8	19.8	66.8	66.8	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	10.9	71.5	25.3	25.3	19.8	19.8	19.8	66.8	66.8	29.4
LOS by Move:	D	D	B+	E	C	C	B-	B-	B-	E	E	C
HCM2kAvgQ:	24	24	6	11	5	5	0	0	0	12	12	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real						Palm Drive - University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	242	0	437	313	0	102	8	471	32	337	1748	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	0	437	313	0	102	8	471	32	337	1748	113
Added Vol:	0	63	0	14	21	0	0	11	0	0	26	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	63	437	327	21	102	8	482	32	337	1774	155
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	242	0	437	327	0	102	8	482	32	337	1774	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	437	327	0	102	8	482	32	337	1774	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	0	437	327	0	102	8	482	32	337	1774	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.87	0.13	1.00	1.83	0.17
Final Sat.:	1800	0	1800	1800	0	1800	1750	3469	230	1750	3402	297

Capacity Analysis Module:

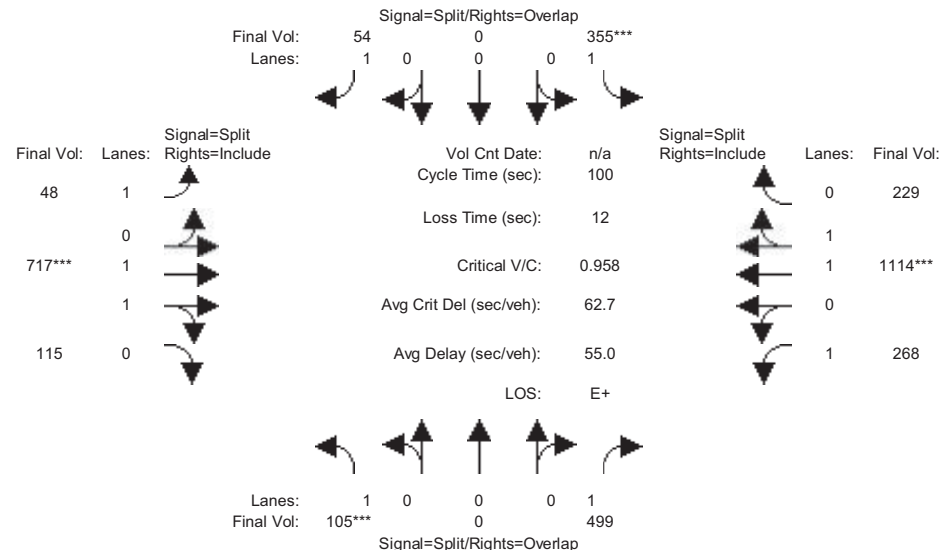
Vol/Sat:	0.13	0.00	0.24	0.18	0.00	0.06	0.00	0.14	0.14	0.19	0.52	0.52
Crit Moves:	***			***					***			***
Green Time:	12.1	0.0	59.1	16.4	0.0	28.9	12.5	12.5	12.5	47.0	47.0	47.0
Volume/Cap:	1.11	0.00	0.41	1.11	0.00	0.20	0.04	1.11	1.11	0.41	1.11	1.11
Delay/Veh:	114.2	0.0	11.2	120.6	0.0	26.8	38.5	119	118.9	17.7	84.7	84.7
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:	114.2	0.0	11.2	120.6	0.0	26.8	38.5	119	118.9	17.7	84.7	84.7
LOS by Move:	F	A	B+	F	A	C	D+	F	F	B	F	F
HCM2kAvgQ:	15	0	8	19	0	2	0	13	13	7	45	45

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #10: El Camino Real / University-Palm (Single Int)



Street Name:	EL Camino Real			Palm Drive - University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	0	499	317	0	54	48	693	115	268	1102	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	499	317	0	54	48	693	115	268	1102	213
Added Vol:	0	23	0	38	58	0	0	24	0	0	12	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	23	499	355	58	54	48	717	115	268	1114	229
User Adj:	1.00	0.00	1.00	1.00	0.00	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:	105	0	499	355	0	54	48	717	115	268	1114	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	499	355	0	54	48	717	115	268	1114	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:	105	0	499	355	0	54	48	717	115	268	1114	229

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.95	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.72	0.28	1.00	1.65	0.35
Final Sat.:	1800	0	1800	1800	0	1800	1750	3188	511	1750	3069	631

Capacity Analysis Module:

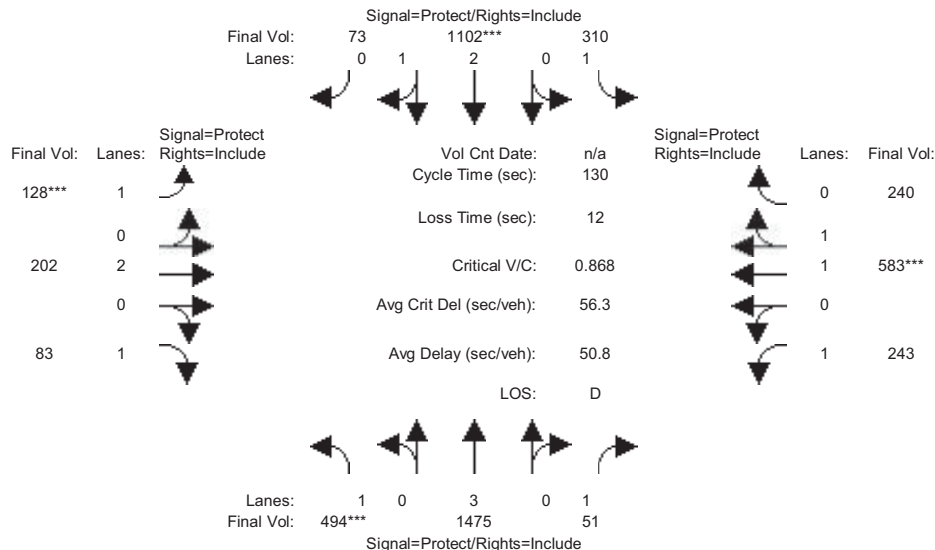
Vol/Sat:	0.06	0.00	0.28	0.20	0.00	0.03	0.03	0.22	0.22	0.15	0.36	0.36
Crit Moves:	***			***			***			***		
Green Time:	10.0	0.0	46.1	19.6	0.0	41.9	22.3	22.3	22.3	36.1	36.1	36.1
Volume/Cap:	0.58	0.00	0.60	1.01	0.00	0.07	0.12	1.01	1.01	0.42	1.01	1.01
Delay/Veh:	43.9	0.0	21.2	86.5	0.0	17.4	31.1	71.8	71.8	24.6	58.2	58.2
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:	43.9	0.0	21.2	86.5	0.0	17.4	31.1	71.8	71.8	24.6	58.2	58.2
LOS by Move:	D	A	C+	F	A	B	C	E	E	C	E+	E+
HCM2kAvgQ:	4	0	12	17	0	1	1	17	17	7	27	27

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real			Galvez Street-Embarcadero Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	490	1419	102	308	1084	145	128	195	164	243	561	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1419	102	308	1084	145	128	195	164	243	561	233
Added Vol:	4	56	0	2	18	0	0	7	1	0	22	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	1475	102	310	1102	145	128	202	165	243	583	240
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	494	1475	51	310	1102	73	128	202	83	243	583	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1475	51	310	1102	73	128	202	83	243	583	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	494	1475	51	310	1102	73	128	202	83	243	583	240

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	2.81	0.19	1.00	2.00	1.00	1.00	1.40	0.60
Final Sat.:	1750	5700	1750	1750	5254	346	1750	3800	1750	1750	2620	1079

Capacity Analysis Module:

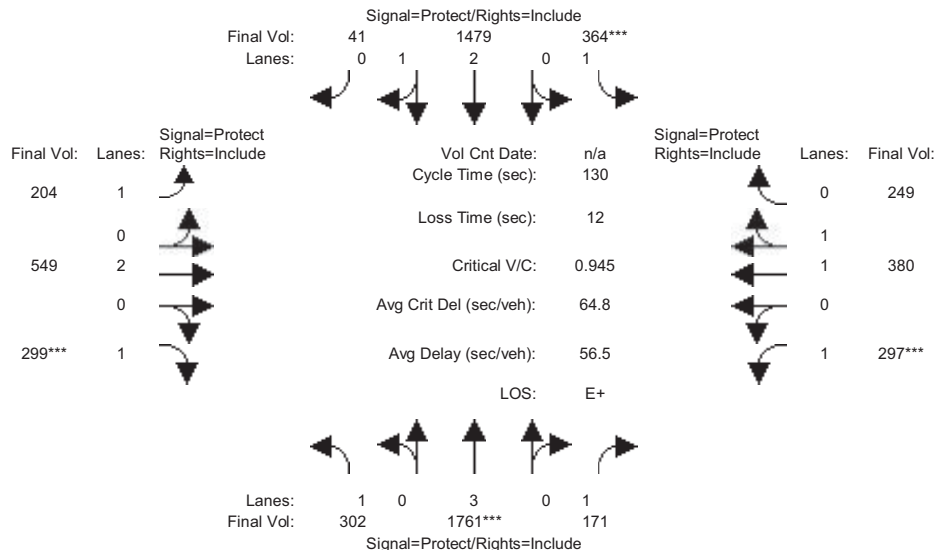
Vol/Sat:	0.28	0.26	0.03	0.18	0.21	0.21	0.07	0.05	0.05	0.14	0.22	0.22
Crit Moves:	***			***			***			***		
Green Time:	42.3	43.8	43.8	30.0	31.4	31.4	11.0	15.8	15.8	28.5	33.3	33.3
Volume/Cap:	0.87	0.77	0.09	0.77	0.87	0.87	0.87	0.44	0.39	0.63	0.87	0.87
Delay/Veh:	54.6	40.5	29.5	55.5	53.5	53.5	97.2	53.7	53.8	49.5	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	40.5	29.5	55.5	53.5	53.5	97.2	53.7	53.8	49.5	54.8	54.8
LOS by Move:	D-	D	C	E+	D-	D-	F	D-	D-	D	D-	D-
HCM2kAvgQ:	23	19	1	14	18	18	8	4	4	10	19	19

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #11: El Camino Real / Embarcadero Rd - Galvez St



Street Name:	El Camino Real			Galvez Street-Embarcadero Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	300	1740	341	358	1427	82	204	529	594	297	372	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1740	341	358	1427	82	204	529	594	297	372	247
Added Vol:	2	21	0	6	52	0	0	20	4	0	8	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	1761	341	364	1479	82	204	549	598	297	380	249
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	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:	302	1761	171	364	1479	41	204	549	299	297	380	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1761	171	364	1479	41	204	549	299	297	380	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	302	1761	171	364	1479	41	204	549	299	297	380	249

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	2.92	0.08	1.00	2.00	1.00	1.00	1.19	0.81
Final Sat.:	1750	5700	1750	1750	5449	151	1750	3800	1750	1750	2234	1464

Capacity Analysis Module:

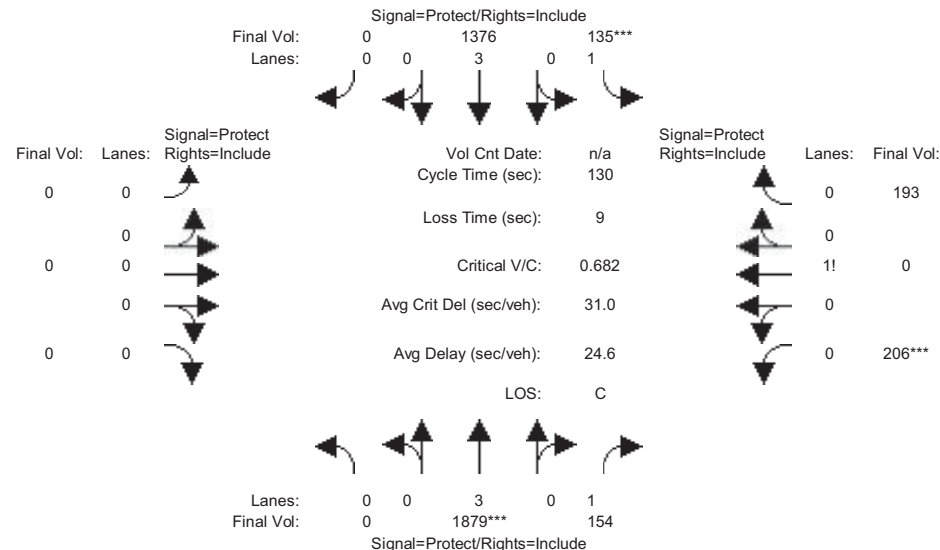
Vol/Sat:	0.17	0.31	0.10	0.21	0.27	0.27	0.12	0.14	0.17	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	27.6	42.5	42.5	28.6	43.5	43.5	19.1	23.5	23.5	23.4	27.8	27.8
Volume/Cap:	0.81	0.94	0.30	0.94	0.81	0.81	0.80	0.80	0.94	0.94	0.80	0.80
Delay/Veh:	61.3	53.2	32.9	81.8	42.3	42.3	69.3	57.6	88.7	89.0	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	53.2	32.9	81.8	42.3	42.3	69.3	57.6	88.7	89.0	54.0	54.0
LOS by Move:	E	D-	C-	F	D	D	E	E+	F	F	D-	D-
HCM2kAvgQ:	14	27	5	20	21	21	11	12	17	17	14	14

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1824	154	133	1358	0	0	0	0	206	0	188
Growth Adj:	1.00	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	1824	154	133	1358	0	0	0	0	206	0	188
Added Vol:	0	55	0	2	18	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1879	154	135	1376	0	0	0	0	206	0	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:	0	1879	154	135	1376	0	0	0	0	206	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1879	154	135	1376	0	0	0	0	206	0	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
Final Volume:	0	1879	154	135	1376	0	0	0	0	206	0	193

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.52	0.00	0.48
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	904	0	846

Capacity Analysis Module:

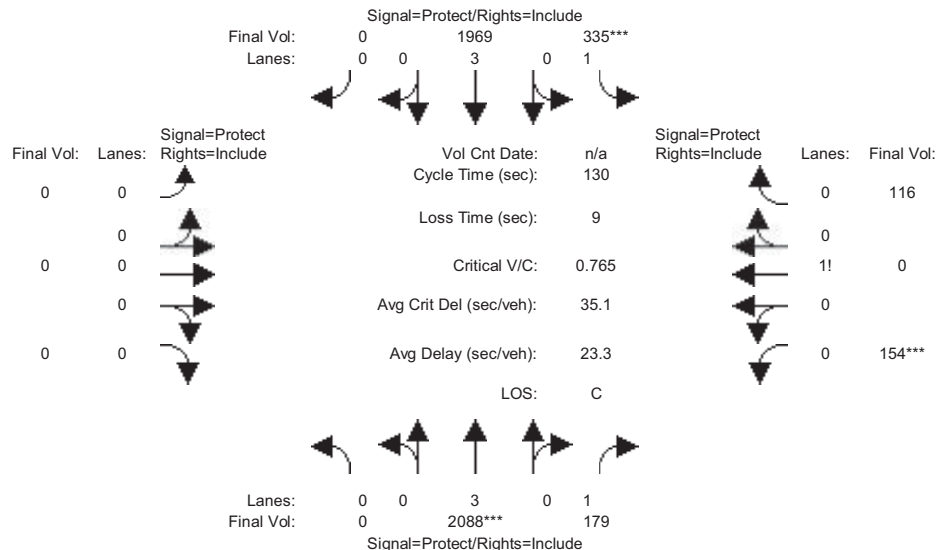
Vol/Sat:	0.00	0.33	0.09	0.08	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.8	62.8	14.7	77.5	0.0	0.0	0.0	0.0	43.5	0.0	43.5
Volume/Cap:	0.00	0.68	0.18	0.68	0.40	0.00	0.00	0.00	0.00	0.68	0.00	0.68
Delay/Veh:	0.0	26.6	19.1	64.8	14.0	0.0	0.0	0.0	0.0	40.6	0.0	40.6
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	26.6	19.1	64.8	14.0	0.0	0.0	0.0	0.0	40.6	0.0	40.6
LOS by Move:	A	C	B-	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	19	4	7	9	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #12: El Camino Real / Churchill Ave



Street Name:	El Camino Real						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	2068	179	330	1918	0	0	0	0	154	0	114
Growth Adj:	1.00	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	2068	179	330	1918	0	0	0	0	154	0	114
Added Vol:	0	20	0	5	51	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2088	179	335	1969	0	0	0	0	154	0	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:	0	2088	179	335	1969	0	0	0	0	154	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2088	179	335	1969	0	0	0	0	154	0	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
Final Volume:	0	2088	179	335	1969	0	0	0	0	154	0	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.57	0.00	0.43
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	998	0	752

Capacity Analysis Module:

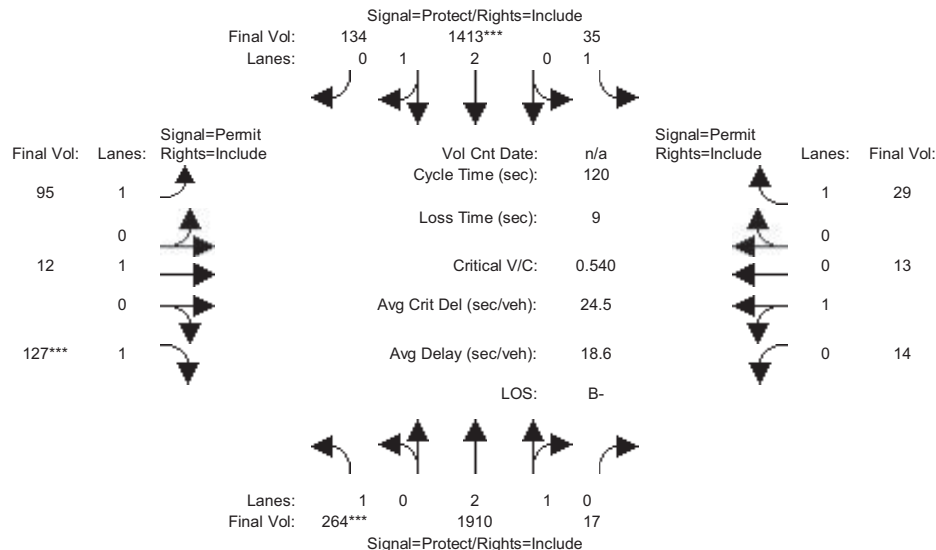
Vol/Sat:	0.00	0.37	0.10	0.19	0.35	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****			****			****		
Green Time:	0.0	62.3	62.3	32.5	94.8	0.0	0.0	0.0	0.0	26.2	0.0	26.2
Volume/Cap:	0.00	0.76	0.21	0.76	0.47	0.00	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	0.0	29.2	19.8	53.0	7.4	0.0	0.0	0.0	0.0	58.6	0.0	58.6
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	29.2	19.8	53.0	7.4	0.0	0.0	0.0	0.0	58.6	0.0	58.6
LOS by Move:	A	C	B-	D-	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	23	4	15	11	0	0	0	0	10	0	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	263	1855	17	35	1395	134	95	12	127	14	13	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1855	17	35	1395	134	95	12	127	14	13	29
Added Vol:	1	55	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1910	17	35	1413	134	95	12	127	14	13	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	1910	17	35	1413	134	95	12	127	14	13	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1910	17	35	1413	134	95	12	127	14	13	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	1910	17	35	1413	134	95	12	127	14	13	29

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.73	0.27	1.00	1.00	1.00	0.52	0.48	1.00
Final Sat.:	1750	5551	49	1750	5114	485	1750	1900	1750	933	867	1750

Capacity Analysis Module:

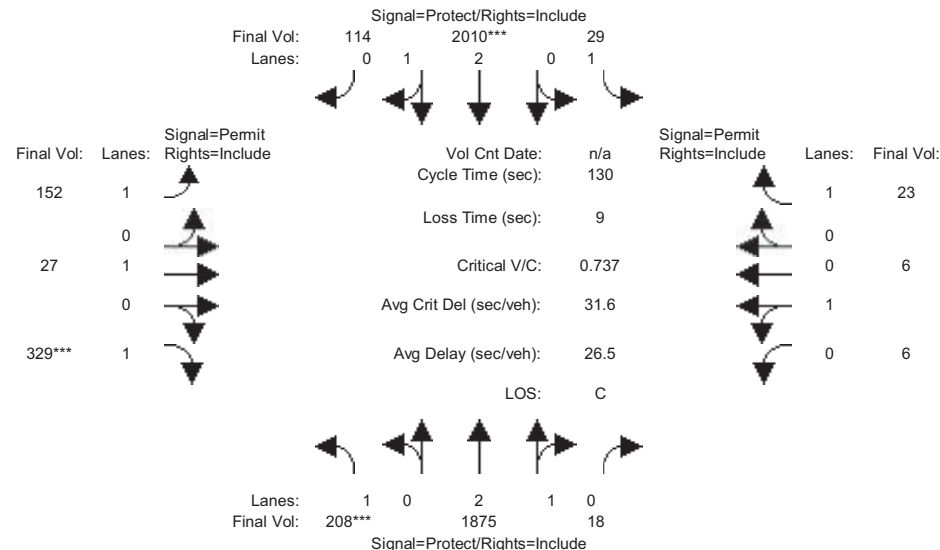
Vol/Sat:	0.15	0.34	0.34	0.02	0.28	0.28	0.05	0.01	0.07	0.02	0.02	0.02
Crit Moves:	***			***			***					
Green Time:	33.5	81.1	81.1	13.8	61.4	61.4	16.1	16.1	16.1	16.1	16.1	16.1
Volume/Cap:	0.54	0.51	0.51	0.17	0.54	0.54	0.40	0.05	0.54	0.11	0.11	0.12
Delay/Veh:	37.9	9.7	9.7	48.4	20.0	20.0	48.7	45.3	51.0	45.9	45.9	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	9.7	9.7	48.4	20.0	20.0	48.7	45.3	51.0	45.9	45.9	46.0
LOS by Move:	D+	A	A	D	C+	C+	D	D	D-	D	D	D
HCM2kAvgQ:	9	12	12	1	13	13	4	0	5	1	1	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #13: El Camino Real / Serra St-Park Blvd



Street Name:	EL Camino Real			Serra Street - Park Boulevard		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	208	1855	18	29	1959	114	152	27	328	6	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	1855	18	29	1959	114	152	27	328	6	6	23
Added Vol:	0	20	0	0	51	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	1875	18	29	2010	114	152	27	329	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1875	18	29	2010	114	152	27	329	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1875	18	29	2010	114	152	27	329	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	208	1875	18	29	2010	114	152	27	329	6	6	23

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.97	0.03	1.00	2.83	0.17	1.00	1.00	1.00	0.50	0.50	1.00
Final Sat.:	1750	5547	53	1750	5299	301	1750	1900	1750	900	900	1750

Capacity Analysis Module:

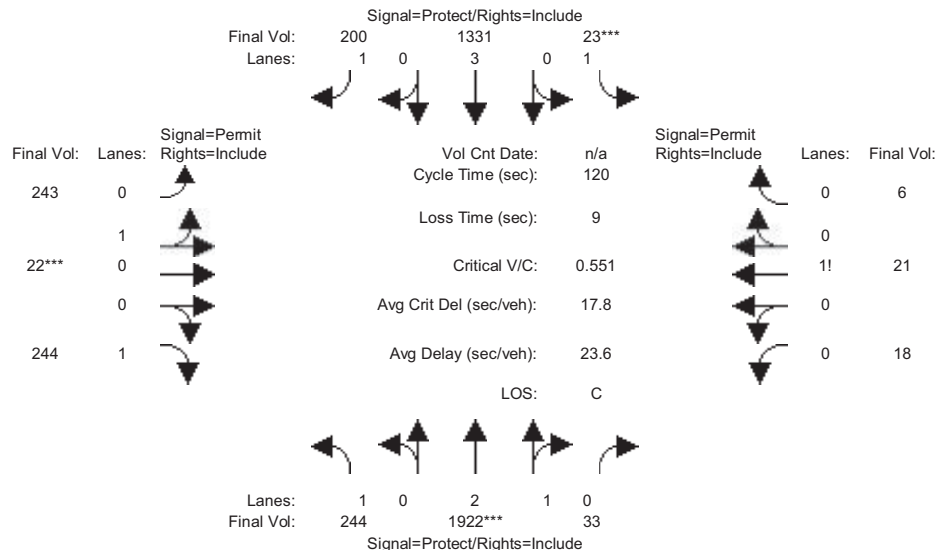
Vol/Sat:	0.12	0.34	0.34	0.02	0.38	0.38	0.09	0.01	0.19	0.01	0.01	0.01
Crit Moves:	***			***			***					
Green Time:	21.0	75.8	75.8	12.1	66.9	66.9	33.2	33.2	33.2	33.2	33.2	33.2
Volume/Cap:	0.74	0.58	0.58	0.18	0.74	0.74	0.34	0.06	0.74	0.03	0.03	0.05
Delay/Veh:	61.7	17.3	17.3	54.9	25.7	25.7	40.0	36.6	50.8	36.3	36.3	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	17.3	17.3	54.9	25.7	25.7	40.0	36.6	50.8	36.3	36.3	36.6
LOS by Move:	E	B	B	D-	C	C	D	D+	D	D+	D+	D+
HCM2kAvgQ:	9	16	16	1	22	22	5	1	14	0	0	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R/Parking

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	243	1866	33	23	1313	200	243	22	244	18	21	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	1866	33	23	1313	200	243	22	244	18	21	6
Added Vol:	1	56	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1922	33	23	1331	200	243	22	244	18	21	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1922	33	23	1331	200	243	22	244	18	21	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1922	33	23	1331	200	243	22	244	18	21	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	1922	33	23	1331	200	243	22	244	18	21	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.92	0.08	1.00	0.40	0.47	0.13
Final Sat.:	1750	5505	95	1750	5700	1750	1651	149	1750	700	817	233

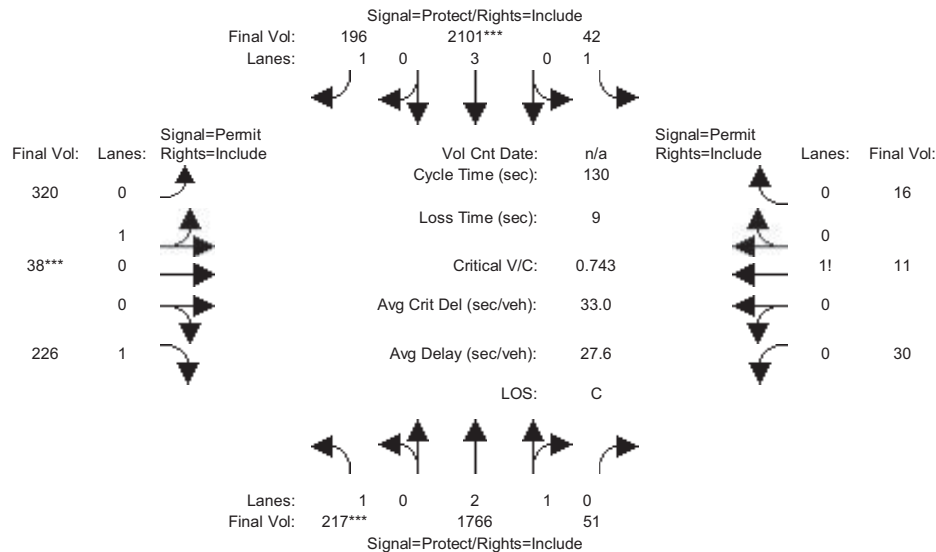
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.01	0.23	0.11	0.15	0.15	0.14	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Green Time:	30.0	73.2	73.2	7.0	50.2	50.2	30.8	30.8	30.8	30.8	30.8	30.8
Volume/Cap:	0.56	0.57	0.57	0.23	0.56	0.27	0.57	0.57	0.54	0.10	0.10	0.10
Delay/Veh:	40.9	14.3	14.3	55.0	26.8	23.1	40.6	40.6	39.8	34.1	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	14.3	14.3	55.0	26.8	23.1	40.6	40.6	39.8	34.1	34.1	34.1
LOS by Move:	D	B	B	E+	C	C	D	D	D	C-	C-	C-
HCM2kAvgQ:	8	14	14	1	12	5	9	9	9	1	1	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #14: El Camino Real / Stanford Ave



Street Name:	El Camino Real						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	217	1746	51	42	2049	196	320	38	225	30	11	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1746	51	42	2049	196	320	38	225	30	11	16
Added Vol:	0	20	0	0	52	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1766	51	42	2101	196	320	38	226	30	11	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1766	51	42	2101	196	320	38	226	30	11	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1766	51	42	2101	196	320	38	226	30	11	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	217	1766	51	42	2101	196	320	38	226	30	11	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.89	0.11	1.00	0.53	0.19	0.28
Final Sat.:	1750	5443	157	1750	5700	1750	1609	191	1750	921	338	491

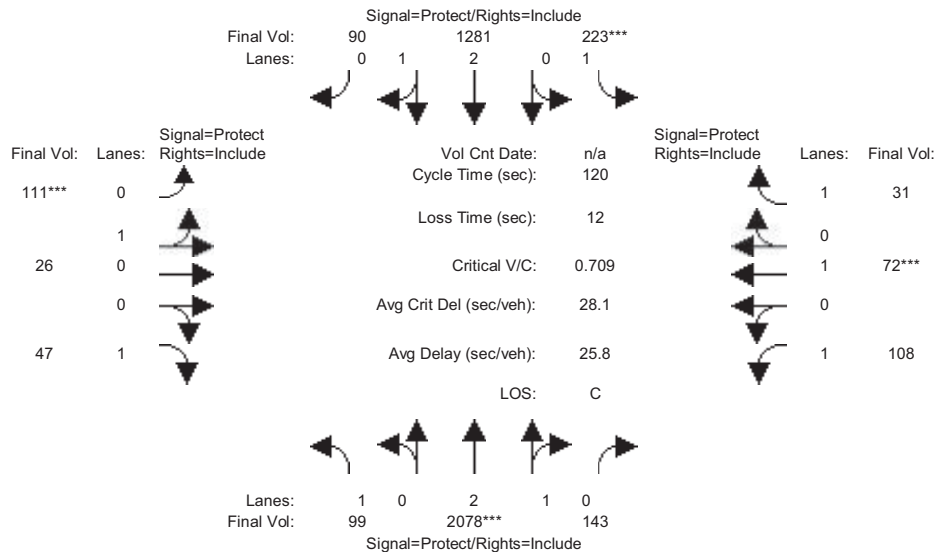
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.02	0.37	0.11	0.20	0.20	0.13	0.03	0.03	0.03
Crit Moves:	***			***			***					
Green Time:	21.7	73.9	73.9	12.3	64.5	64.5	34.8	34.8	34.8	34.8	34.8	34.8
Volume/Cap:	0.74	0.57	0.57	0.25	0.74	0.23	0.74	0.74	0.48	0.12	0.12	0.12
Delay/Veh:	61.3	18.2	18.2	55.4	27.2	18.7	49.7	49.7	40.8	36.1	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	18.2	18.2	55.4	27.2	18.7	49.7	49.7	40.8	36.1	36.1	36.1
LOS by Move:	E	B-	B-	E+	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	9	15	15	2	22	5	15	15	8	2	2	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	99	2021	143	223	1262	90	111	26	47	108	72	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2021	143	223	1262	90	111	26	47	108	72	31
Added Vol:	0	57	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	2078	143	223	1281	90	111	26	47	108	72	31
User Adj:	1.00	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:	99	2078	143	223	1281	90	111	26	47	108	72	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2078	143	223	1281	90	111	26	47	108	72	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	2078	143	223	1281	90	111	26	47	108	72	31

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.80	0.20	0.81	0.19	1.00	1.00	1.00	1.00
Final Sat.:	1750	5239	361	1750	5232	368	1458	342	1750	1750	1900	1750

Capacity Analysis Module:

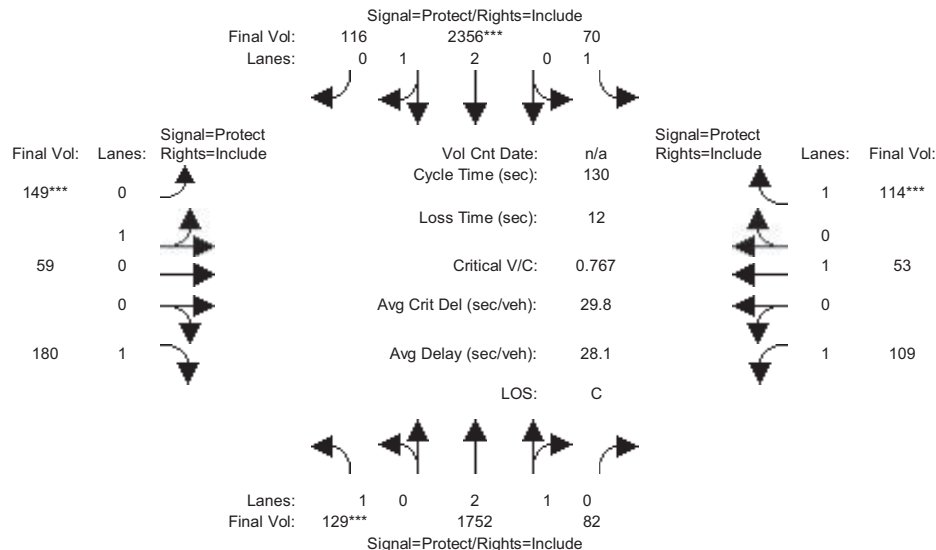
Vol/Sat:	0.06	0.40	0.40	0.13	0.24	0.24	0.08	0.08	0.03	0.06	0.04	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.5	64.8	64.8	20.8	69.1	69.1	12.4	12.9	12.9	9.5	10.0	10.0
Volume/Cap:	0.41	0.73	0.73	0.73	0.43	0.43	0.73	0.71	0.25	0.78	0.45	0.21
Delay/Veh:	48.5	22.0	22.0	56.0	14.4	14.4	66.3	63.3	49.8	77.7	54.5	52.1
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:	48.5	22.0	22.0	56.0	14.4	14.4	66.3	63.3	49.8	77.7	54.5	52.1
LOS by Move:	D	C+	C+	E+	B	B	E	E	D	E-	D-	D-
HCM2kAvgQ:	3	19	19	9	9	9	7	7	2	6	3	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #15: El Camino Real / California Ave



Street Name:	El Camino Real						S. California Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	129	1731	82	70	2303	116	149	59	180	109	53	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1731	82	70	2303	116	149	59	180	109	53	114
Added Vol:	0	21	0	0	53	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1752	82	70	2356	116	149	59	180	109	53	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1752	82	70	2356	116	149	59	180	109	53	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1752	82	70	2356	116	149	59	180	109	53	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	129	1752	82	70	2356	116	149	59	180	109	53	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	2.85	0.15	0.72	0.28	1.00	1.00	1.00	1.00
Final Sat.:	1750	5349	250	1750	5337	263	1289	511	1750	1750	1900	1750

Capacity Analysis Module:

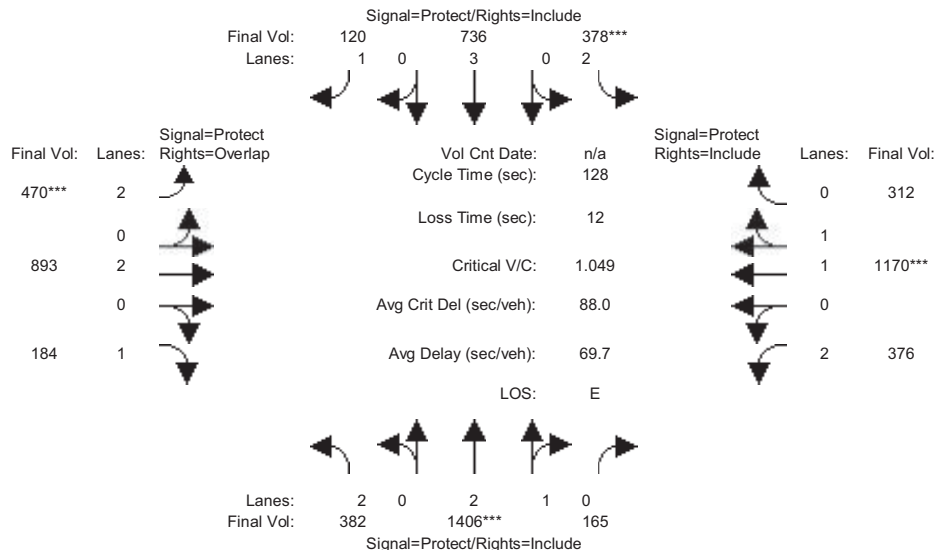
Vol/Sat:	0.07	0.33	0.33	0.04	0.44	0.44	0.12	0.12	0.10	0.06	0.03	0.07
Crit Moves:	***			***			***					***
Green Time:	12.5	75.0	75.0	12.3	74.9	74.9	19.6	19.9	19.9	10.7	11.0	11.0
Volume/Cap:	0.77	0.57	0.57	0.42	0.77	0.77	0.77	0.75	0.67	0.75	0.33	0.77
Delay/Veh:	76.2	17.5	17.5	57.2	22.1	22.1	65.4	63.9	58.5	78.3	57.2	79.2
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:	76.2	17.5	17.5	57.2	22.1	22.1	65.4	63.9	58.5	78.3	57.2	79.2
LOS by Move:	E-	B	B	E+	C+	C+	E	E	E+	E-	E+	E-
HCM2kAvgQ:	5	14	14	3	25	25	10	10	8	6	2	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 382 1375 165 370 726 300 470 893 184 376 1170 286

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 382 1375 165 370 726 300 470 893 184 376 1170 286

Added Vol: 0 31 0 8 10 0 0 0 0 0 0 26

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 382 1406 165 378 736 300 470 893 184 376 1170 312

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 382 1406 165 378 736 120 470 893 184 376 1170 312

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 382 1406 165 378 736 120 470 893 184 376 1170 312

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 382 1406 165 378 736 120 470 893 184 376 1170 312

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.98 0.95

Lanes: 2.00 2.67 0.33 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.57 0.43

Final Sat.: 3150 5011 588 3150 5700 1750 3150 3800 1750 3150 2920 779

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Capacity Analysis Module:

Vol/Sat: 0.12 0.28 0.28 0.12 0.13 0.07 0.15 0.24 0.11 0.12 0.40 0.40

Crit Moves: ****

Green Time: 23.7 34.2 34.2 14.6 25.2 25.2 18.2 44.5 68.2 22.6 48.9 48.9

Volume/Cap: 0.66 1.05 1.05 1.05 0.66 0.35 1.05 0.68 0.20 0.68 1.05 1.05

Delay/Veh: 51.1 84.1 84.1 117.4 48.8 44.9 110.8 37.0 15.7 52.6 77.4 77.4

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: 51.1 84.1 84.1 117.4 48.8 44.9 110.8 37.0 15.7 52.6 77.4 77.4

LOS by Move: D- F F F D D F D+ B D- E- E-

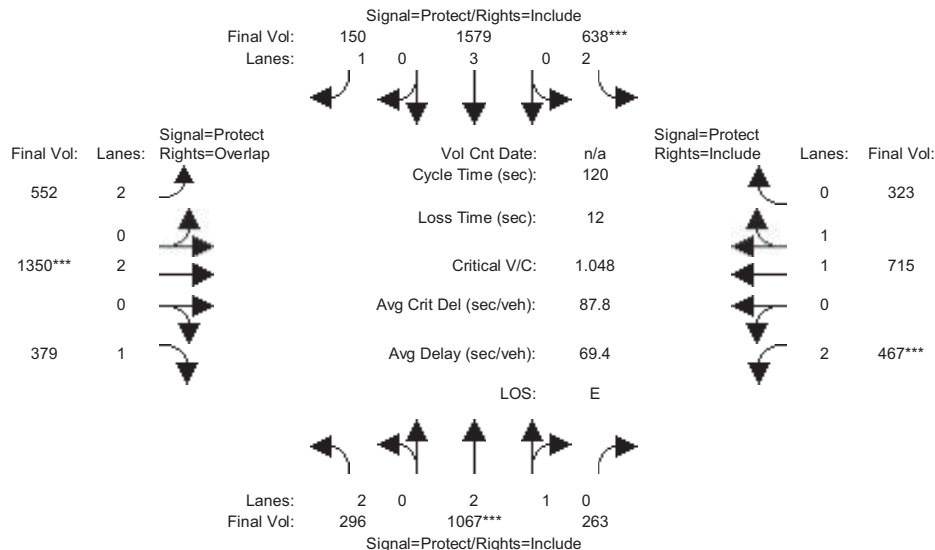
HCM2kAvgQ: 8 24 24 12 9 4 12 14 4 9 39 39

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #16: El Camino Real / Page Mill Rd - Oregon Expy



Street Name: El Camino Real Page Mill Road-Oregon Expressway

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

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Volume Module:

Base Vol: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 296 1056 263 614 1550 374 552 1350 379 467 715 314

Added Vol: 0 11 0 24 29 0 0 0 0 0 0 0 9

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 296 1067 263 638 1579 374 552 1350 379 467 715 323

User Adj: 1.00 1.00 1.00 1.00 1.00 0.40 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: 296 1067 263 638 1579 150 552 1350 379 467 715 323

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 296 1067 263 638 1579 150 552 1350 379 467 715 323

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 296 1067 263 638 1579 150 552 1350 379 467 715 323

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 0.99 0.95 0.83 1.00 0.92 0.83 1.00 0.92 0.83 0.99 0.95

Lanes: 2.00 2.38 0.62 2.00 3.00 1.00 2.00 2.00 1.00 2.00 1.36 0.64

Final Sat.: 3150 4491 1107 3150 5700 1750 3150 3800 1750 3150 2548 1151

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Capacity Analysis Module:

Vol/Sat: 0.09 0.24 0.24 0.20 0.28 0.09 0.18 0.36 0.22 0.15 0.28 0.28

Crit Moves: ****

Green Time: 12.8 27.2 27.2 23.2 37.6 37.6 22.2 40.7 53.4 17.0 35.5 35.5

Volume/Cap: 0.88 1.05 1.05 1.05 0.88 0.27 0.95 1.05 0.49 1.05 0.95 0.95

Delay/Veh: 76.0 85.4 85.4 98.2 44.7 31.2 73.6 78.5 24.1 107.4 57.8 57.8

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: 76.0 85.4 85.4 98.2 44.7 31.2 73.6 78.5 24.1 107.4 57.8 57.8

LOS by Move: E- F F F D C E E- C F E+ E+

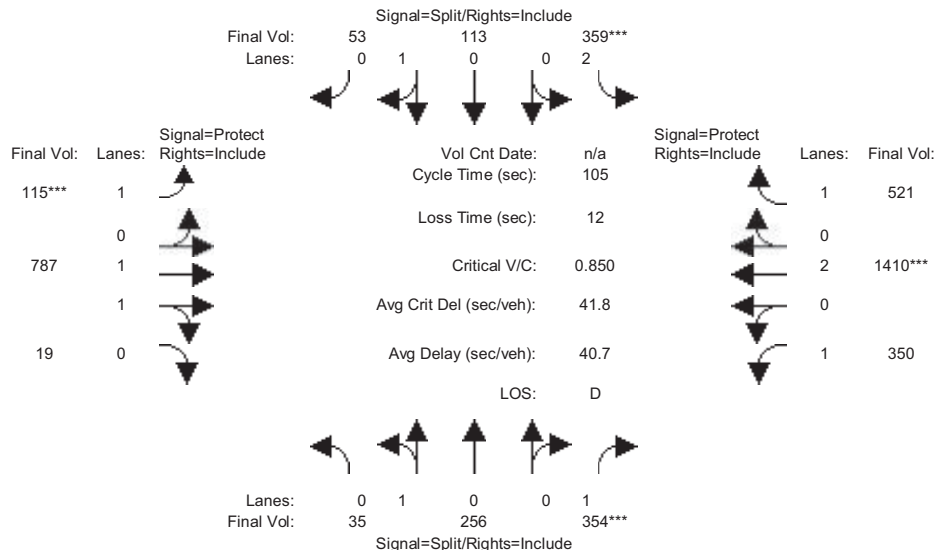
HCM2kAvgQ: 7 20 20 18 19 4 14 31 10 16 24 24

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	256	354	359	113	53	115	779	19	350	1385	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	256	354	359	113	53	115	779	19	350	1385	521
Added Vol:	0	0	0	0	0	0	0	8	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	256	354	359	113	53	115	787	19	350	1410	521
User Adj:	1.00	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:	35	256	354	359	113	53	115	787	19	350	1410	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	256	354	359	113	53	115	787	19	350	1410	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	256	354	359	113	53	115	787	19	350	1410	521

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	2.00	0.68	0.32	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	216	1584	1750	3150	1225	575	1750	3613	87	1750	3800	1750

Capacity Analysis Module:

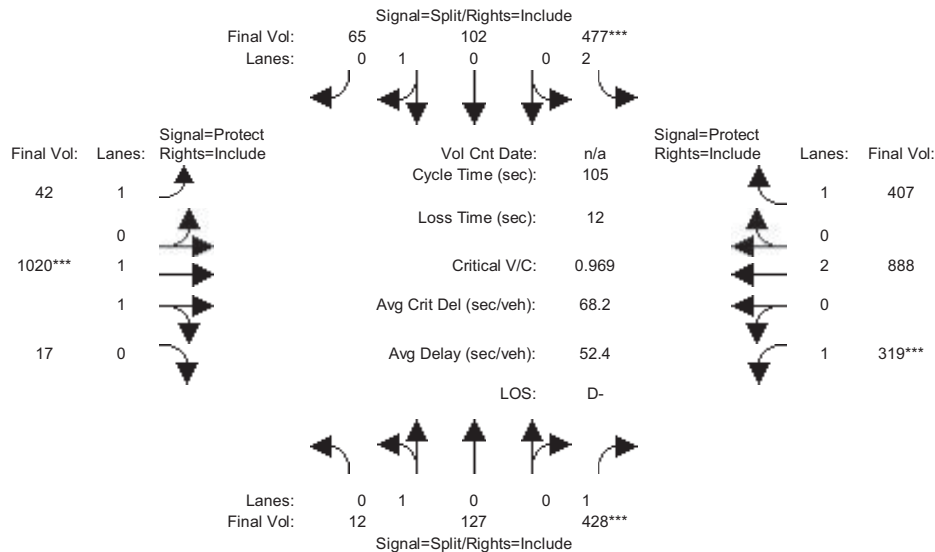
Vol/Sat:	0.16	0.16	0.20	0.11	0.09	0.09	0.07	0.22	0.22	0.20	0.37	0.30
Crit Moves:	****			****			****			****		
Green Time:	25.0	25.0	25.0	14.1	14.1	14.1	8.1	28.1	28.1	25.8	45.8	45.8
Volume/Cap:	0.68	0.68	0.85	0.85	0.69	0.69	0.85	0.81	0.81	0.81	0.85	0.68
Delay/Veh:	40.8	40.8	53.4	59.5	51.5	51.5	84.9	41.2	41.2	48.6	30.9	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	40.8	53.4	59.5	51.5	51.5	84.9	41.2	41.2	48.6	30.9	26.3
LOS by Move:	D	D	D-	E+	D-	D-	F	D	D	D	C	C
HCM2kAvgQ:	10	10	15	10	7	7	5	13	13	14	23	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #17: Woodland Ave / University Ave



Street Name:	Woodland Avenue						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	12	127	428	477	102	65	42	997	17	319	879	407
Growth Adj:	1.00	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	127	428	477	102	65	42	997	17	319	879	407
Added Vol:	0	0	0	0	0	0	0	23	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	127	428	477	102	65	42	1020	17	319	888	407
User Adj:	1.00	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	127	428	477	102	65	42	1020	17	319	888	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	127	428	477	102	65	42	1020	17	319	888	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	127	428	477	102	65	42	1020	17	319	888	407

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.83	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	2.00	0.61	0.39	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	155	1645	1750	3150	1099	701	1750	3639	61	1750	3800	1750

Capacity Analysis Module:

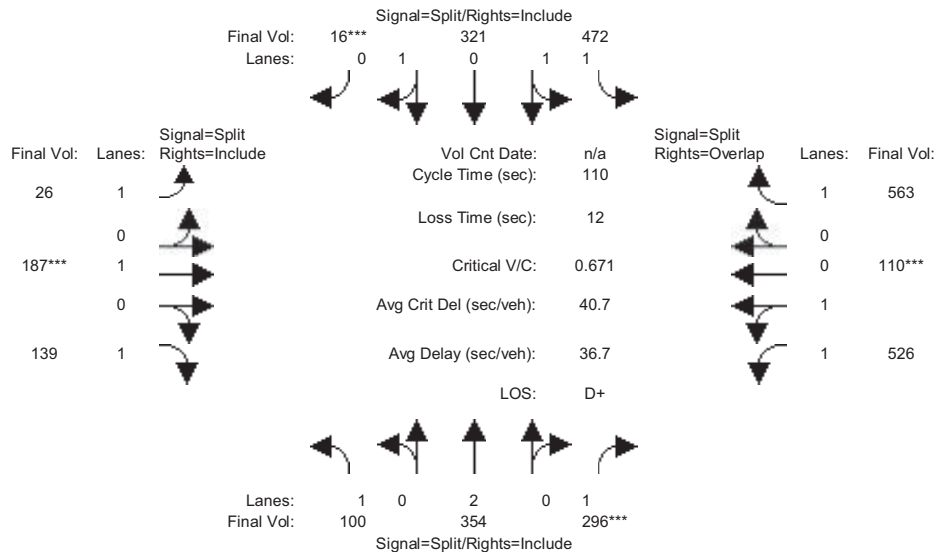
Vol/Sat:	0.08	0.08	0.24	0.15	0.09	0.09	0.02	0.28	0.28	0.18	0.23	0.23
Crit Moves:			****	****				****		****		
Green Time:	26.5	26.5	26.5	16.4	16.4	16.4	11.1	30.4	30.4	19.7	39.0	39.0
Volume/Cap:	0.31	0.31	0.97	0.97	0.59	0.59	0.23	0.97	0.97	0.97	0.63	0.63
Delay/Veh:	32.2	32.2	73.7	76.7	44.6	44.6	43.6	57.3	57.3	83.6	28.0	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:	32.2	32.2	73.7	76.7	44.6	44.6	43.6	57.3	57.3	83.6	28.0	29.0
LOS by Move:	C-	C-	E	E-	D	D	D	E+	E+	F	C	C
HCM2kAvgQ:	4	4	20	14	6	6	1	20	20	16	12	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	100	354	287	472	320	16	26	187	139	500	110	563
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	354	287	472	320	16	26	187	139	500	110	563
Added Vol:	0	0	9	0	1	0	0	0	0	26	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	354	296	472	321	16	26	187	139	526	110	563
User Adj:	1.00	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:	100	354	296	472	321	16	26	187	139	526	110	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	354	296	472	321	16	26	187	139	526	110	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	354	296	472	321	16	26	187	139	526	110	563

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.76	1.18	0.06	1.00	1.00	1.00	1.66	0.34	1.00
Final Sat.:	1750	3800	1750	3121	2123	106	1750	1900	1750	2936	614	1750

Capacity Analysis Module:

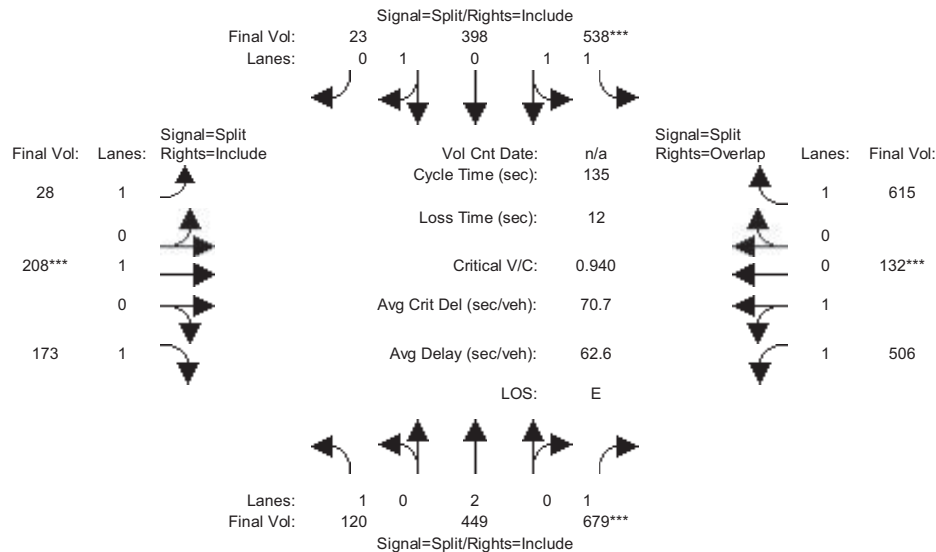
Vol/Sat:	0.06	0.09	0.17	0.15	0.15	0.15	0.01	0.10	0.08	0.18	0.18	0.32
Crit Moves:			****			****		****			****	
Green Time:	27.7	27.7	27.7	24.8	24.8	24.8	16.1	16.1	16.1	29.4	29.4	54.1
Volume/Cap:	0.23	0.37	0.67	0.67	0.67	0.67	0.10	0.67	0.54	0.67	0.67	0.65
Delay/Veh:	32.9	34.2	41.0	40.4	40.4	40.4	40.8	50.7	45.9	37.9	37.9	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:	32.9	34.2	41.0	40.4	40.4	40.4	40.8	50.7	45.9	37.9	37.9	22.7
LOS by Move:	C-	C-	D	D	D	D	D	D	D	D+	D+	C+
HCM2kAvgQ:	3	5	9	10	10	10	1	7	5	11	11	16

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #18: Middlefield Rd / Willow Rd



Street Name:	Middlefield Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	448	655	538	398	23	28	208	173	497	132	615
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	448	655	538	398	23	28	208	173	497	132	615
Added Vol:	0	1	24	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	449	679	538	398	23	28	208	173	506	132	615
User Adj:	1.00	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:	120	449	679	538	398	23	28	208	173	506	132	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	449	679	538	398	23	28	208	173	506	132	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	449	679	538	398	23	28	208	173	506	132	615

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	1.70	1.23	0.07	1.00	1.00	1.00	1.59	0.41	1.00
Final Sat.:	1750	3800	1750	3001	2220	128	1750	1900	1750	2815	734	1750

Capacity Analysis Module:

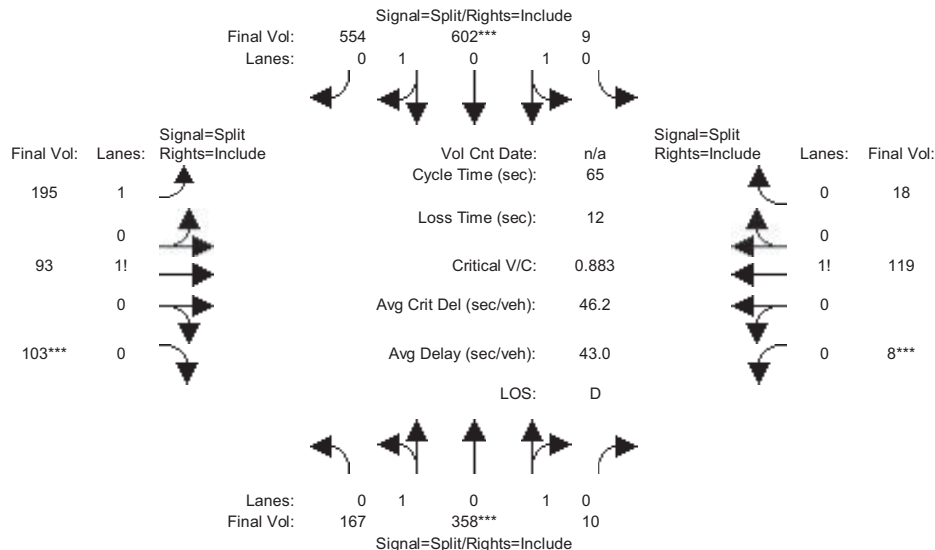
Vol/Sat:	0.07	0.12	0.39	0.18	0.18	0.18	0.02	0.11	0.10	0.18	0.18	0.35
Crit Moves:			****	****				****			****	
Green Time:	55.7	55.7	55.7	25.7	25.7	25.7	15.7	15.7	15.7	25.8	25.8	51.6
Volume/Cap:	0.17	0.29	0.94	0.94	0.94	0.94	0.14	0.94	0.85	0.94	0.94	0.92
Delay/Veh:	25.1	26.5	58.2	69.6	69.6	69.6	53.9	103	85.4	74.9	74.9	57.8
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:	25.1	26.5	58.2	69.6	69.6	69.6	53.9	103	85.4	74.9	74.9	57.8
LOS by Move:	C	C	E+	E	E	E	D-	F	F	E	E	E+
HCM2kAvgQ:	3	6	34	18	18	18	1	12	10	18	18	30

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	166	356	9	9	596	533	192	93	104	6	119	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	356	9	9	596	533	192	93	104	6	119	18
Added Vol:	1	2	1	0	6	21	3	0	-1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	358	10	9	602	554	195	93	103	8	119	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	358	10	9	602	554	195	93	103	8	119	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	358	10	9	602	554	195	93	103	8	119	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	167	358	10	9	602	554	195	93	103	8	119	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.62	1.34	0.04	0.02	1.03	0.95	1.34	0.31	0.35	0.06	0.82	0.12
Final Sat.:	1124	2409	67	28	1860	1712	2342	565	626	97	1436	217

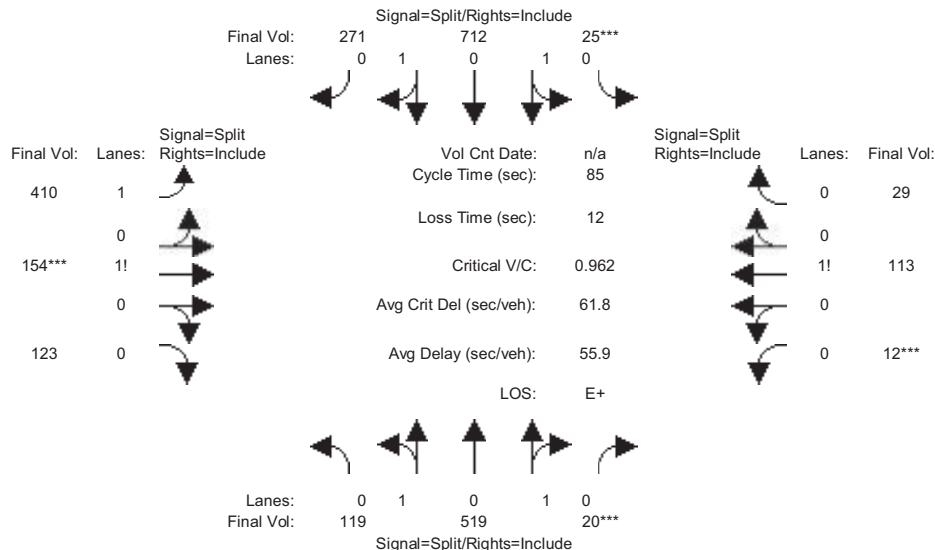
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.32	0.32	0.32	0.08	0.16	0.16	0.08	0.08	0.08
Crit Moves:	****			****					****	****		
Green Time:	10.0	10.0	10.0	21.9	21.9	21.9	11.1	11.1	11.1	10.0	10.0	10.0
Volume/Cap:	0.96	0.96	0.96	0.96	0.96	0.96	0.49	0.96	0.96	0.54	0.54	0.54
Delay/Veh:	56.2	56.2	56.2	38.8	38.8	38.8	24.8	61.6	61.6	27.5	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	56.2	56.2	38.8	38.8	38.8	24.8	61.6	61.6	27.5	27.5	27.5
LOS by Move:	E+	E+	E+	D+	D+	D+	C	E	E	C	C	C
HCM2kAvgQ:	7	7	7	14	14	14	3	11	11	4	4	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #19: Middlefield Rd / Lytton Ave



Street Name:	Middlefield Road						Lytton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	120	514	18	25	710	264	402	154	122	11	113	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	514	18	25	710	264	402	154	122	11	113	29
Added Vol:	-1	5	2	0	2	7	8	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	519	20	25	712	271	410	154	123	12	113	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	519	20	25	712	271	410	154	123	12	113	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	519	20	25	712	271	410	154	123	12	113	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	519	20	25	712	271	410	154	123	12	113	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.36	1.58	0.06	0.05	1.41	0.54	1.43	0.32	0.25	0.08	0.73	0.19
Final Sat.:	651	2840	109	89	2543	968	2494	559	447	136	1284	330

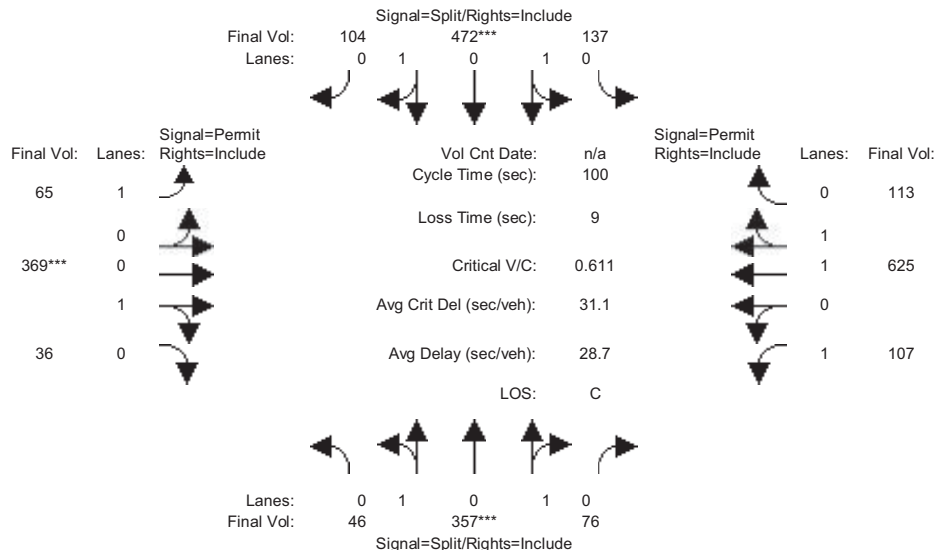
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.28	0.28	0.28	0.16	0.28	0.28	0.09	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.6	15.6	15.6	23.9	23.9	23.9	23.5	23.5	23.5	10.0	10.0	10.0
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	0.59	1.00	1.00	0.75	0.75	0.75
Delay/Veh:	68.6	68.6	68.6	57.8	57.8	57.8	27.5	63.9	63.9	50.3	50.3	50.3
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:	68.6	68.6	68.6	57.8	57.8	57.8	27.5	63.9	63.9	50.3	50.3	50.3
LOS by Move:	E	E	E	E+	E+	E+	C	E	E	D	D	D
HCM2kAvgQ:	11	11	11	21	21	21	8	20	20	6	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	45	357	76	137	472	96	61	365	36	107	611	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	357	76	137	472	96	61	365	36	107	611	113
Added Vol:	1	0	0	0	0	8	4	4	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	357	76	137	472	104	65	369	36	107	625	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	357	76	137	472	104	65	369	36	107	625	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	357	76	137	472	104	65	369	36	107	625	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	357	76	137	472	104	65	369	36	107	625	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	1.49	0.32	0.38	1.33	0.29	1.00	0.91	0.09	1.00	1.69	0.31
Final Sat.:	346	2683	571	692	2383	525	1750	1640	160	1750	3133	566

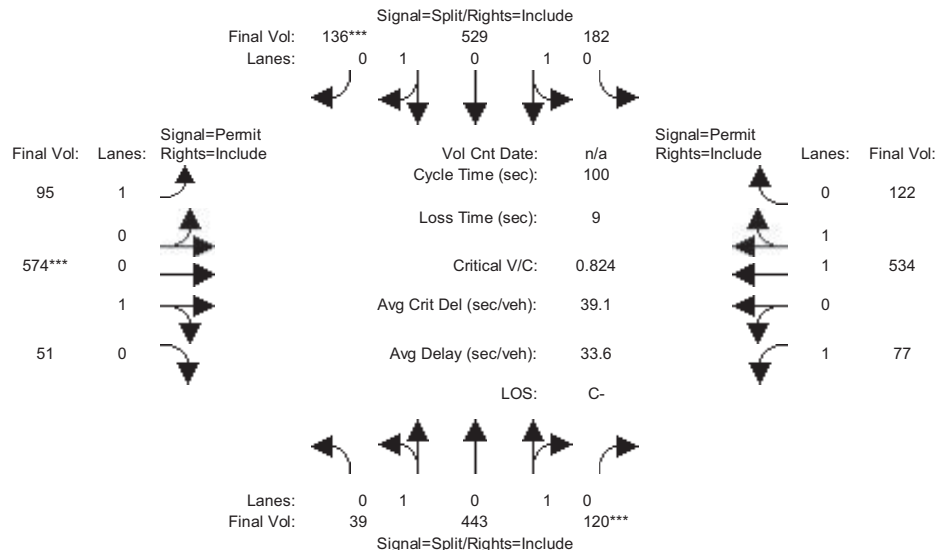
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.20	0.20	0.20	0.04	0.23	0.23	0.06	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	21.8	21.8	21.8	32.4	32.4	32.4	36.8	36.8	36.8	36.8	36.8	36.8
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.10	0.61	0.61	0.17	0.54	0.54
Delay/Veh:	36.7	36.7	36.7	29.4	29.4	29.4	20.8	27.4	27.4	21.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	36.7	36.7	29.4	29.4	29.4	20.8	27.4	27.4	21.4	25.4	25.4
LOS by Move:	D+	D+	D+	C	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	7	7	7	9	9	9	1	11	11	2	9	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #20: Middlefield Rd / University Ave



Street Name:	Middlefield Road			University Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	39	443	120	182	529	132	88	562	50	77	529	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	443	120	182	529	132	88	562	50	77	529	122
Added Vol:	0	0	0	0	0	4	7	12	1	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	443	120	182	529	136	95	574	51	77	534	122
User Adj:	1.00	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:	39	443	120	182	529	136	95	574	51	77	534	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	443	120	182	529	136	95	574	51	77	534	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	443	120	182	529	136	95	574	51	77	534	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	0.13	1.47	0.40	0.43	1.25	0.32	1.00	0.92	0.08	1.00	1.62	0.38
Final Sat.:	233	2649	718	774	2248	578	1750	1653	147	1750	3011	688

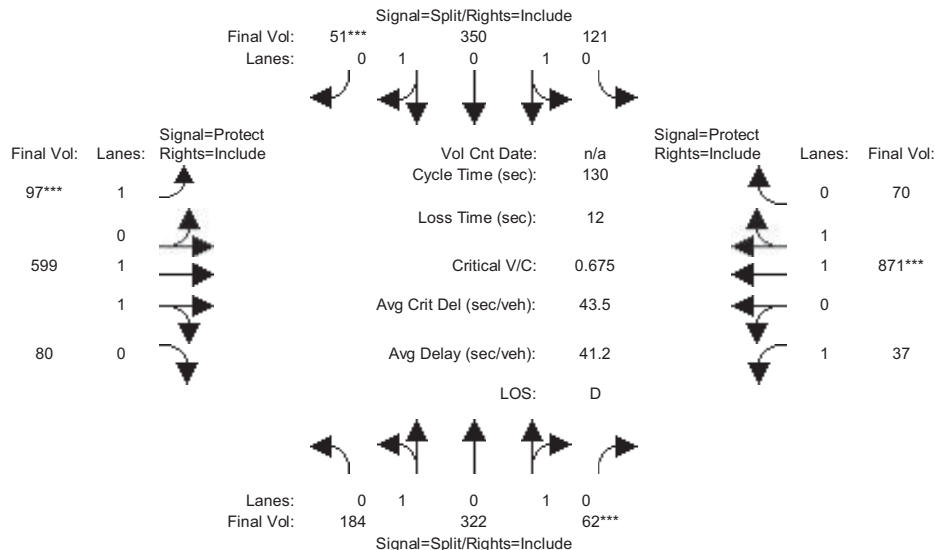
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.24	0.24	0.24	0.05	0.35	0.35	0.04	0.18	0.18
Crit Moves:			****			****			****			
Green Time:	20.3	20.3	20.3	28.6	28.6	28.6	42.1	42.1	42.1	42.1	42.1	42.1
Volume/Cap:	0.82	0.82	0.82	0.82	0.82	0.82	0.13	0.82	0.82	0.10	0.42	0.42
Delay/Veh:	45.7	45.7	45.7	38.9	38.9	38.9	17.8	32.9	32.9	17.6	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	45.7	45.7	38.9	38.9	38.9	17.8	32.9	32.9	17.6	20.5	20.5
LOS by Move:	D	D	D	D+	D+	D+	B	C-	C-	B	C+	C+
HCM2kAvgQ:	10	10	10	12	12	12	2	20	20	2	7	7

Note: Queue reported is the number of cars per lane.

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Intersection #21: Middlefield Rd / Embarcadero Rd



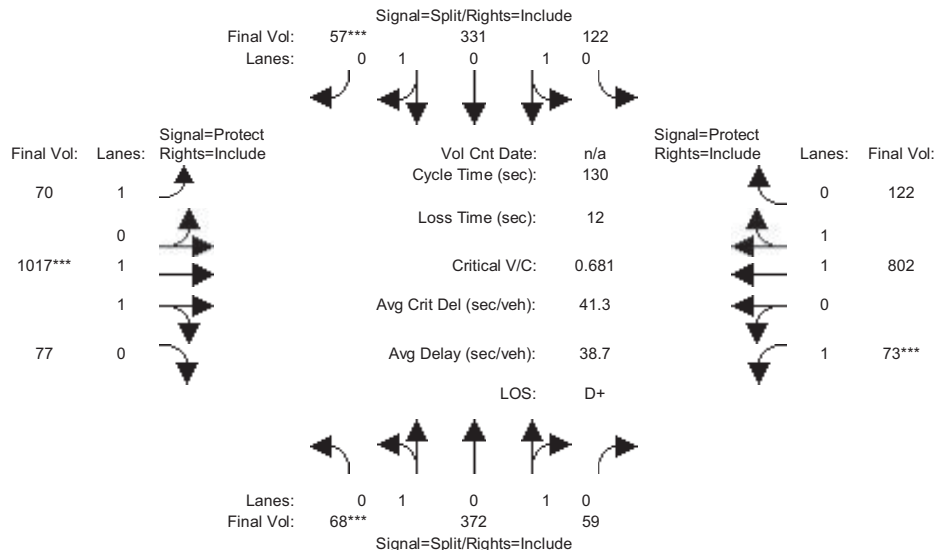
Street Name:	Middlefield Road						Embarcadero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	183	321	62	121	350	51	97	590	80	37	844	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	321	62	121	350	51	97	590	80	37	844	70
Added Vol:	1	1	0	0	0	0	0	9	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	322	62	121	350	51	97	599	80	37	871	70
User Adj:	1.00	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:	184	322	62	121	350	51	97	599	80	37	871	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	322	62	121	350	51	97	599	80	37	871	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	184	322	62	121	350	51	97	599	80	37	871	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.65	1.13	0.22	0.46	1.34	0.20	1.00	1.76	0.24	1.00	1.85	0.15
Final Sat.:	1166	2041	393	834	2414	352	1750	3264	436	1750	3425	275
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.06	0.18	0.18	0.02	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	30.4	30.4	30.4	27.9	27.9	27.9	10.7	46.1	46.1	13.5	49.0	49.0
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.52	0.52	0.20	0.67	0.67
Delay/Veh:	47.5	47.5	47.5	49.2	49.2	49.2	70.0	33.5	33.5	53.8	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	47.5	49.2	49.2	49.2	70.0	33.5	33.5	53.8	35.2	35.2
LOS by Move:	D	D	D	D	D	D	E	C-	C-	D-	D+	D+
HCM2kAvgQ:	12	12	12	11	11	11	5	11	11	2	17	17

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #21: Middlefield Rd / Embarcadero Rd



Street Name:	Middlefield Road			Embarcadero Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	67	372	59	122	330	57	70	992	76	73	792	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	372	59	122	330	57	70	992	76	73	792	122
Added Vol:	1	0	0	0	1	0	0	25	1	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	372	59	122	331	57	70	1017	77	73	802	122
User Adj:	1.00	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:	68	372	59	122	331	57	70	1017	77	73	802	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	372	59	122	331	57	70	1017	77	73	802	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	372	59	122	331	57	70	1017	77	73	802	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.27	1.49	0.24	0.48	1.30	0.22	1.00	1.86	0.14	1.00	1.73	0.27
Final Sat.:	491	2684	426	861	2336	402	1750	3439	260	1750	3211	488

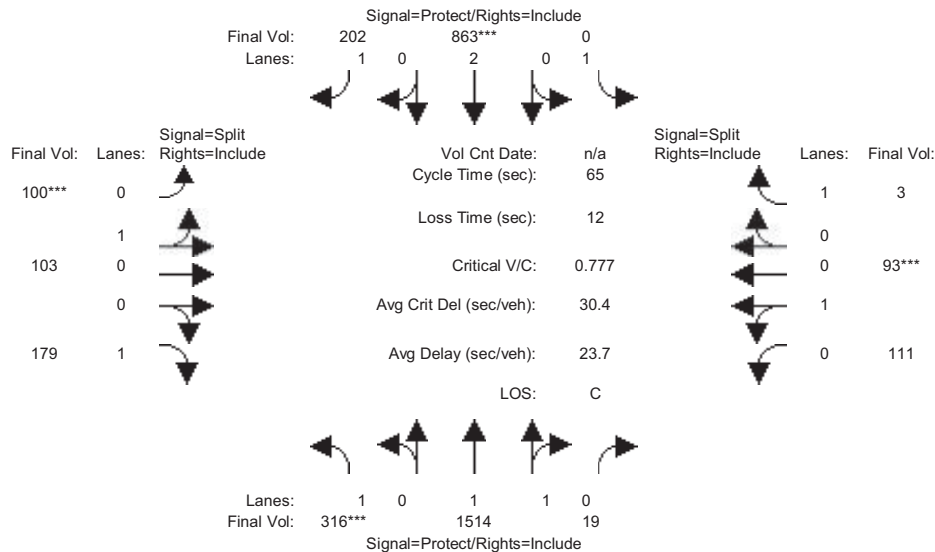
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.14	0.14	0.14	0.04	0.30	0.30	0.04	0.25	0.25
Crit Moves:	***					****	****			****		
Green Time:	26.5	26.5	26.5	27.1	27.1	27.1	11.4	56.5	56.5	8.0	53.0	53.0
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.45	0.68	0.68	0.68	0.61	0.61
Delay/Veh:	50.5	50.5	50.5	50.0	50.0	50.0	58.5	30.7	30.7	76.1	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	50.5	50.0	50.0	50.0	58.5	30.7	30.7	76.1	31.1	31.1
LOS by Move:	D	D	D	D	D	D	E+	C	C	E-	C	C
HCM2kAvgQ:	11	11	11	11	11	11	3	18	18	4	15	15

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	311	1506	19	0	860	202	100	103	177	111	93	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1506	19	0	860	202	100	103	177	111	93	3
Added Vol:	5	8	0	0	3	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	1514	19	0	863	202	100	103	179	111	93	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	1514	19	0	863	202	100	103	179	111	93	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1514	19	0	863	202	100	103	179	111	93	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	316	1514	19	0	863	202	100	103	179	111	93	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.49	0.51	1.00	0.54	0.46	1.00
Final Sat.:	1750	3654	46	1750	3800	1750	887	913	1750	979	821	1750

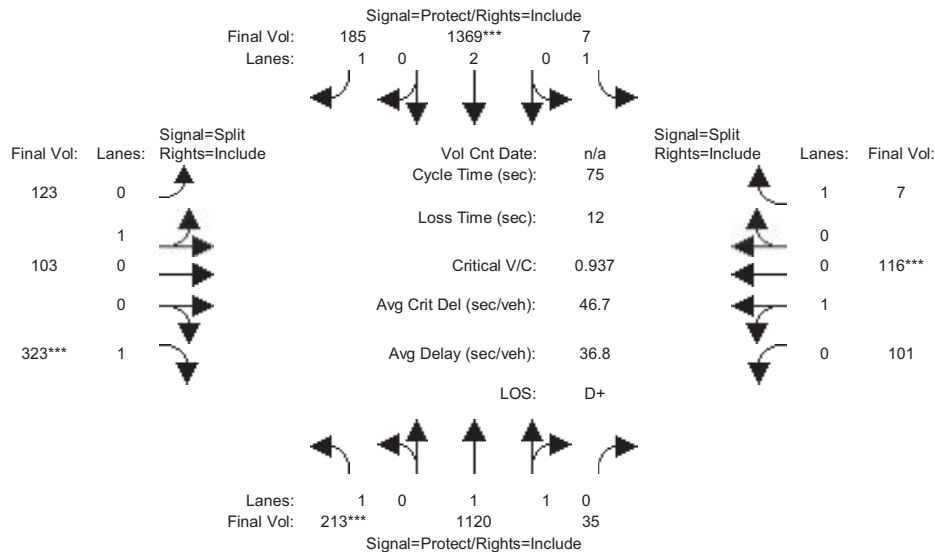
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.41	0.00	0.23	0.12	0.11	0.11	0.10	0.11	0.11	0.00
Crit Moves:	***				***		***			***		
Green Time:	14.6	33.0	33.0	0.0	18.4	18.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.82	0.82	0.00	0.80	0.41	0.73	0.73	0.66	0.74	0.74	0.01
Delay/Veh:	35.2	16.3	16.3	0.0	26.1	19.4	35.9	35.9	32.1	36.2	36.2	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	16.3	16.3	0.0	26.1	19.4	35.9	35.9	32.1	36.2	36.2	23.3
LOS by Move:	D+	B	B	A	C	B-	D+	D+	C-	D+	D+	C
HCM2kAvgQ:	9	16	16	0	10	4	4	4	4	6	6	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #22: Alma St / Churchill Ave



Street Name:	Alma Street						Churchill Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	211	1117	35	7	1362	185	123	103	318	101	116	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:	211	1117	35	7	1362	185	123	103	318	101	116	7
Added Vol:	2	3	0	0	7	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1120	35	7	1369	185	123	103	323	101	116	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:	213	1120	35	7	1369	185	123	103	323	101	116	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1120	35	7	1369	185	123	103	323	101	116	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	1120	35	7	1369	185	123	103	323	101	116	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.54	0.46	1.00	0.47	0.53	1.00
Final Sat.:	1750	3588	112	1750	3800	1750	980	820	1750	838	962	1750

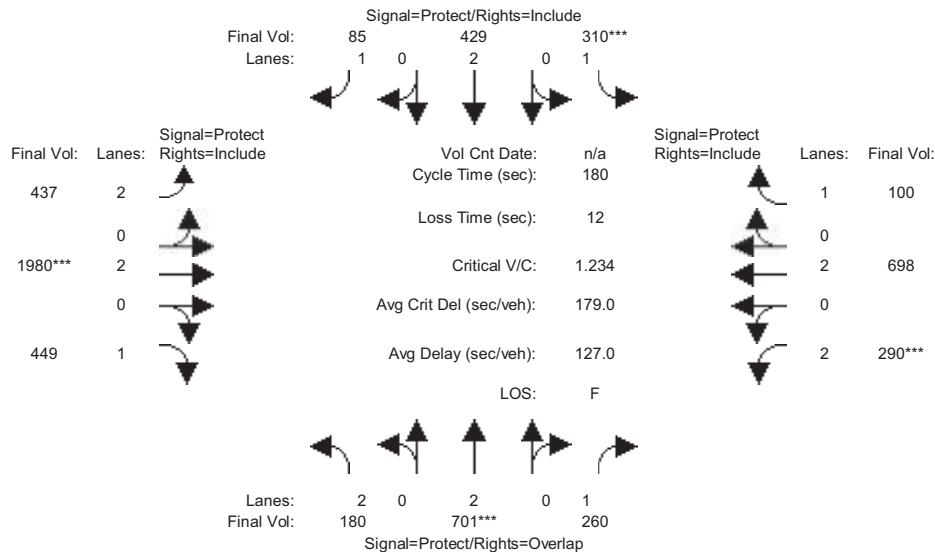
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.00	0.36	0.11	0.13	0.13	0.18	0.12	0.12	0.00
Crit Moves:	***				***				***		***	
Green Time:	9.7	29.5	29.5	8.8	28.6	28.6	14.7	14.7	14.7	10.0	10.0	10.0
Volume/Cap:	0.94	0.79	0.79	0.03	0.94	0.28	0.64	0.64	0.94	0.90	0.90	0.03
Delay/Veh:	76.5	23.2	23.2	29.4	35.0	16.2	31.7	31.7	63.8	65.7	65.7	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:	76.5	23.2	23.2	29.4	35.0	16.2	31.7	31.7	63.8	65.7	65.7	28.3
LOS by Move:	E-	C	C	C	C-	B	C	C	E	E	E	C
HCM2kAvgQ:	9	14	14	0	21	3	5	5	10	9	9	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol: 180 685 260 310 424 136 420 1980 449 290 698 100

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 180 685 260 310 424 136 420 1980 449 290 698 100

Added Vol: 0 16 0 0 5 6 17 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 180 701 260 310 429 142 437 1980 449 290 698 100

User Adj: 1.00 1.00 1.00 1.00 1.00 0.60 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: 180 701 260 310 429 85 437 1980 449 290 698 100

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 180 701 260 310 429 85 437 1980 449 290 698 100

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 180 701 260 310 429 85 437 1980 449 290 698 100

-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 1.00 0.92 0.46 0.50 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 3800 1750 875 1900 1750 3150 3800 1750 3150 3800 1750

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Capacity Analysis Module:

Vol/Sat: 0.06 0.18 0.15 0.35 0.23 0.05 0.14 0.52 0.26 0.09 0.18 0.06

Crit Moves: ****

Green Time: 20.1 26.9 40.3 51.7 58.4 58.4 38.5 76.0 76.0 13.4 50.9 50.9

Volume/Cap: 0.51 1.23 0.66 1.23 0.70 0.15 0.65 1.23 0.61 1.23 0.65 0.20

Delay/Veh: 76.6 197 67.9 199.0 56.5 43.3 66.8 163 41.9 224.3 73.0 62.2

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: 76.6 197 67.9 199.0 56.5 43.3 66.8 163 41.9 224.3 73.0 62.2

LOS by Move: E- F E F E+ D E F D F E E

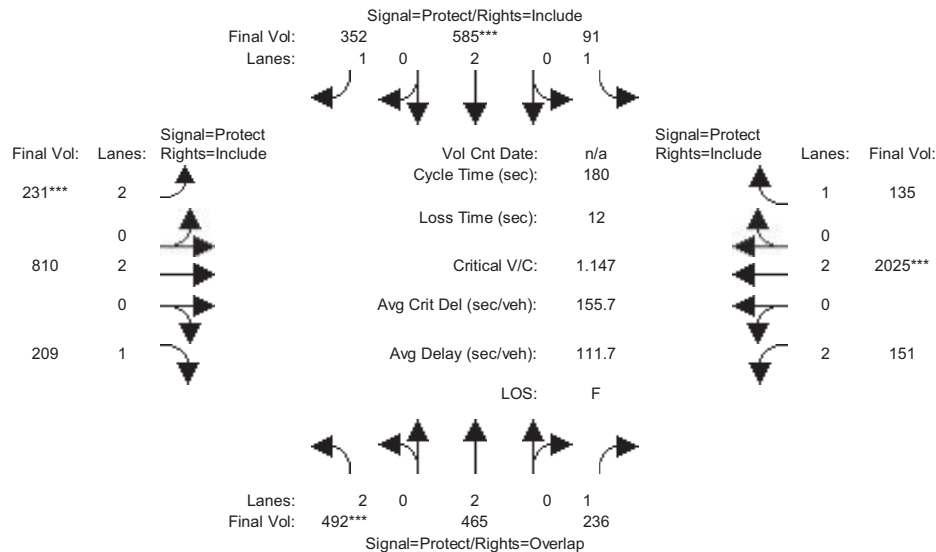
HCM2kAvgQ: 6 28 15 27 11 4 14 77 20 13 17 5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #23: Junipero Serra-Foothill Expy / Page Mill Rd



Street Name: Foothill Expressway-Junipero Serr

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 14 10 10 14 10 10 7 10 0 7 10 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

-----|-----|-----|-----|

Volume Module:

Base Vol: 492 459 236 91 570 571 225 810 209 151 2025 135

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 492 459 236 91 570 571 225 810 209 151 2025 135

Added Vol: 0 6 0 0 15 16 6 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 492 465 236 91 585 587 231 810 209 151 2025 135

User Adj: 1.00 1.00 1.00 1.00 1.00 0.60 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: 492 465 236 91 585 352 231 810 209 151 2025 135

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 492 465 236 91 585 352 231 810 209 151 2025 135

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 492 465 236 91 585 352 231 810 209 151 2025 135

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.83 1.00 0.92 0.46 0.50 0.92 0.83 1.00 0.92 0.83 1.00 0.92

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00

Final Sat.: 3150 3800 1750 875 1900 1750 3150 3800 1750 3150 3800 1750

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.16 0.12 0.13 0.10 0.31 0.20 0.07 0.21 0.12 0.05 0.53 0.08

Crit Moves: ****

Green Time: 24.5 39.4 56.8 33.5 48.3 48.3 11.5 77.7 77.7 17.5 83.6 83.6

Volume/Cap: 1.15 0.56 0.43 0.56 1.15 0.75 1.15 0.49 0.28 0.49 1.15 0.17

Delay/Veh: 167.8 63.5 49.2 70.9 153 66.9 192.8 37.2 33.2 83.9 149 44.2

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: 167.8 63.5 49.2 70.9 153 66.9 192.8 37.2 33.2 83.9 149 44.2

LOS by Move: F E D E F E F D+ C- F F D

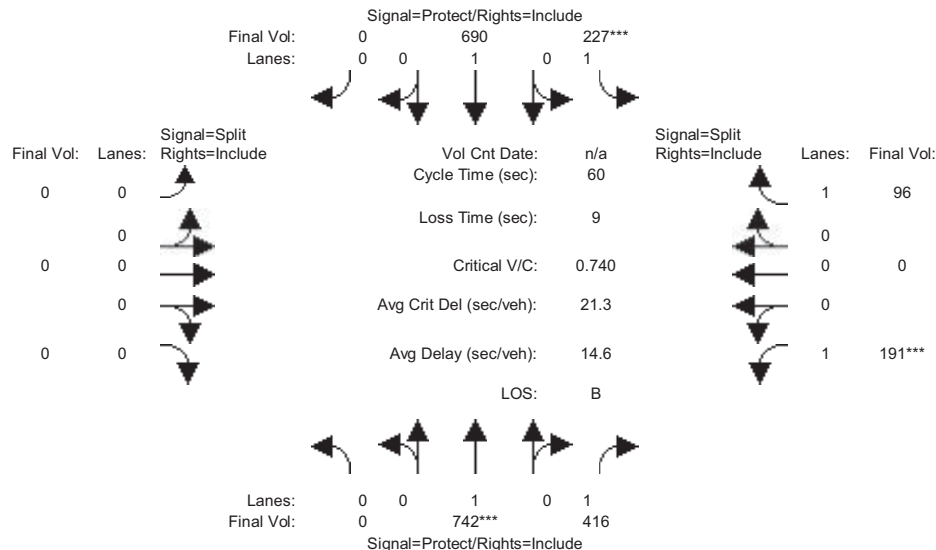
HCM2kAvgQ: 22 12 13 5 21 20 12 16 8 5 68 6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	710	415	227	680	0	0	0	0	191	0	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	710	415	227	680	0	0	0	0	191	0	96
Added Vol:	0	32	1	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	742	416	227	690	0	0	0	0	191	0	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	742	416	227	690	0	0	0	0	191	0	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	742	416	227	690	0	0	0	0	191	0	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	742	416	227	690	0	0	0	0	191	0	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

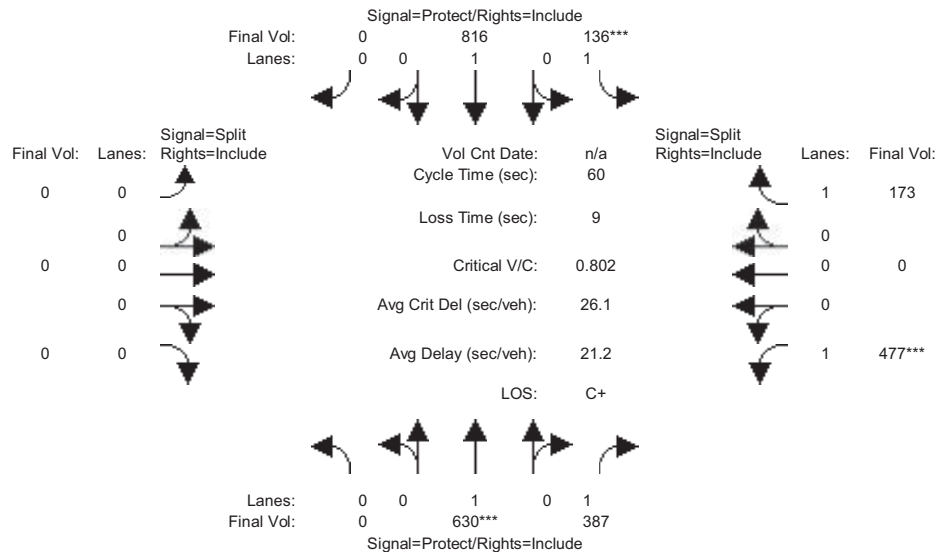
Vol/Sat:	0.00	0.39	0.24	0.13	0.36	0.00	0.00	0.00	0.00	0.11	0.00	0.05
Crit Moves:	****			****			****			****		
Green Time:	0.0	30.8	30.8	10.2	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.76	0.46	0.76	0.53	0.00	0.00	0.00	0.00	0.65	0.00	0.33
Delay/Veh:	0.0	15.2	9.7	34.7	5.1	0.0	0.0	0.0	0.0	28.7	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	15.2	9.7	34.7	5.1	0.0	0.0	0.0	0.0	28.7	0.0	22.7
LOS by Move:	A	B	A	C-	A	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	10	5	6	7	0	0	0	0	5	0	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #24: Junipero Serra Blvd / Stanford Ave



Street Name:	Junipero Serra Boulevard						Stanford Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	618	387	136	786	0	0	0	0	476	0	173
Growth Adj:	1.00	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	618	387	136	786	0	0	0	0	476	0	173
Added Vol:	0	12	0	0	30	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	630	387	136	816	0	0	0	0	477	0	173
User Adj:	1.00	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	630	387	136	816	0	0	0	0	477	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	630	387	136	816	0	0	0	0	477	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	630	387	136	816	0	0	0	0	477	0	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

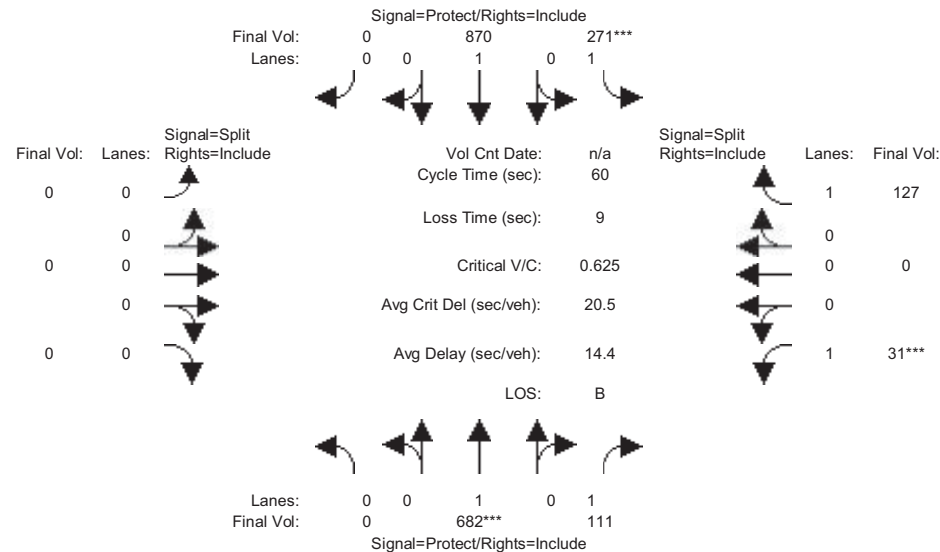
Vol/Sat:	0.00	0.33	0.22	0.08	0.43	0.00	0.00	0.00	0.00	0.27	0.00	0.10
Crit Moves:	****			****			****			****		
Green Time:	0.0	24.1	24.1	7.0	31.1	0.0	0.0	0.0	0.0	19.9	0.0	19.9
Volume/Cap:	0.00	0.82	0.55	0.67	0.83	0.00	0.00	0.00	0.00	0.82	0.00	0.30
Delay/Veh:	0.0	23.3	14.7	33.5	18.0	0.0	0.0	0.0	0.0	27.8	0.0	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	14.7	33.5	18.0	0.0	0.0	0.0	0.0	27.8	0.0	15.2
LOS by Move:	A	C	B	C-	B-	A	A	A	A	C	A	B
HCM2kAvgQ:	0	11	6	4	15	0	0	0	0	12	0	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #25: Junipero Serra Blvd / Campus Dr East



Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	650	111	271	860	0	0	0	0	31	0	127
Growth Adj:	1.00	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	650	111	271	860	0	0	0	0	31	0	127
Added Vol:	0	32	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	682	111	271	870	0	0	0	0	31	0	127
User Adj:	1.00	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	682	111	271	870	0	0	0	0	31	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	682	111	271	870	0	0	0	0	31	0	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	682	111	271	870	0	0	0	0	31	0	127

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750

Capacity Analysis Module:

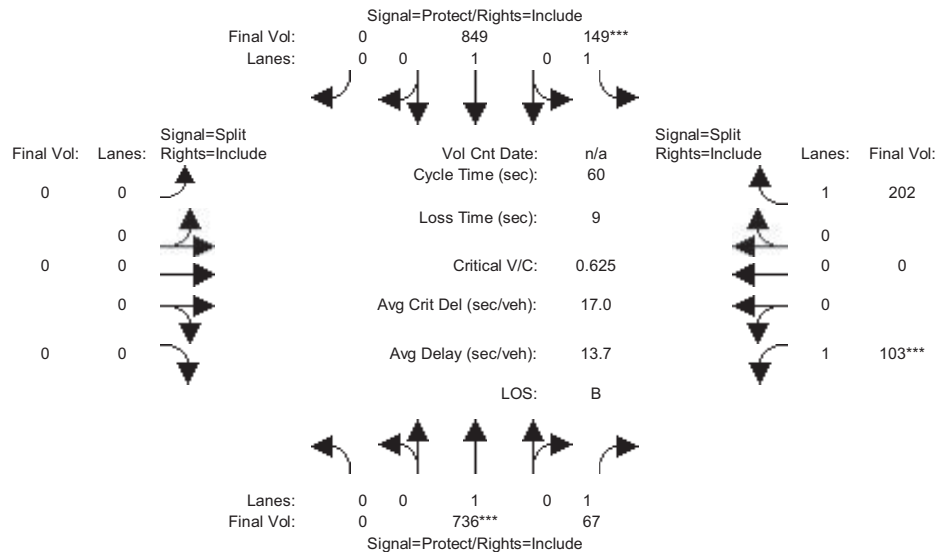
Vol/Sat:	0.00	0.36	0.06	0.15	0.46	0.00	0.00	0.00	0.00	0.02	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	28.6	28.6	12.4	41.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.75	0.13	0.75	0.67	0.00	0.00	0.00	0.00	0.11	0.00	0.44
Delay/Veh:	0.0	16.4	8.8	31.0	6.9	0.0	0.0	0.0	0.0	21.4	0.0	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:	0.0	16.4	8.8	31.0	6.9	0.0	0.0	0.0	0.0	21.4	0.0	23.5
LOS by Move:	A	B	A	C	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	12	1	5	9	0	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #25: Junipero Serra Blvd / Campus Dr East

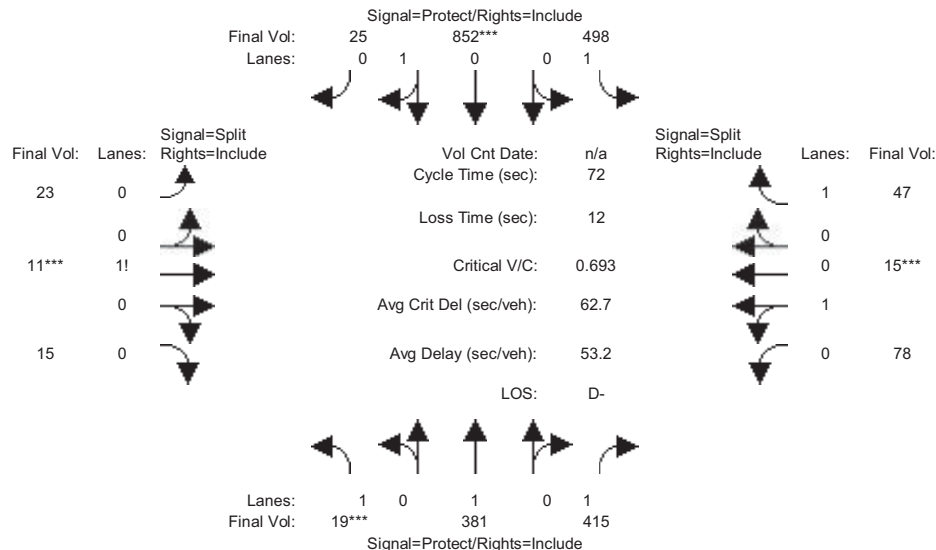


Street Name:	Junipero Serra Boulevard						Campus Drive East					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	724	67	149	819	0	0	0	0	103	0	202
Growth Adj:	1.00	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	724	67	149	819	0	0	0	0	103	0	202
Added Vol:	0	12	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	736	67	149	849	0	0	0	0	103	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	736	67	149	849	0	0	0	0	103	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	736	67	149	849	0	0	0	0	103	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	736	67	149	849	0	0	0	0	103	0	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1750	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.04	0.09	0.45	0.00	0.00	0.00	0.00	0.06	0.00	0.12
Crit Moves:	****			****						****		
Green Time:	0.0	32.7	32.7	7.2	39.9	0.0	0.0	0.0	0.0	11.1	0.0	11.1
Volume/Cap:	0.00	0.71	0.07	0.71	0.67	0.00	0.00	0.00	0.00	0.32	0.00	0.63
Delay/Veh:	0.0	12.4	6.5	36.2	7.5	0.0	0.0	0.0	0.0	21.8	0.0	26.4
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	12.4	6.5	36.2	7.5	0.0	0.0	0.0	0.0	21.8	0.0	26.4
LOS by Move:	A	B	A	D+	A	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	11	1	3	9	0	0	0	0	2	0	5
Note: Queue reported is the number of cars per lane.												

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard						Campus Drive West					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	19	374	390	490	850	25	23	11	15	70	15	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	374	390	490	850	25	23	11	15	70	15	44
Added Vol:	0	7	25	8	2	0	0	0	0	8	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	381	415	498	852	25	23	11	15	78	15	47
User Adj:	1.00	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:	19	381	415	498	852	25	23	11	15	78	15	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	381	415	498	852	25	23	11	15	78	15	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	381	415	498	852	25	23	11	15	78	15	47

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.97	0.03	0.47	0.22	0.31	0.84	0.16	1.00
Final Sat.:	1750	1900	1750	1750	1749	51	821	393	536	1510	290	1750

Capacity Analysis Module:

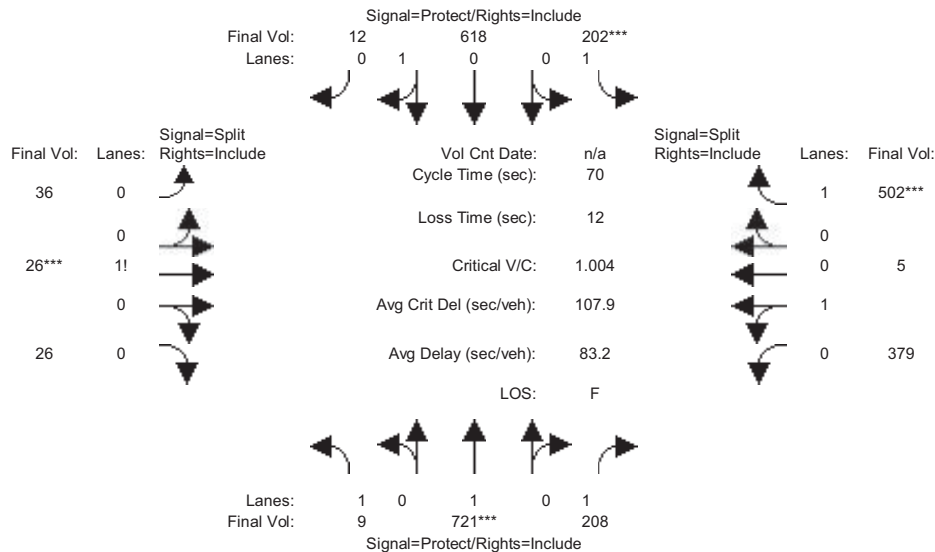
Vol/Sat:	0.01	0.20	0.24	0.28	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.03
Crit Moves:	***			***			***			***		
Green Time:	7.0	18.2	18.2	21.8	33.0	33.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.79	0.94	0.94	1.06	1.06	0.20	0.20	0.20	0.37	0.37	0.19
Delay/Veh:	30.0	34.0	54.4	49.2	69.0	69.0	27.9	27.9	27.9	29.1	29.1	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	34.0	54.4	49.2	69.0	69.0	27.9	27.9	27.9	29.1	29.1	27.8
LOS by Move:	C	C-	D-	D	E	E	C	C	C	C	C	C
HCM2kAvgQ:	0	8	11	14	31	31	1	1	1	2	2	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #26: Junipero Serra Blvd / Campus Dr West



Street Name:	Junipero Serra Boulevard			Campus Drive West		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	9	718	199	199	612	12	36	26	26	356	5	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	718	199	199	612	12	36	26	26	356	5	494
Added Vol:	0	3	9	3	6	0	0	0	0	23	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	721	208	202	618	12	36	26	26	379	5	502
User Adj:	1.00	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:	9	721	208	202	618	12	36	26	26	379	5	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	721	208	202	618	12	36	26	26	379	5	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	721	208	202	618	12	36	26	26	379	5	502

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.41	0.29	0.30	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1766	34	716	517	517	1777	23	1750

Capacity Analysis Module:

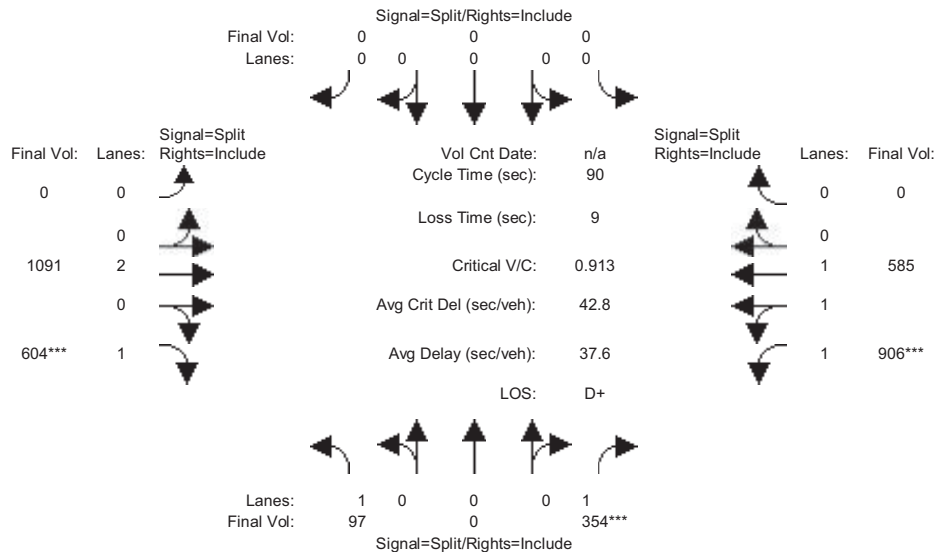
Vol/Sat:	0.01	0.38	0.12	0.12	0.35	0.35	0.05	0.05	0.05	0.21	0.21	0.29
Crit Moves:	****			****			****			****		
Green Time:	7.0	23.3	23.3	7.1	23.4	23.4	10.0	10.0	10.0	17.6	17.6	17.6
Volume/Cap:	0.05	1.14	0.36	1.14	1.05	1.05	0.35	0.35	0.35	0.85	0.85	1.14
Delay/Veh:	28.6	104	18.1	141.7	73.1	73.1	27.9	27.9	27.9	38.8	38.8	113.3
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:	28.6	104	18.1	141.7	73.1	73.1	27.9	27.9	27.9	38.8	38.8	113.3
LOS by Move:	C	F	B-	F	E	E	C	C	C	D+	D+	F
HCM2kAvgQ:	0	27	3	9	21	21	2	2	2	11	11	24

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name: Junipero Serra Boulevard Alpine Road-Santa Cruz 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	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	96	0	345	0	0	0	0	1075	600	899	580	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:	96	0	345	0	0	0	0	1075	600	899	580	0
Added Vol:	1	0	9	0	0	0	0	16	4	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	354	0	0	0	0	1091	604	906	585	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:	97	0	354	0	0	0	0	1091	604	906	585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	354	0	0	0	0	1091	604	906	585	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:	97	0	354	0	0	0	0	1091	604	906	585	0

Saturation Flow Module:

	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.87	1.13	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3309	2136	0

Capacity Analysis Module:

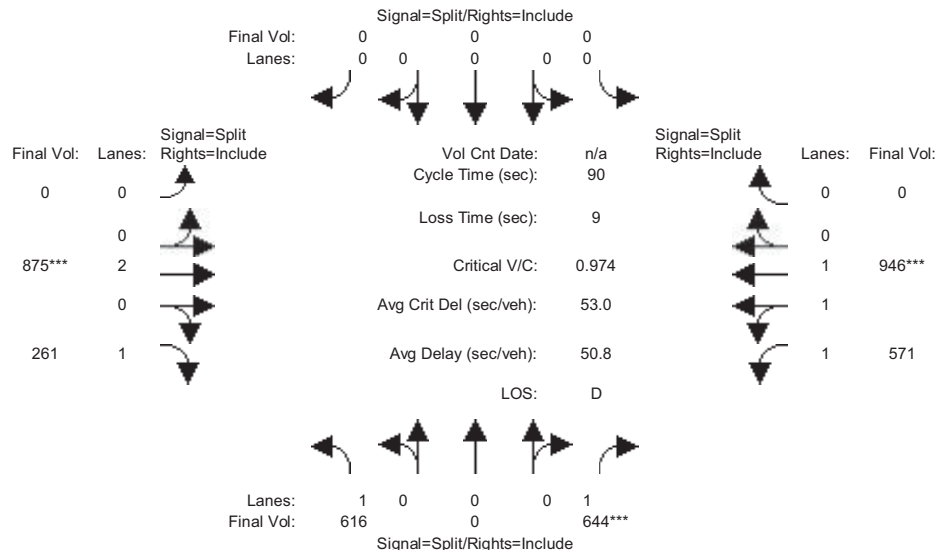
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.06	0.00	0.20	0.00	0.00	0.00	0.00	0.29	0.35	0.27	0.27	0.00
Crit Moves:			***						***	***		
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	34.0	34.0	27.0	27.0	0.0
Volume/Cap:	0.25	0.00	0.91	0.00	0.00	0.00	0.00	0.76	0.91	0.91	0.91	0.00
Delay/Veh:	29.2	0.0	59.5	0.0	0.0	0.0	0.0	26.8	43.6	38.5	38.5	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:	29.2	0.0	59.5	0.0	0.0	0.0	0.0	26.8	43.6	38.5	38.5	0.0
LOS by Move:	C	A	E+	A	A	A	A	C	D	D+	D+	A
HCM2kAvgQ:	2	0	11	0	0	0	0	15	22	15	15	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #27: Junipero Serra / Alpine Rd-Santa Cruz Ave



Street Name:	Junipero Serra Boulevard			Alpine Road-Santa Cruz Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	613	0	637	0	0	0	0	869	260	563	931	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:	613	0	637	0	0	0	0	869	260	563	931	0
Added Vol:	3	0	7	0	0	0	0	6	1	8	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	0	644	0	0	0	0	875	261	571	946	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:	616	0	644	0	0	0	0	875	261	571	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	0	644	0	0	0	0	875	261	571	946	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	616	0	644	0	0	0	0	875	261	571	946	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.17	1.83	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	2050	3396	0

Capacity Analysis Module:

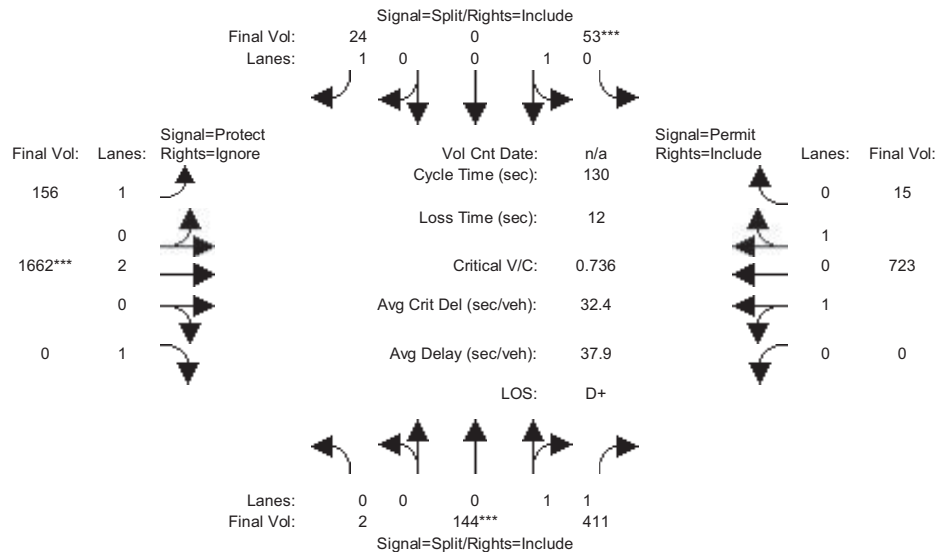
Vol/Sat:	0.35	0.00	0.37	0.00	0.00	0.00	0.00	0.23	0.15	0.28	0.28	0.00
Crit Moves:	***			***			***			***		
Green Time:	34.0	0.0	34.0	0.0	0.0	0.0	0.0	21.3	21.3	25.7	25.7	0.0
Volume/Cap:	0.93	0.00	0.97	0.00	0.00	0.00	0.00	0.97	0.63	0.97	0.97	0.00
Delay/Veh:	46.9	0.0	56.1	0.0	0.0	0.0	0.0	57.9	34.0	48.8	48.8	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:	46.9	0.0	56.1	0.0	0.0	0.0	0.0	57.9	34.0	48.8	48.8	0.0
LOS by Move:	D	A	E+	A	A	A	A	E+	C-	D	D	A
HCM2kAvgQ:	17	0	18	0	0	0	0	18	8	16	16	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	2	144	408	53	0	24	156	1621	35	0	709	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	144	408	53	0	24	156	1621	35	0	709	15
Added Vol:	0	0	3	0	0	0	0	41	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	144	411	53	0	24	156	1662	35	0	723	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	144	411	53	0	24	156	1662	0	0	723	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	144	411	53	0	24	156	1662	0	0	723	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	2	144	411	53	0	24	156	1662	0	0	723	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.01	0.41	1.58	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.96	0.04
Final Sat.:	10	717	2773	1800	0	1750	1750	3800	1750	0	3527	73

Capacity Analysis Module:

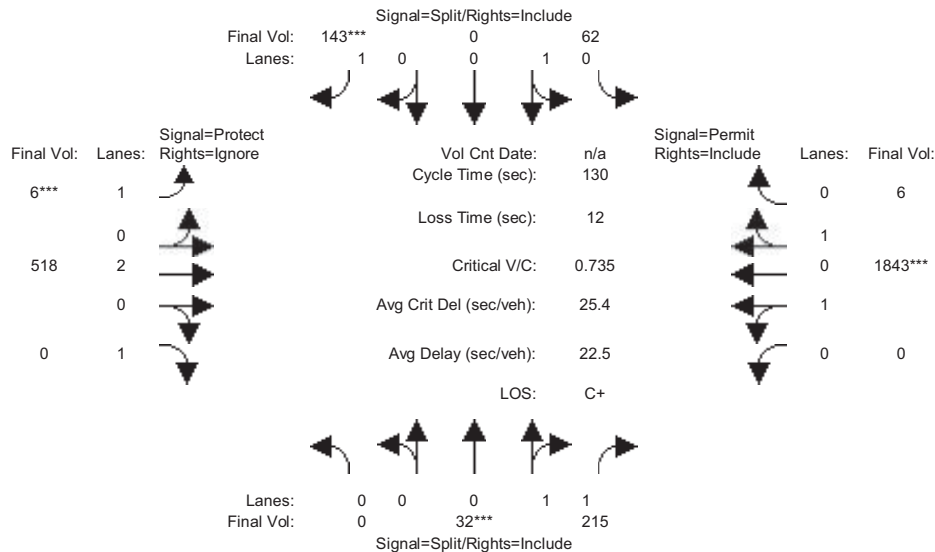
Vol/Sat:	0.20	0.20	0.15	0.03	0.00	0.01	0.09	0.44	0.00	0.00	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.9	26.9	26.9	5.0	0.0	5.0	58.4	86.1	0.0	0.0	27.7	27.7
Volume/Cap:	0.97	0.97	0.72	0.77	0.00	0.36	0.20	0.66	0.00	0.00	0.96	0.96
Delay/Veh:	81.1	81.1	51.2	101.0	0.0	64.2	21.8	13.8	0.0	0.0	74.0	74.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.1	81.1	51.2	101.0	0.0	64.2	21.8	13.8	0.0	0.0	74.0	74.0
LOS by Move:	F	F	D-	F	A	E	C+	B	A	A	E	E
HCM2kAvgQ:	20	20	12	4	0	1	4	20	0	0	20	20

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #28: I-280 - Sand Hill Cir / Sand Hill Rd



Street Name:	I-280 - Sand Hill Circle						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	0	5	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	32	214	62	0	143	6	503	60	0	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	32	214	62	0	143	6	503	60	0	1802	6
Added Vol:	0	0	1	0	0	0	0	15	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	32	215	62	0	143	6	518	60	0	1843	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	32	215	62	0	143	6	518	0	0	1843	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	32	215	62	0	143	6	518	0	0	1843	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	32	215	62	0	143	6	518	0	0	1843	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.26	1.74	1.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	0	466	3134	1800	0	1750	1750	3800	1750	0	3588	12

Capacity Analysis Module:

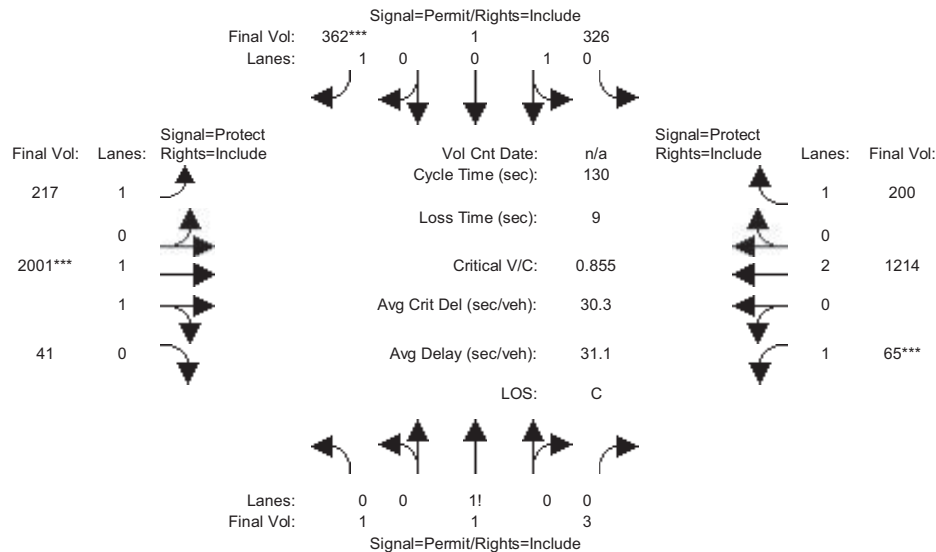
Vol/Sat:	0.00	0.07	0.07	0.03	0.00	0.08	0.00	0.14	0.00	0.00	0.51	0.51
Crit Moves:	****					****	****			****		
Green Time:	0.0	11.7	11.7	13.9	0.0	13.9	5.0	92.4	0.0	0.0	87.4	87.4
Volume/Cap:	0.00	0.76	0.76	0.32	0.00	0.76	0.09	0.19	0.00	0.00	0.76	0.76
Delay/Veh:	0.0	68.1	68.1	54.7	0.0	73.3	60.9	6.3	0.0	0.0	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.1	68.1	54.7	0.0	73.3	60.9	6.3	0.0	0.0	15.8	15.8
LOS by Move:	A	E	E	D-	A	E	E	A	A	A	B	B
HCM2kAvgQ:	0	7	7	3	0	8	0	3	0	0	27	27

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	1	3	325	1	362	217	1957	41	65	1200	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	325	1	362	217	1957	41	65	1200	200
Added Vol:	0	0	0	1	0	0	0	44	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	326	1	362	217	2001	41	65	1214	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	326	1	362	217	2001	41	65	1214	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	326	1	362	217	2001	41	65	1214	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	3	326	1	362	217	2001	41	65	1214	200

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	0.99	0.01	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	350	350	1050	1794	6	1750	1750	3626	74	1750	3800	1750

Capacity Analysis Module:

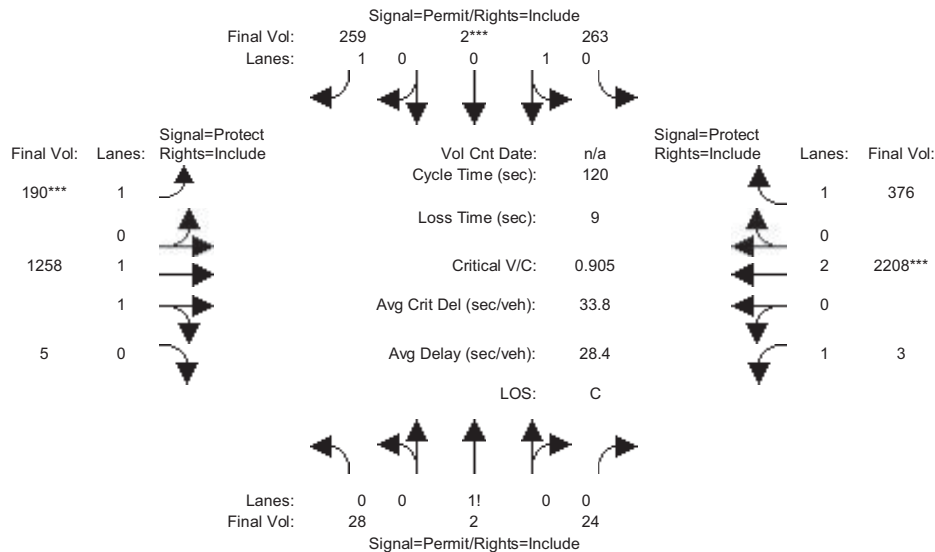
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.21	0.12	0.55	0.55	0.04	0.32	0.11
Crit Moves:						****		****		****		
Green Time:	31.1	31.1	31.1	31.1	31.1	31.1	25.1	82.9	82.9	7.0	64.8	64.8
Volume/Cap:	0.01	0.01	0.01	0.76	0.76	0.87	0.64	0.87	0.87	0.69	0.64	0.23
Delay/Veh:	37.8	37.8	37.8	53.7	53.7	64.4	52.4	22.6	22.6	79.9	24.8	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	37.8	53.7	53.7	64.4	52.4	22.6	22.6	79.9	24.8	18.6
LOS by Move:	D+	D+	D+	D-	D-	E	D-	C+	C+	E-	C	B-
HCM2kAvgQ:	0	0	0	14	14	18	9	36	36	3	17	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #29: Sharon Park Dr / Sand Hill Rd



Street Name:	Sharon Park Drive			Sand Hill Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	28	2	24	262	2	259	190	1242	5	3	2167	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	24	262	2	259	190	1242	5	3	2167	375
Added Vol:	0	0	0	1	0	0	0	16	0	0	41	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	2	24	263	2	259	190	1258	5	3	2208	376
User Adj:	1.00	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:	28	2	24	263	2	259	190	1258	5	3	2208	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2	24	263	2	259	190	1258	5	3	2208	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	2	24	263	2	259	190	1258	5	3	2208	376

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.52	0.04	0.44	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	907	65	778	1786	14	1750	1750	3685	15	1750	3800	1750

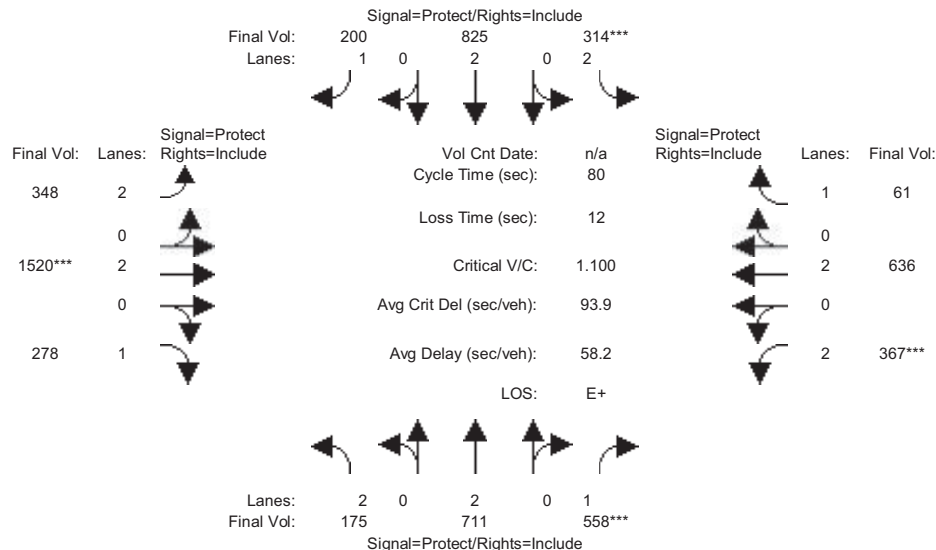
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.11	0.34	0.34	0.00	0.58	0.21
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	19.5	19.5	19.5	19.5	19.5	19.5	14.4	78.1	78.1	13.4	77.1	77.1
Volume/Cap:	0.19	0.19	0.19	0.90	0.90	0.91	0.90	0.52	0.52	0.02	0.90	0.33
Delay/Veh:	43.7	43.7	43.7	78.7	78.7	80.3	89.1	11.3	11.3	47.5	23.6	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	43.7	43.7	78.7	78.7	80.3	89.1	11.3	11.3	47.5	23.6	10.0
LOS by Move:	D	D	D	E-	E-	F	F	B+	B+	D	C	A
HCM2kAvgQ:	2	2	2	14	14	14	9	12	12	0	34	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	175	709	535	310	820	400	348	1475	278	360	621	60
Growth Adj:	1.00	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	709	535	310	820	400	348	1475	278	360	621	60
Added Vol:	0	2	23	4	5	0	0	45	0	7	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	711	558	314	825	400	348	1520	278	367	636	61
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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	711	558	314	825	200	348	1520	278	367	636	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	711	558	314	825	200	348	1520	278	367	636	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	711	558	314	825	200	348	1520	278	367	636	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

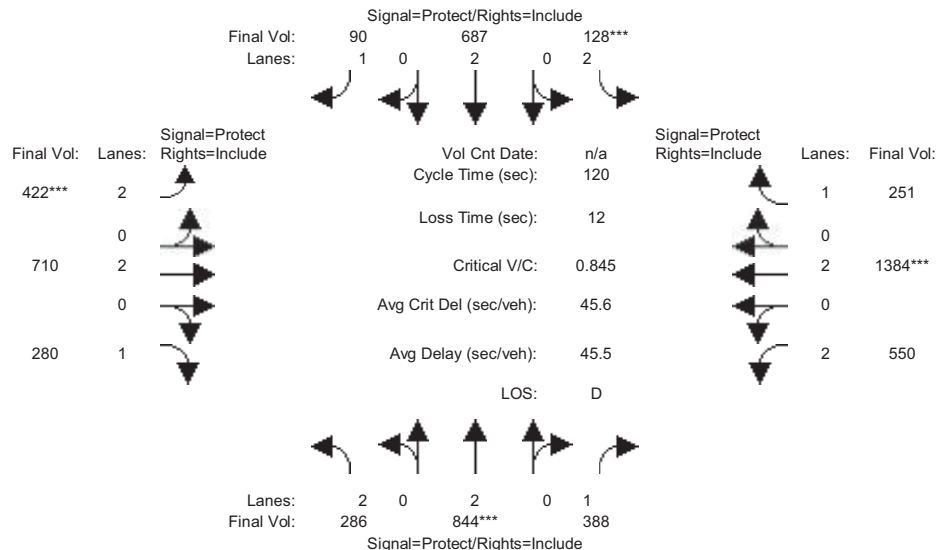
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.32	0.10	0.22	0.11	0.11	0.40	0.16	0.12	0.17	0.03
Crit Moves:			****	****				****		****		
Green Time:	8.7	23.2	23.2	7.2	21.7	21.7	14.9	29.1	29.1	8.5	22.6	22.6
Volume/Cap:	0.51	0.65	1.10	1.10	0.80	0.42	0.59	1.10	0.44	1.10	0.59	0.12
Delay/Veh:	34.9	26.2	98.5	119.1	31.7	24.6	31.4	81.9	19.7	114.6	25.6	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	26.2	98.5	119.1	31.7	24.6	31.4	81.9	19.7	114.6	25.6	21.4
LOS by Move:	C-	C	F	F	C	C	C	F	B-	F	C	C+
HCM2kAvgQ:	2	8	24	10	12	5	4	27	5	12	7	1

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #30: Santa Cruz Ave / Sand Hill Rd



Street Name:	Santa Cruz Avenue						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	286	840	380	127	685	180	422	694	280	529	1342	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	840	380	127	685	180	422	694	280	529	1342	248
Added Vol:	0	4	8	1	2	0	0	16	0	21	42	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	844	388	128	687	180	422	710	280	550	1384	251
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	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:	286	844	388	128	687	90	422	710	280	550	1384	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	844	388	128	687	90	422	710	280	550	1384	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	286	844	388	128	687	90	422	710	280	550	1384	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

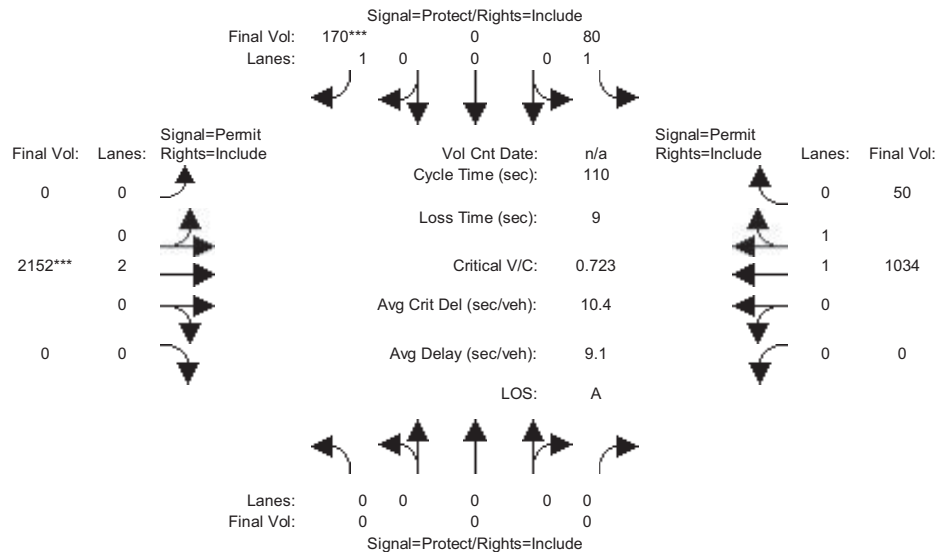
Vol/Sat:	0.09	0.22	0.22	0.04	0.18	0.05	0.13	0.19	0.16	0.17	0.36	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.8	31.1	31.1	7.0	25.4	25.4	18.8	36.1	36.1	33.7	51.1	51.1
Volume/Cap:	0.85	0.86	0.85	0.70	0.85	0.24	0.86	0.62	0.53	0.62	0.86	0.34
Delay/Veh:	71.5	49.8	56.8	66.6	54.4	39.7	63.0	37.1	36.0	38.9	35.9	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:	71.5	49.8	56.8	66.6	54.4	39.7	63.0	37.1	36.0	38.9	35.9	23.4
LOS by Move:	E	D	E+	E	D-	D	E	D+	D+	D+	D+	C
HCM2kAvgQ:	7	16	16	4	15	3	10	11	9	11	25	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	80	0	170	0	2080	0	0	1011	50
Growth Adj:	1.00	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	80	0	170	0	2080	0	0	1011	50
Added Vol:	0	0	0	0	0	0	0	72	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	170	0	2152	0	0	1034	50
User Adj:	1.00	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	80	0	170	0	2152	0	0	1034	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	170	0	2152	0	0	1034	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	170	0	2152	0	0	1034	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3529	171

Capacity Analysis Module:

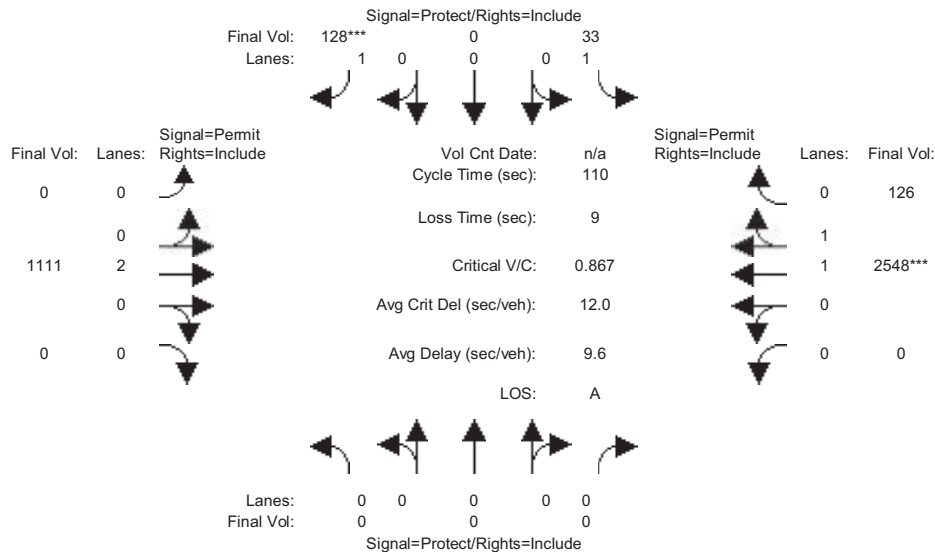
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.10	0.00	0.57	0.00	0.00	0.29	0.29
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	14.8	0.0	14.8	0.0	86.2	0.0	0.0	86.2	86.2
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.72	0.00	0.72	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.0	0.0	44.0	0.0	56.1	0.0	6.8	0.0	0.0	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.0	0.0	56.1	0.0	6.8	0.0	0.0	3.7	3.7
LOS by Move:	A	A	A	D	A	E+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	8	0	19	0	0	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #31: Oak Ave / Sand Hill Rd



Street Name:	Oak Avenue / Vine Street						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	0	10	0	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	33	0	128	0	1085	0	0	2481	126
Growth Adj:	1.00	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	33	0	128	0	1085	0	0	2481	126
Added Vol:	0	0	0	0	0	0	0	26	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	0	128	0	1111	0	0	2548	126
User Adj:	1.00	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	33	0	128	0	1111	0	0	2548	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	128	0	1111	0	0	2548	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	0	128	0	1111	0	0	2548	126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1750	0	1750	0	3800	0	0	3526	174

Capacity Analysis Module:

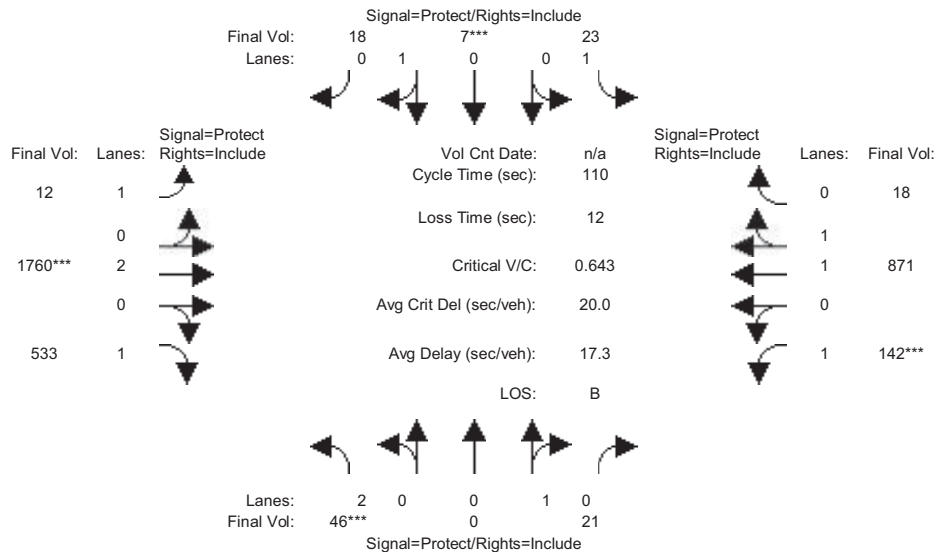
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.00	0.29	0.00	0.00	0.72	0.72
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	91.0	0.0	0.0	91.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.80	0.00	0.35	0.00	0.00	0.87	0.87
Delay/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	0.0	74.0	0.0	2.4	0.0	0.0	9.0	9.0
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	7	0	5	0	0	27	27

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	35	0	21	23	7	18	12	1720	500	142	858	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	21	23	7	18	12	1720	500	142	858	18
Added Vol:	11	0	0	0	0	0	0	40	33	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	0	21	23	7	18	12	1760	533	142	871	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	0	21	23	7	18	12	1760	533	142	871	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	0	21	23	7	18	12	1760	533	142	871	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	0	21	23	7	18	12	1760	533	142	871	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	0.28	0.72	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	0	1800	1750	504	1296	1750	3800	1750	1750	3625	75

Capacity Analysis Module:

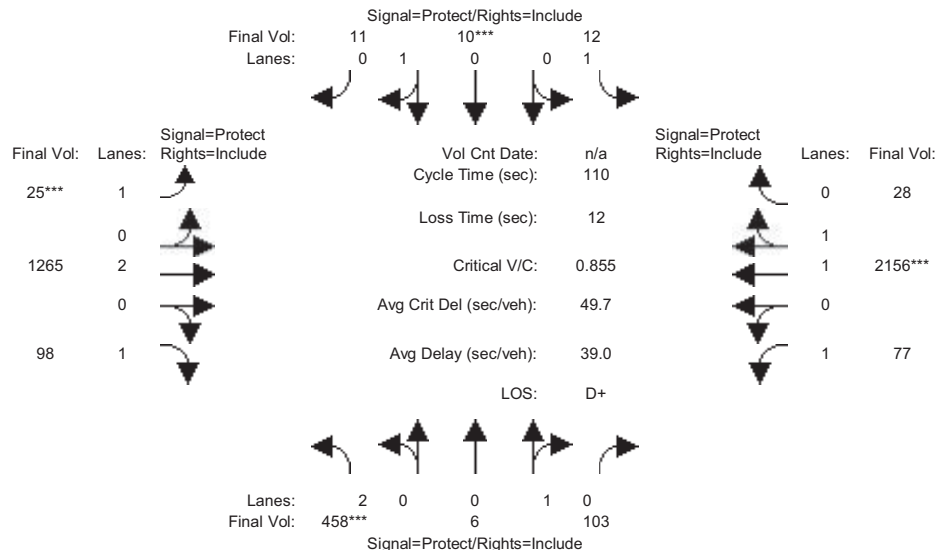
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.46	0.30	0.08	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	7.0	0.0	10.0	7.0	10.0	10.0	17.0	68.9	68.9	12.1	64.0	64.0
Volume/Cap:	0.23	0.00	0.13	0.21	0.15	0.15	0.04	0.74	0.49	0.74	0.41	0.41
Delay/Veh:	49.5	0.0	46.3	49.8	46.5	46.5	39.7	15.5	11.4	61.5	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	46.3	49.8	46.5	46.5	39.7	15.5	11.4	61.5	12.8	12.8
LOS by Move:	D	A	D	D	D	D	D	B	B+	E	B	B
HCM2kAvgQ:	1	0	1	1	1	1	0	20	10	5	8	8

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #32: Stock Farm Rd / Sand Hill Rd



Street Name:	Stock Farm Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	427	6	103	12	10	11	25	1251	86	77	2120	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	6	103	12	10	11	25	1251	86	77	2120	28
Added Vol:	31	0	0	0	0	0	0	14	12	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	6	103	12	10	11	25	1265	98	77	2156	28
User Adj:	1.00	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:	458	6	103	12	10	11	25	1265	98	77	2156	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	6	103	12	10	11	25	1265	98	77	2156	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	458	6	103	12	10	11	25	1265	98	77	2156	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.06	0.94	1.00	0.48	0.52	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	99	1701	1750	857	943	1750	3800	1750	1750	3653	47

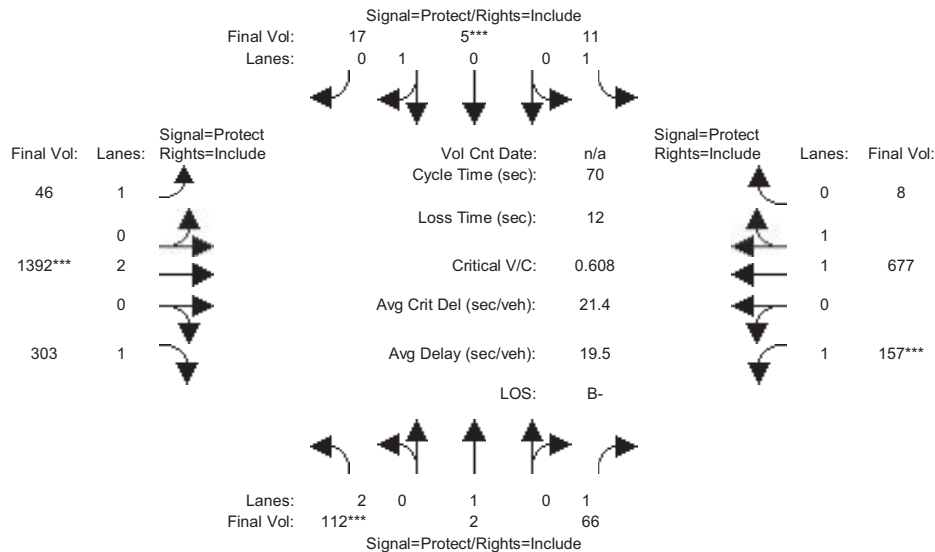
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.01	0.01	0.01	0.01	0.33	0.06	0.04	0.59	0.59
Crit Moves:	***			***			***			***		
Green Time:	16.0	15.3	15.3	10.7	10.0	10.0	7.0	60.4	60.4	11.6	65.0	65.0
Volume/Cap:	1.00	0.44	0.44	0.07	0.13	0.13	0.22	0.61	0.10	0.42	1.00	1.00
Delay/Veh:	88.8	44.6	44.6	45.3	46.3	46.3	49.9	17.3	11.9	47.6	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	44.6	44.6	45.3	46.3	46.3	49.9	17.3	11.9	47.6	41.5	41.5
LOS by Move:	F	D	D	D	D	D	D	B	B+	D	D	D
HCM2kAvgQ:	14	4	4	0	1	1	1	14	2	2	40	40

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	2	57	11	5	17	46	1369	287	131	669	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:	107	2	57	11	5	17	46	1369	287	131	669	8
Added Vol:	5	0	9	0	0	0	0	23	16	26	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2	66	11	5	17	46	1392	303	157	677	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:	112	2	66	11	5	17	46	1392	303	157	677	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	66	11	5	17	46	1392	303	157	677	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	2	66	11	5	17	46	1392	303	157	677	8

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.23	0.77	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3150	1900	1750	1750	409	1391	1750	3800	1750	1750	3657	43

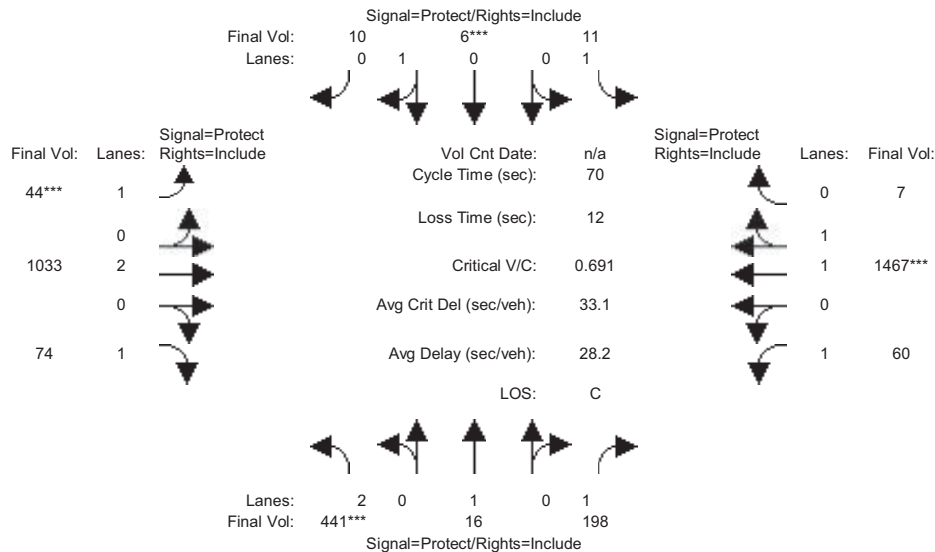
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.01	0.01	0.03	0.37	0.17	0.09	0.19	0.19
Crit Moves:	***			***			***			***		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	14.4	32.9	32.9	8.1	26.6	26.6
Volume/Cap:	0.36	0.01	0.26	0.06	0.09	0.09	0.13	0.78	0.37	0.78	0.49	0.49
Delay/Veh:	30.1	25.8	27.3	28.7	26.2	26.2	22.9	17.7	12.1	47.5	16.8	16.8
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	25.8	27.3	28.7	26.2	26.2	22.9	17.7	12.1	47.5	16.8	16.8
LOS by Move:	C	C	C	C	C	C	C+	B	B	D	B	B
HCM2kAvgQ:	2	0	2	0	0	0	1	12	4	4	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #33: Pasteur Dr / Sand Hill Rd



Street Name:	Pasteur Drive						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	426	16	174	11	6	10	44	1025	68	50	1445	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:	426	16	174	11	6	10	44	1025	68	50	1445	7
Added Vol:	15	0	24	0	0	0	0	8	6	10	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	16	198	11	6	10	44	1033	74	60	1467	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:	441	16	198	11	6	10	44	1033	74	60	1467	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	16	198	11	6	10	44	1033	74	60	1467	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	441	16	198	11	6	10	44	1033	74	60	1467	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.37	0.63	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	1750	1750	675	1125	1750	3800	1750	1750	3682	18

Capacity Analysis Module:

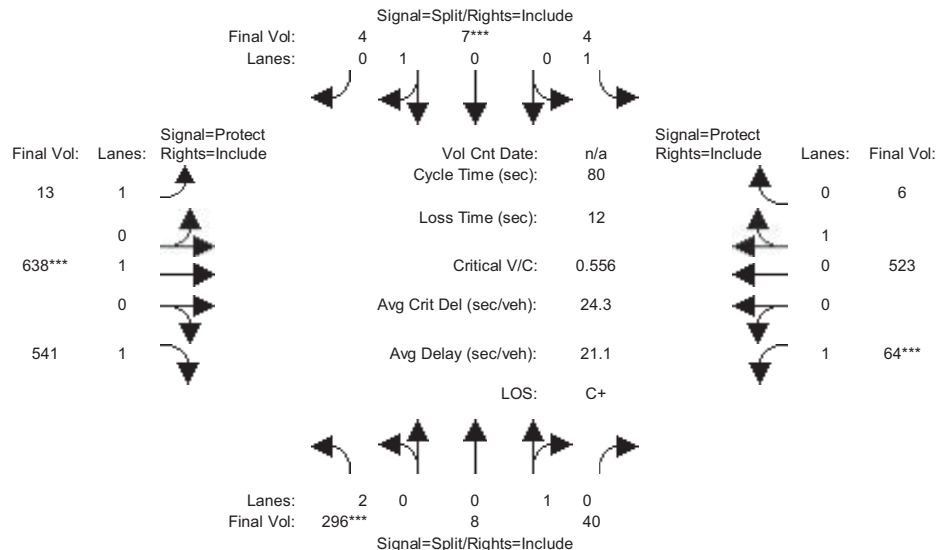
Vol/Sat:	0.14	0.01	0.11	0.01	0.01	0.01	0.03	0.27	0.04	0.03	0.40	0.40
Crit Moves:	***			***			***			***		
Green Time:	10.7	12.2	12.2	8.5	10.0	10.0	7.0	27.3	27.3	10.0	30.3	30.3
Volume/Cap:	0.92	0.05	0.65	0.05	0.06	0.06	0.25	0.70	0.11	0.24	0.92	0.92
Delay/Veh:	52.1	24.2	31.9	27.3	26.0	26.0	29.8	19.4	13.7	27.1	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	24.2	31.9	27.3	26.0	26.0	29.8	19.4	13.7	27.1	27.6	27.6
LOS by Move:	D-	C	C	C	C	C	C	B-	B	C	C	C
HCM2kAvgQ:	10	0	6	0	0	0	1	9	1	1	17	17

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	8	30	4	7	4	13	621	530	24	478	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	8	30	4	7	4	13	621	530	24	478	6
Added Vol:	4	0	10	0	0	0	0	17	11	40	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	8	40	4	7	4	13	638	541	64	523	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	8	40	4	7	4	13	638	541	64	523	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	8	40	4	7	4	13	638	541	64	523	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	8	40	4	7	4	13	638	541	64	523	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.17	0.83	1.00	0.64	0.36	1.00	1.00	1.00	1.00	0.99	0.01
Final Sat.:	3150	300	1500	1750	1145	655	1750	1900	1750	1750	1780	20

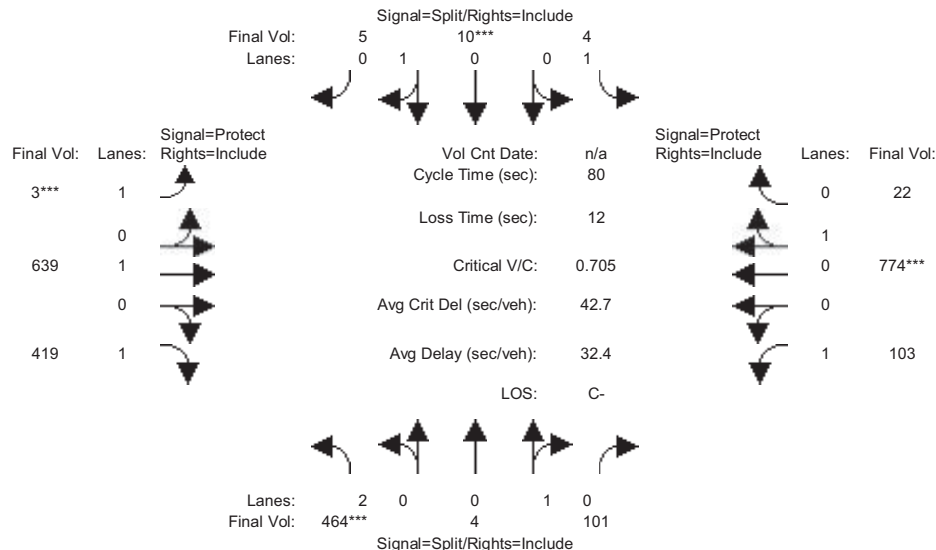
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.00	0.01	0.01	0.01	0.34	0.31	0.04	0.29	0.29
Crit Moves:	***				***			***		***		
Green Time:	11.2	11.2	11.2	10.0	10.0	10.0	10.7	39.8	39.8	7.0	36.1	36.1
Volume/Cap:	0.67	0.19	0.19	0.02	0.05	0.05	0.06	0.67	0.62	0.42	0.65	0.65
Delay/Veh:	36.8	30.8	30.8	30.7	30.9	30.9	30.3	17.1	16.0	36.4	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	30.8	30.8	30.7	30.9	30.9	30.3	17.1	16.0	36.4	18.9	18.9
LOS by Move:	D+	C	C	C	C	C	C	B	B	D+	B-	B-
HCM2kAvgQ:	6	1	1	0	0	0	0	13	11	2	11	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #34: Arboretum Rd / Sand Hill Rd



Street Name:	Arboretum Road						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	454	4	76	4	10	5	3	597	415	87	755	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	4	76	4	10	5	3	597	415	87	755	22
Added Vol:	10	0	25	0	0	0	0	42	4	16	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	4	101	4	10	5	3	639	419	103	774	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	4	101	4	10	5	3	639	419	103	774	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	4	101	4	10	5	3	639	419	103	774	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	464	4	101	4	10	5	3	639	419	103	774	22

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	0.04	0.96	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.97	0.03
Final Sat.:	3150	69	1731	1750	1200	600	1750	1900	1750	1750	1750	50

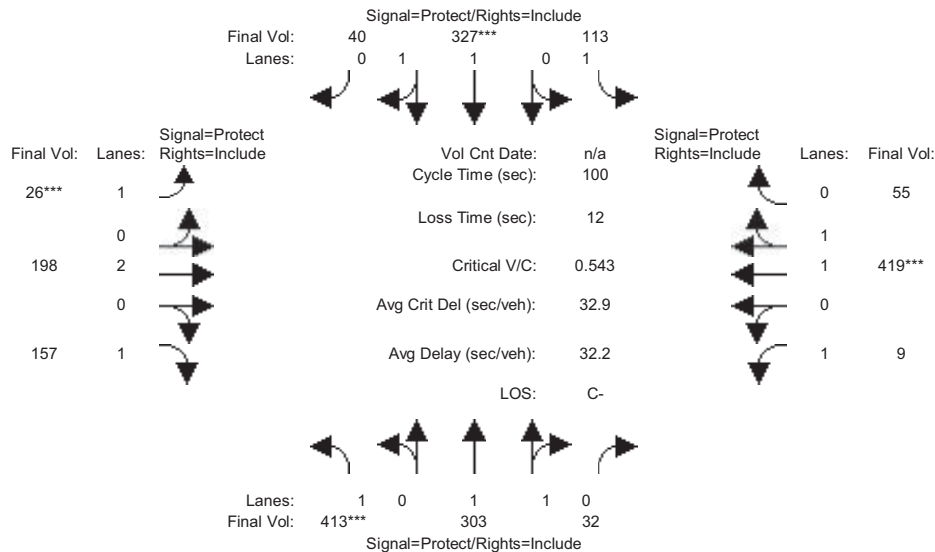
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.00	0.01	0.01	0.00	0.34	0.24	0.06	0.44	0.44
Crit Moves:	***				***		***				***	
Green Time:	12.7	12.7	12.7	10.0	10.0	10.0	7.0	35.9	35.9	9.3	38.3	38.3
Volume/Cap:	0.92	0.37	0.37	0.02	0.07	0.07	0.02	0.75	0.53	0.50	0.92	0.92
Delay/Veh:	56.2	30.8	30.8	30.7	31.0	31.0	33.4	22.0	16.7	35.2	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	30.8	30.8	30.7	31.0	31.0	33.4	22.0	16.7	35.2	35.0	35.0
LOS by Move:	E+	C	C	C	C	C	C-	C+	B	D+	D+	D+
HCM2kAvgQ:	11	3	3	0	0	0	0	15	8	3	24	24

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	399	303	18	71	327	20	20	154	280	4	358	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	303	18	71	327	20	20	154	280	4	358	45
Added Vol:	14	0	14	42	0	20	6	44	6	5	61	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	303	32	113	327	40	26	198	286	9	419	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.55	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:	413	303	32	113	327	40	26	198	157	9	419	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	303	32	113	327	40	26	198	157	9	419	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	413	303	32	113	327	40	26	198	157	9	419	55

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	1.78	0.22	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	1750	3346	353	1750	3296	403	1750	3800	1750	1750	3270	429

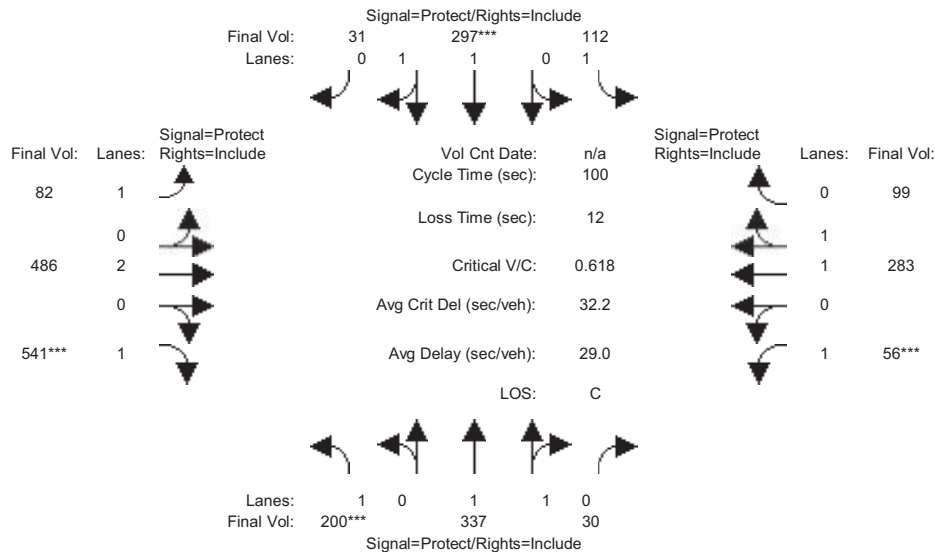
Capacity Analysis Module:												
Vol/Sat:	0.24	0.09	0.09	0.06	0.10	0.10	0.01	0.05	0.09	0.01	0.13	0.13
Crit Moves:	***			***			***			***		
Green Time:	41.3	34.5	34.5	24.1	17.3	17.3	7.0	17.3	17.3	12.1	22.4	22.4
Volume/Cap:	0.57	0.26	0.26	0.27	0.57	0.57	0.21	0.30	0.52	0.04	0.57	0.57
Delay/Veh:	23.7	23.7	23.7	31.1	39.2	39.2	44.8	36.3	39.2	38.9	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:	23.7	23.7	23.7	31.1	39.2	39.2	44.8	36.3	39.2	38.9	35.5	35.5
LOS by Move:	C	C	C	C	D	D	D	D+	D	D+	D+	D+
HCM2kAvgQ:	10	4	4	3	6	6	1	3	5	0	7	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC_RParking

Intersection #35: Arboretum Rd / Quarry Rd



Street Name:	Arboretum Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	194	337	24	95	297	24	64	428	528	43	239	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	337	24	95	297	24	64	428	528	43	239	72
Added Vol:	6	0	6	17	0	7	18	58	13	13	44	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	337	30	112	297	31	82	486	541	56	283	99
User Adj:	1.00	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:	200	337	30	112	297	31	82	486	541	56	283	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	337	30	112	297	31	82	486	541	56	283	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	337	30	112	297	31	82	486	541	56	283	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.83	0.17	1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1750	3397	302	1750	3350	350	1750	3800	1750	1750	2740	959

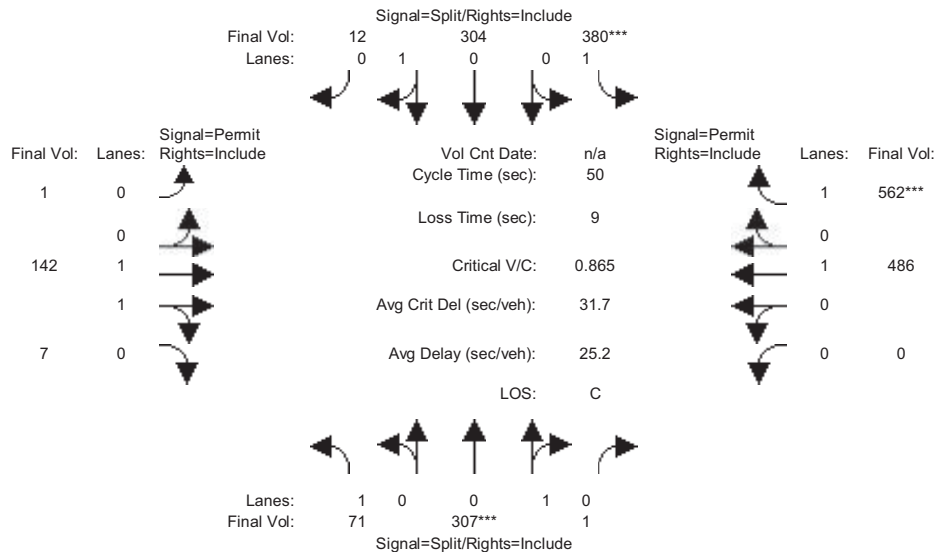
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.06	0.09	0.09	0.05	0.13	0.31	0.03	0.10	0.10
Crit Moves:	***			***					***	***		
Green Time:	18.1	18.9	18.9	13.2	14.0	14.0	22.6	48.9	48.9	7.0	33.3	33.3
Volume/Cap:	0.63	0.53	0.53	0.48	0.63	0.63	0.21	0.26	0.63	0.46	0.31	0.31
Delay/Veh:	42.0	37.3	37.3	41.8	43.1	43.1	31.7	15.0	20.4	47.4	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:	42.0	37.3	37.3	41.8	43.1	43.1	31.7	15.0	20.4	47.4	24.9	24.9
LOS by Move:	D	D+	D+	D	D	D	C	B	C+	D	C	C
HCM2kAvgQ:	6	5	5	4	6	6	2	4	14	2	4	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	71	300	1	372	302	12	0	139	7	0	480	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	300	1	372	302	12	0	139	7	0	480	542
Added Vol:	0	7	0	8	2	0	1	3	0	0	6	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	307	1	380	304	12	1	142	7	0	486	562
User Adj:	1.00	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:	71	307	1	380	304	12	1	142	7	0	486	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	307	1	380	304	12	1	142	7	0	486	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	307	1	380	304	12	1	142	7	0	486	562

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.99	0.01	1.00	0.96	0.04	0.01	1.90	0.09	0.00	1.00	1.00
Final Sat.:	1750	1794	6	1750	1732	68	24	3408	168	0	1900	1750

Capacity Analysis Module:

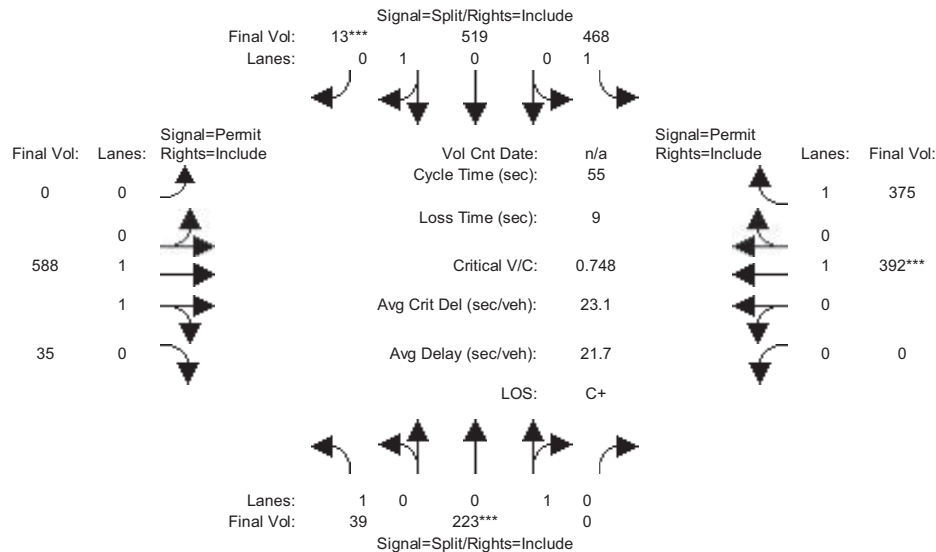
Vol/Sat:	0.04	0.17	0.17	0.22	0.18	0.18	0.04	0.04	0.04	0.00	0.26	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	12.5	12.5	12.5	18.5	18.5	18.5	0.0	18.5	18.5
Volume/Cap:	0.20	0.86	0.86	0.87	0.70	0.70	0.11	0.11	0.11	0.00	0.69	0.87
Delay/Veh:	17.0	37.2	37.2	34.6	22.0	22.0	10.4	10.4	10.4	0.0	16.3	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	37.2	37.2	34.6	22.0	22.0	10.4	10.4	10.4	0.0	16.3	26.6
LOS by Move:	B	D+	D+	C-	C+	C+	B+	B+	B+	A	B	C
HCM2kAvgQ:	1	8	8	7	5	5	1	1	1	0	7	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #36: Arboretum Rd / Palm Dr



Street Name:	Arboretum Road						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	39	220	0	450	512	12	0	582	35	0	389	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	220	0	450	512	12	0	582	35	0	389	366
Added Vol:	0	3	0	18	7	1	0	6	0	0	3	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	223	0	468	519	13	0	588	35	0	392	375
User Adj:	1.00	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:	39	223	0	468	519	13	0	588	35	0	392	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	223	0	468	519	13	0	588	35	0	392	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	39	223	0	468	519	13	0	588	35	0	392	375

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	0.98	0.02	0.00	1.88	0.12	0.00	1.00	1.00
Final Sat.:	1750	1800	0	1750	1756	44	0	3492	208	0	1900	1750

Capacity Analysis Module:

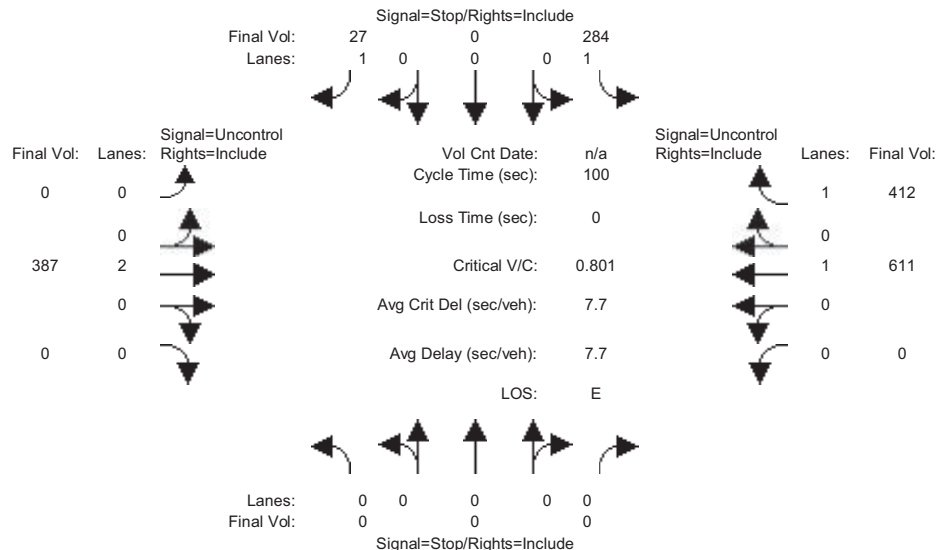
Vol/Sat:	0.02	0.12	0.00	0.27	0.30	0.30	0.00	0.17	0.17	0.00	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	0.0	21.2	21.2	21.2	0.0	14.8	14.8	0.0	14.8	14.8
Volume/Cap:	0.12	0.68	0.00	0.69	0.77	0.77	0.00	0.63	0.63	0.00	0.77	0.80
Delay/Veh:	19.0	26.8	0.0	17.3	19.9	19.9	0.0	18.9	18.9	0.0	25.4	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	26.8	0.0	17.3	19.9	19.9	0.0	18.9	18.9	0.0	25.4	27.9
LOS by Move:	B-	C	A	B	B-	B-	A	B-	B-	A	C	C
HCM2kAvgQ:	1	5	0	7	8	8	0	6	6	0	7	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #37: Arboretum Rd / Galvez St



Street Name: Arboretum Road Galvez Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	282	0	27	0	381	0	0	592	405
Growth Adj:	1.00	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	282	0	27	0	381	0	0	592	405
Added Vol:	0	0	0	2	0	0	0	6	0	0	19	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	284	0	27	0	387	0	0	611	412
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	284	0	27	0	387	0	0	611	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	284	0	27	0	387	0	0	611	412

Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxx	xxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	805	xxxx	611	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	355	xxxx	497	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	355	xxxx	497	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.80	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	45.6	xxxx	12.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.7			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      284 0 27      0 387 0      0 611 412
ApproachDel:    xxxxxx          42.7          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=311]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1721]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      284 0 27      0 387 0      0 611 412
-----|-----|-----|-----|-----|

```

Major Street Volume: 1410

Minor Approach Volume: 311

Minor Approach Volume Threshold: 226

SIGNAL WARRANT DISCLAIMER

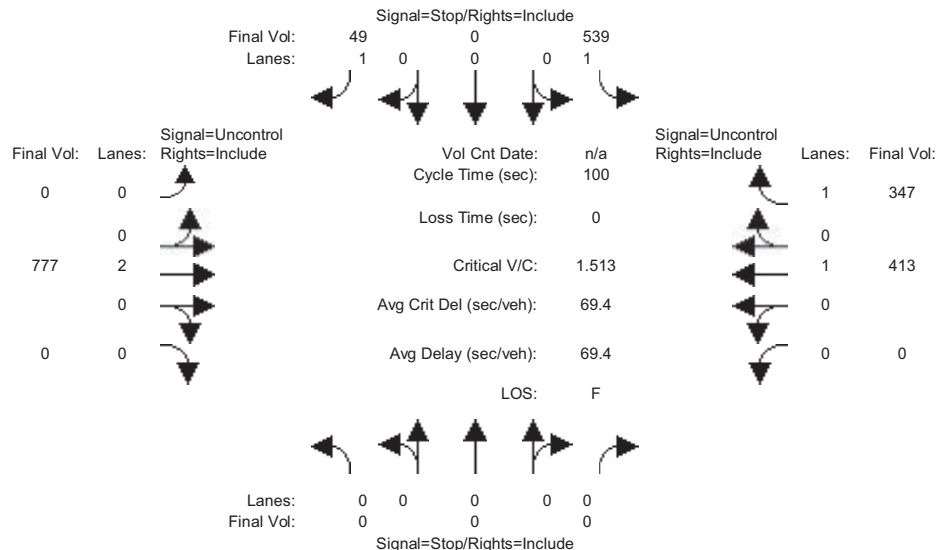
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC_RParking

Intersection #37: Arboretum Rd / Galvez St



Street Name:	Arboretum Road						Galvez Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	532	0	49	0	760	0	0	406	344
Growth Adj:	1.00	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	532	0	49	0	760	0	0	406	344
Added Vol:	0	0	0	7	0	0	0	17	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	539	0	49	0	777	0	0	413	347
User Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	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	539	0	49	0	777	0	0	413	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	539	0	49	0	777	0	0	413	347
Critical Gap Module:												
Critical Gp:xxxxx	xxxx	xxxx	xxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx	xxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	802	xxxx	413	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	356	xxxx	643	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	356	xxxx	643	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.51	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	29.7	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	272.8	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			251.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

 Intersection #37 Arboretum Rd / Galvez St

 Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      539 0 49      0 777 0      0 413 347
ApproachDel:    xxxxxx          251.0          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=41.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=588]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2125]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #37 Arboretum Rd / Galvez St

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 2 0 0      0 0 1 0 1
Initial Vol:    0 0 0 0      539 0 49      0 777 0      0 413 347
-----|-----|-----|-----|-----|

```

Major Street Volume: 1537

Minor Approach Volume: 588

Minor Approach Volume Threshold: 189

SIGNAL WARRANT DISCLAIMER

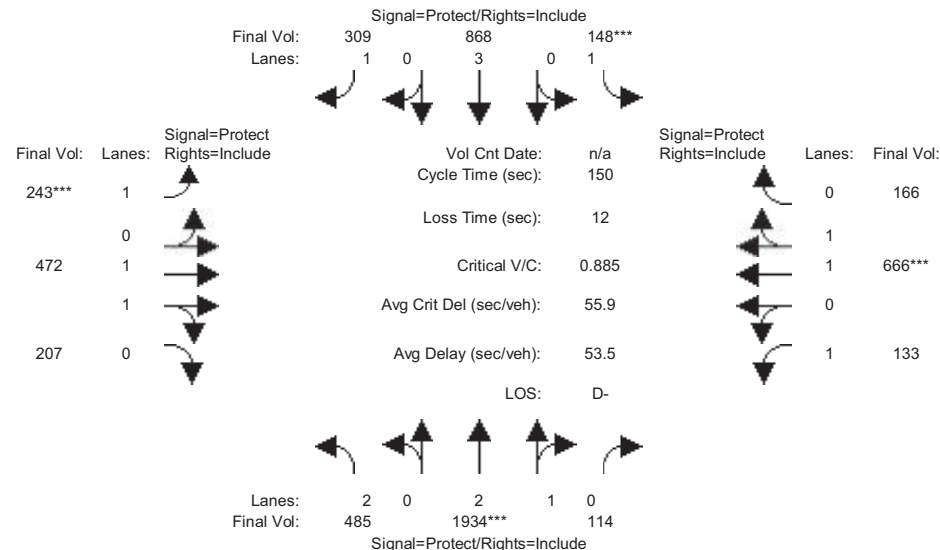
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	485	1910	114	146	860	309	243	472	207	133	666	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1910	114	146	860	309	243	472	207	133	666	159
Added Vol:	0	24	0	2	8	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1934	114	148	868	309	243	472	207	133	666	166
User Adj:	1.00	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:	485	1934	114	148	868	309	243	472	207	133	666	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1934	114	148	868	309	243	472	207	133	666	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1934	114	148	868	309	243	472	207	133	666	166

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.83	0.17	1.00	3.00	1.00	1.00	1.37	0.63	1.00	1.59	0.41
Final Sat.:	3150	5288	312	1750	5700	1750	1750	2571	1128	1750	2961	738

Capacity Analysis Module:

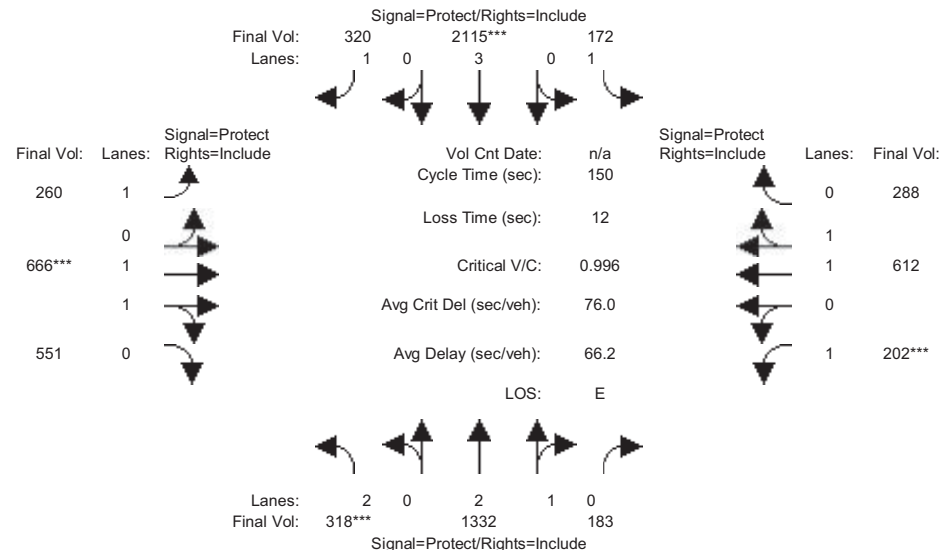
Vol/Sat:	0.15	0.37	0.37	0.08	0.15	0.18	0.14	0.18	0.18	0.08	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.6	62.0	62.0	14.3	40.8	40.8	23.5	43.6	43.6	18.1	38.1	38.1
Volume/Cap:	0.65	0.88	0.88	0.88	0.56	0.65	0.88	0.63	0.63	0.63	0.88	0.88
Delay/Veh:	53.6	45.2	45.2	105.7	47.4	51.4	88.9	47.4	47.4	68.9	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	45.2	45.2	105.7	47.4	51.4	88.9	47.4	47.4	68.9	63.9	63.9
LOS by Move:	D-	D	D	F	D	D-	F	D	D	E	E	E
HCM2kAvgQ:	13	32	32	8	11	13	11	13	13	6	18	18

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #38: El Camino Real / Charleston Rd



Street Name:	El Camino Real						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	318	1323	183	166	2093	320	260	666	551	202	612	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1323	183	166	2093	320	260	666	551	202	612	286
Added Vol:	0	9	0	6	22	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1332	183	172	2115	320	260	666	551	202	612	288
User Adj:	1.00	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:	318	1332	183	172	2115	320	260	666	551	202	612	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1332	183	172	2115	320	260	666	551	202	612	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	1332	183	172	2115	320	260	666	551	202	612	288

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	2.00	2.62	0.38	1.00	3.00	1.00	1.00	1.07	0.93	1.00	1.34	0.66
Final Sat.:	3150	4923	676	1750	5700	1750	1750	2024	1674	1750	2515	1184

Capacity Analysis Module:

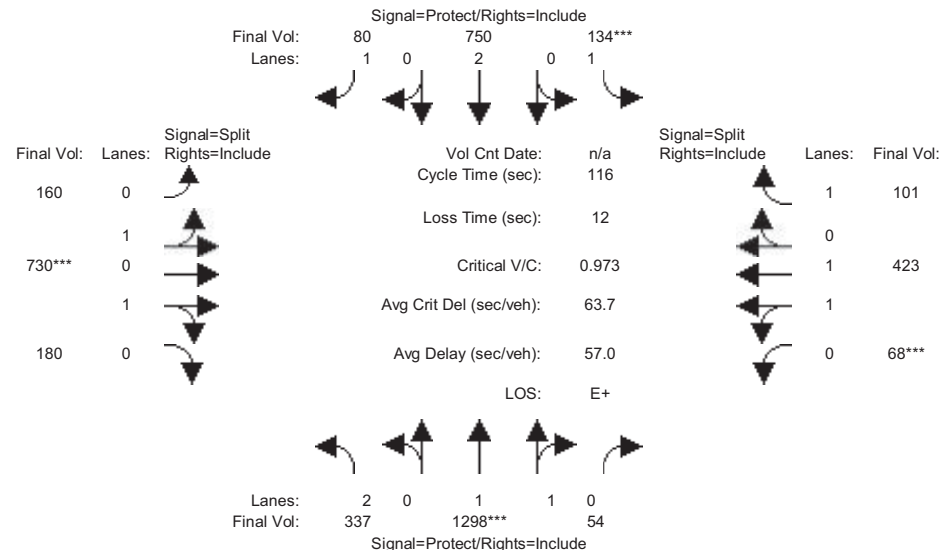
Vol/Sat:	0.10	0.27	0.27	0.10	0.37	0.18	0.15	0.33	0.33	0.12	0.24	0.24
Crit Moves:	***			***			***			***		
Green Time:	15.2	52.1	52.1	18.9	55.9	55.9	25.4	49.6	49.6	17.4	41.6	41.6
Volume/Cap:	1.00	0.78	0.78	0.78	1.00	0.49	0.88	1.00	1.00	1.00	0.88	0.88
Delay/Veh:	116.7	45.8	45.8	79.5	65.6	36.7	85.2	74.9	74.9	128.3	60.6	60.6
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:	116.7	45.8	45.8	79.5	65.6	36.7	85.2	74.9	74.9	128.3	60.6	60.6
LOS by Move:	F	D	D	E-	E	D+	F	E	E	F	E	E
HCM2kAvgQ:	13	22	22	8	34	11	12	28	28	10	19	19

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street			Charleston Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	337	1282	54	134	745	80	160	728	180	68	416	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1282	54	134	745	80	160	728	180	68	416	101
Added Vol:	0	16	0	0	5	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	1298	54	134	750	80	160	730	180	68	423	101
User Adj:	1.00	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:	337	1298	54	134	750	80	160	730	180	68	423	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	1298	54	134	750	80	160	730	180	68	423	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	337	1298	54	134	750	80	160	730	180	68	423	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.92	0.08	1.00	2.00	1.00	0.30	1.36	0.34	0.28	1.72	1.00
Final Sat.:	3150	3552	148	1750	3800	1750	538	2456	606	512	3187	1750

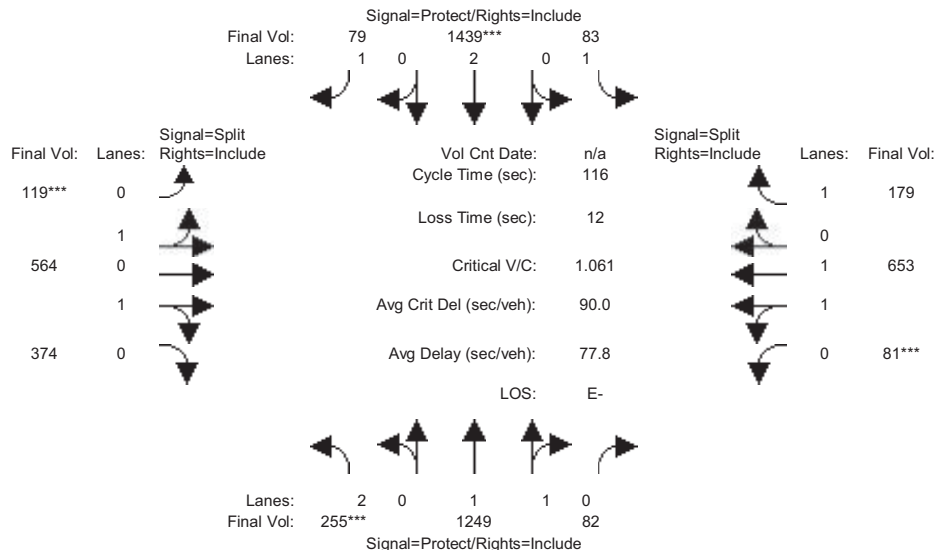
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.08	0.20	0.05	0.30	0.30	0.30	0.13	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.5	43.6	43.6	9.1	34.2	34.2	35.5	35.5	35.5	15.8	15.8	15.8
Volume/Cap:	0.67	0.97	0.97	0.97	0.67	0.16	0.97	0.97	0.97	0.97	0.97	0.42
Delay/Veh:	49.3	53.5	53.5	121.3	37.5	30.4	60.5	60.5	60.5	82.8	82.8	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	53.5	53.5	121.3	37.5	30.4	60.5	60.5	60.5	82.8	82.8	47.1
LOS by Move:	D	D-	D-	F	D+	C	E	E	E	F	F	D
HCM2kAvgQ:	8	30	30	9	12	2	23	23	23	10	10	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #39: Alma St / Charleston Rd



Street Name:	Alma Street						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	255	1243	82	83	1424	79	119	558	374	81	651	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1243	82	83	1424	79	119	558	374	81	651	179
Added Vol:	0	6	0	0	15	0	0	6	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	1249	82	83	1439	79	119	564	374	81	653	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1249	82	83	1439	79	119	564	374	81	653	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	1249	82	83	1439	79	119	564	374	81	653	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	255	1249	82	83	1439	79	119	564	374	81	653	179

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.95	0.95	0.95	0.95	0.98	0.92
Lanes:	2.00	1.87	0.13	1.00	2.00	1.00	0.22	1.07	0.71	0.23	1.77	1.00
Final Sat.:	3150	3472	228	1750	3800	1750	405	1921	1274	408	3291	1750

Capacity Analysis Module:

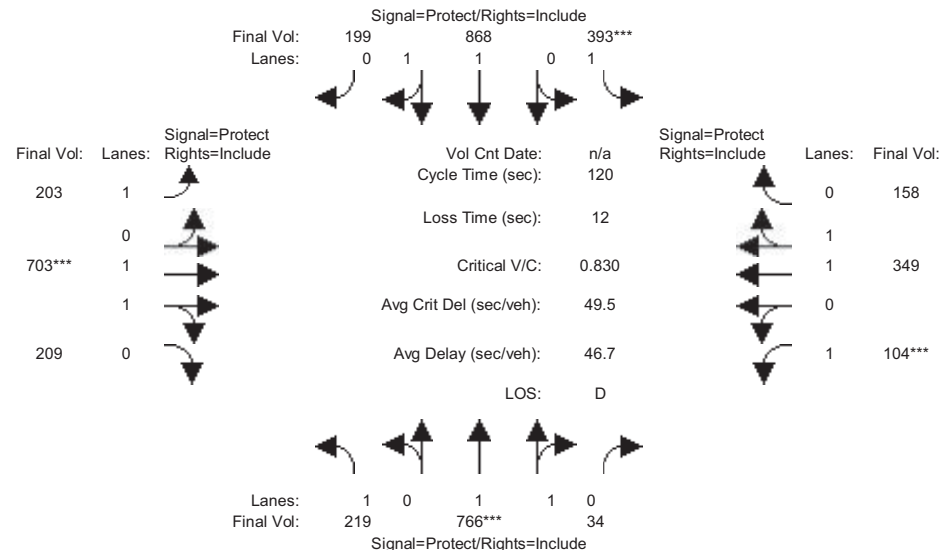
Vol/Sat:	0.08	0.36	0.36	0.05	0.38	0.05	0.29	0.29	0.29	0.20	0.20	0.10
Crit Moves:	***			****			****			****		
Green Time:	8.8	43.0	43.0	7.2	41.4	41.4	32.1	32.1	32.1	21.7	21.7	21.7
Volume/Cap:	1.06	0.97	0.97	0.76	1.06	0.13	1.06	1.06	1.06	1.06	1.06	0.55
Delay/Veh:	128.8	53.4	53.4	80.2	79.9	25.2	88.3	88.3	88.3	98.9	98.9	44.7
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:	128.8	53.4	53.4	80.2	79.9	25.2	88.3	88.3	88.3	98.9	98.9	44.7
LOS by Move:	F	D-	D-	F	E-	C	F	F	F	F	F	D
HCM2kAvgQ:	10	30	30	5	36	2	23	23	23	17	17	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	219	762	34	393	867	199	203	701	209	104	342	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	762	34	393	867	199	203	701	209	104	342	158
Added Vol:	0	4	0	0	1	0	0	2	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	766	34	393	868	199	203	703	209	104	349	158
User Adj:	1.00	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:	219	766	34	393	868	199	203	703	209	104	349	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	766	34	393	868	199	203	703	209	104	349	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	766	34	393	868	199	203	703	209	104	349	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.91	0.09	1.00	1.62	0.38	1.00	1.53	0.47	1.00	1.36	0.64
Final Sat.:	1750	3543	157	1750	3009	690	1750	2851	848	1750	2546	1153

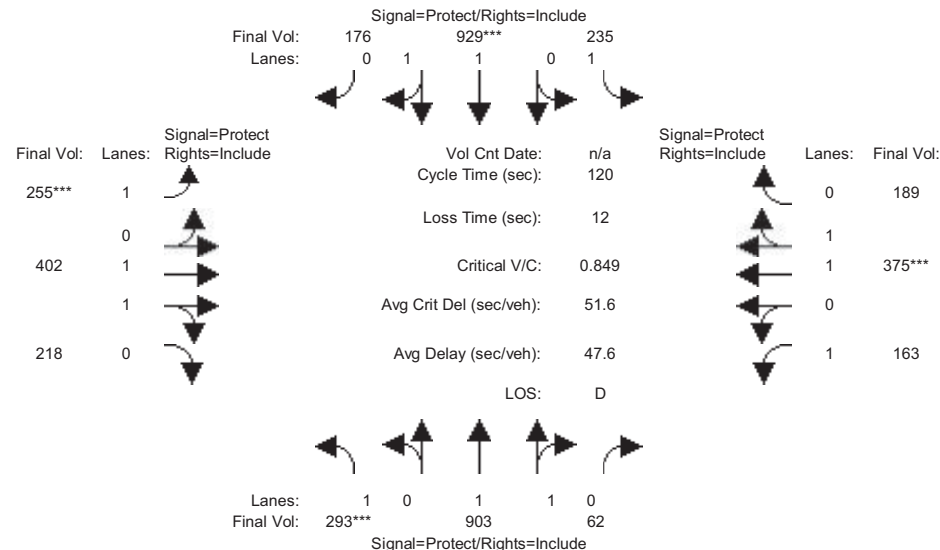
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.22	0.29	0.29	0.12	0.25	0.25	0.06	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.3	31.3	31.3	32.5	44.5	44.5	20.3	35.7	35.7	8.6	24.0	24.0
Volume/Cap:	0.78	0.83	0.83	0.83	0.78	0.78	0.69	0.83	0.83	0.83	0.69	0.69
Delay/Veh:	61.2	48.0	48.0	52.9	36.3	36.3	53.5	44.8	44.8	89.9	47.2	47.2
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:	61.2	48.0	48.0	52.9	36.3	36.3	53.5	44.8	44.8	89.9	47.2	47.2
LOS by Move:	E	D	D	D-	D+	D+	D-	D	D	F	D	D
HCM2kAvgQ:	10	17	17	17	19	19	7	15	15	6	10	10

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #40: Middlefield Rd / Charleston Rd



Street Name:	Middlefield Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	293	902	62	235	926	176	255	396	218	163	373	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	902	62	235	926	176	255	396	218	163	373	189
Added Vol:	0	1	0	0	3	0	0	6	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	903	62	235	929	176	255	402	218	163	375	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	903	62	235	929	176	255	402	218	163	375	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	903	62	235	929	176	255	402	218	163	375	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	903	62	235	929	176	255	402	218	163	375	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.87	0.13	1.00	1.67	0.33	1.00	1.28	0.72	1.00	1.31	0.69
Final Sat.:	1750	3462	238	1750	3110	589	1750	2398	1300	1750	2459	1239

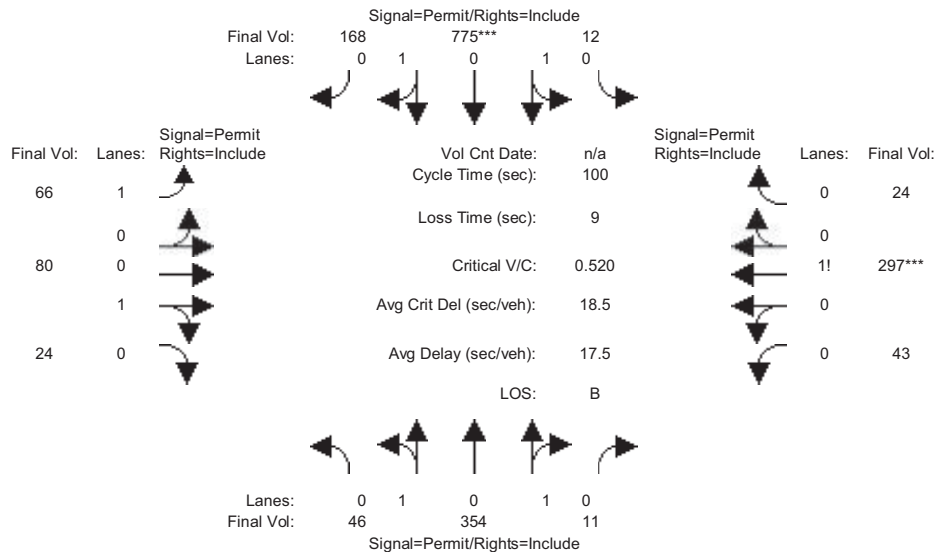
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.13	0.30	0.30	0.15	0.17	0.17	0.09	0.15	0.15
Crit Moves:	***			***			***			***		
Green Time:	23.7	43.5	43.5	22.4	42.2	42.2	20.6	27.1	27.1	15.1	21.5	21.5
Volume/Cap:	0.85	0.72	0.72	0.72	0.85	0.85	0.85	0.74	0.74	0.74	0.85	0.85
Delay/Veh:	64.1	34.9	34.9	53.5	41.4	41.4	68.0	46.8	46.8	63.4	57.7	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	34.9	34.9	53.5	41.4	41.4	68.0	46.8	46.8	63.4	57.7	57.7
LOS by Move:	E	C-	C-	D-	D	D	E	D	D	E	E+	E+
HCM2kAvgQ:	14	17	17	10	22	22	9	10	10	8	13	13

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	46	353	11	12	775	168	66	74	24	43	278	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	353	11	12	775	168	66	74	24	43	278	24
Added Vol:	0	1	0	0	0	0	0	6	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	354	11	12	775	168	66	80	24	43	297	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	354	11	12	775	168	66	80	24	43	297	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	354	11	12	775	168	66	80	24	43	297	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	354	11	12	775	168	66	80	24	43	297	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.22	1.73	0.05	0.03	1.62	0.35	1.00	0.77	0.23	0.12	0.82	0.06
Final Sat.:	403	3101	96	45	2921	633	1750	1385	415	207	1428	115

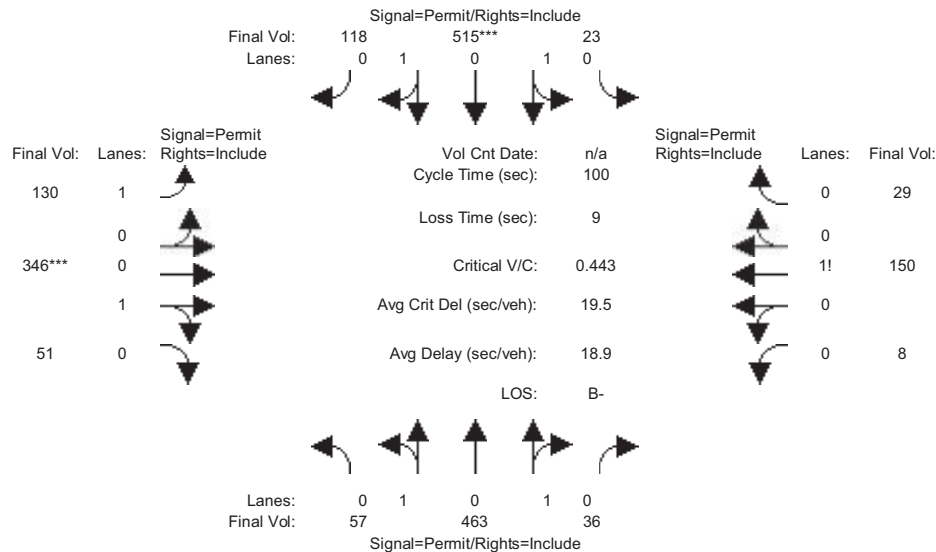
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.27	0.27	0.04	0.06	0.06	0.21	0.21	0.21
Crit Moves:				****						****		
Green Time:	51.0	51.0	51.0	51.0	51.0	51.0	40.0	40.0	40.0	40.0	40.0	40.0
Volume/Cap:	0.22	0.22	0.22	0.52	0.52	0.52	0.09	0.14	0.14	0.52	0.52	0.52
Delay/Veh:	13.6	13.6	13.6	16.6	16.6	16.6	18.8	19.2	19.2	23.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	16.6	16.6	16.6	18.8	19.2	19.2	23.4	23.4	23.4
LOS by Move:	B	B	B	B	B	B	B-	B-	B-	C	C	C
HCM2kAvgQ:	4	4	4	10	10	10	1	2	2	9	9	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #41: Middlefield Rd / Hamilton Ave



Street Name:	Middlefield Road						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	463	36	23	514	118	130	328	51	8	143	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	463	36	23	514	118	130	328	51	8	143	29
Added Vol:	0	0	0	0	1	0	0	18	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	463	36	23	515	118	130	346	51	8	150	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	463	36	23	515	118	130	346	51	8	150	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	463	36	23	515	118	130	346	51	8	150	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	463	36	23	515	118	130	346	51	8	150	29

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.20	1.67	0.13	0.07	1.57	0.36	1.00	0.87	0.13	0.04	0.80	0.16
Final Sat.:	369	2998	233	126	2826	648	1750	1569	231	75	1404	271

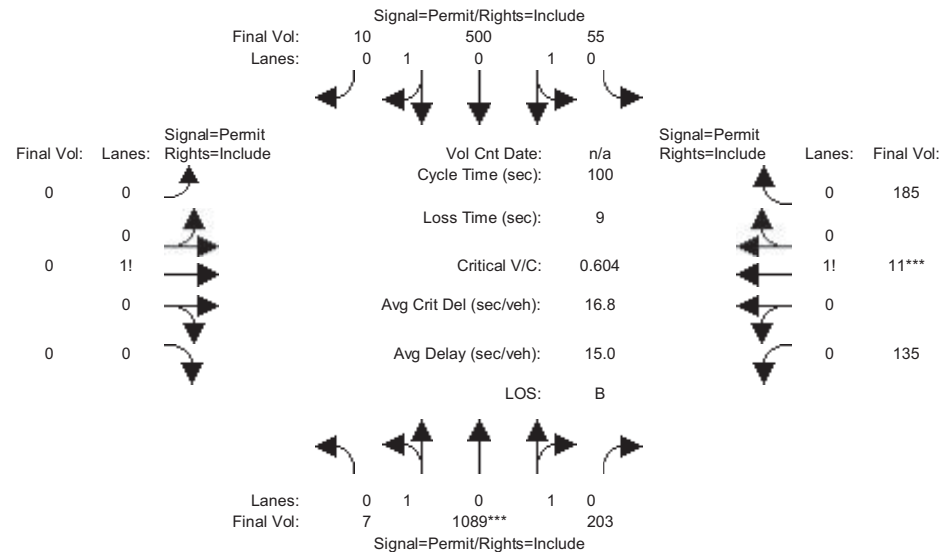
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.18	0.18	0.18	0.07	0.22	0.22	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	41.2	41.2	41.2	41.2	41.2	41.2	49.8	49.8	49.8	49.8	49.8	49.8
Volume/Cap:	0.38	0.38	0.38	0.44	0.44	0.44	0.15	0.44	0.44	0.21	0.21	0.21
Delay/Veh:	20.6	20.6	20.6	21.4	21.4	21.4	13.7	16.5	16.5	14.2	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	20.6	20.6	21.4	21.4	21.4	13.7	16.5	16.5	14.2	14.2	14.2
LOS by Move:	C+	C+	C+	C+	C+	C+	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	7	7	7	2	8	8	3	3	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #42: Alma St / Hamilton Ave



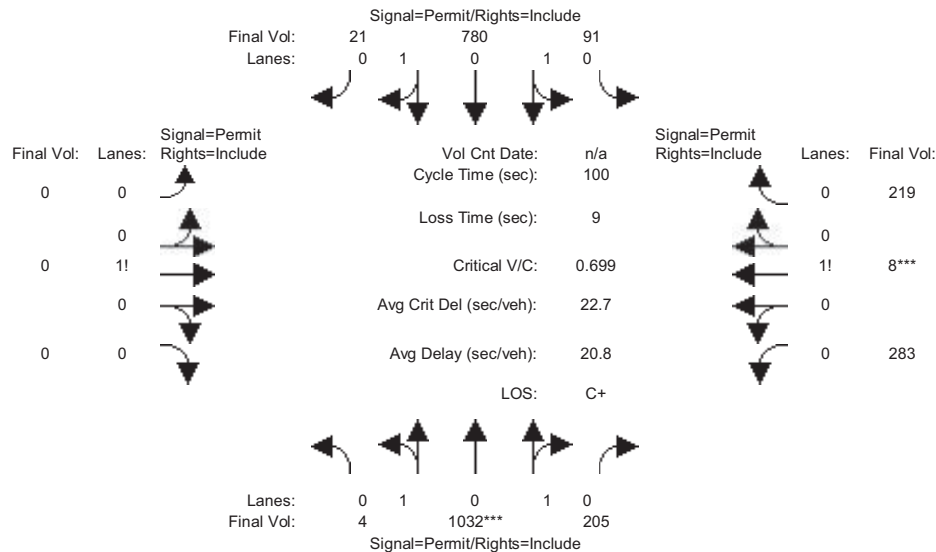
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1081	203	49	497	10	0	0	0	135	11	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1081	203	49	497	10	0	0	0	135	11	166
Added Vol:	0	8	0	6	3	0	0	0	0	0	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1089	203	55	500	10	0	0	0	135	11	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1089	203	55	500	10	0	0	0	135	11	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1089	203	55	500	10	0	0	0	135	11	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1089	203	55	500	10	0	0	0	135	11	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.68	0.31	0.19	1.77	0.04	0.00	1.00	0.00	0.41	0.03	0.56
Final Sat.:	19	3018	563	350	3186	64	0	1750	0	714	58	978
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.16	0.16	0.16	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:	****											
Green Time:	59.7	59.7	59.7	59.7	59.7	59.7	0.0	0.0	0.0	31.3	31.3	31.3
Volume/Cap:	0.60	0.60	0.60	0.26	0.26	0.26	0.00	0.00	0.00	0.60	0.60	0.60
Delay/Veh:	13.2	13.2	13.2	9.7	9.7	9.7	0.0	0.0	0.0	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	9.7	9.7	9.7	0.0	0.0	0.0	31.0	31.0	31.0
LOS by Move:	B	B	B	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	13	13	13	4	4	4	0	0	0	9	9	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #42: Alma St / Hamilton Ave



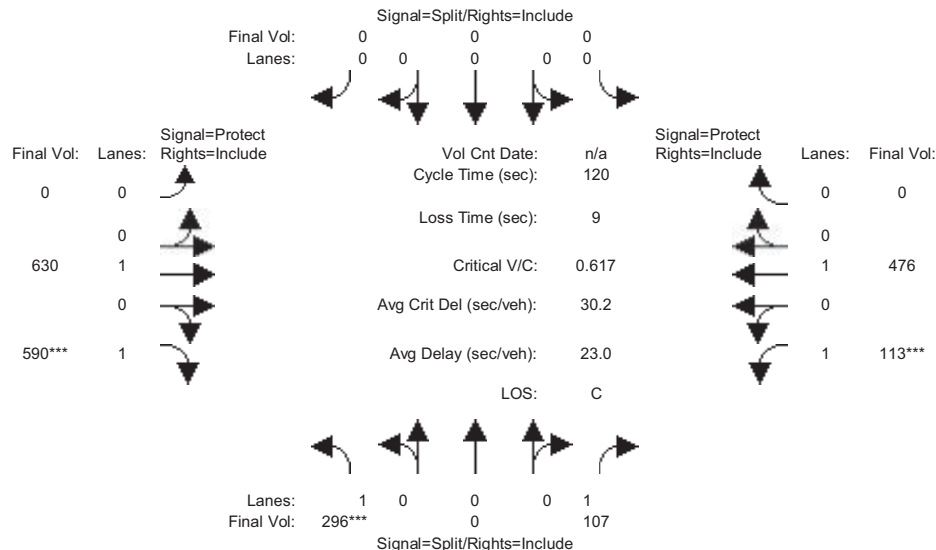
Street Name:	Alma Street						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	1029	205	73	773	21	0	0	0	283	8	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1029	205	73	773	21	0	0	0	283	8	212
Added Vol:	0	3	0	18	7	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1032	205	91	780	21	0	0	0	283	8	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:	4	1032	205	91	780	21	0	0	0	283	8	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1032	205	91	780	21	0	0	0	283	8	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
Final Volume:	4	1032	205	91	780	21	0	0	0	283	8	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.66	0.33	0.20	1.75	0.05	0.00	1.00	0.00	0.55	0.02	0.43
Final Sat.:	12	2994	595	367	3148	85	0	1750	0	971	27	751
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.25	0.25	0.25	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****											
Green Time:	49.3	49.3	49.3	49.3	49.3	49.3	0.0	0.0	0.0	41.7	41.7	41.7
Volume/Cap:	0.70	0.70	0.70	0.50	0.50	0.50	0.00	0.00	0.00	0.70	0.70	0.70
Delay/Veh:	20.9	20.9	20.9	17.3	17.3	17.3	0.0	0.0	0.0	27.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	17.3	17.3	17.3	0.0	0.0	0.0	27.0	27.0	27.0
LOS by Move:	C+	C+	C+	B	B	B	A	A	A	C	C	C
HCM2kAvgQ:	16	16	16	10	10	10	0	0	0	14	14	14

Note: Queue reported is the number of cars per lane.

Stanford EIR

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 2000 HCM Operations (Future Volume Alternative)
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Intersection #43: University Dr / Santa Cruz Avenue

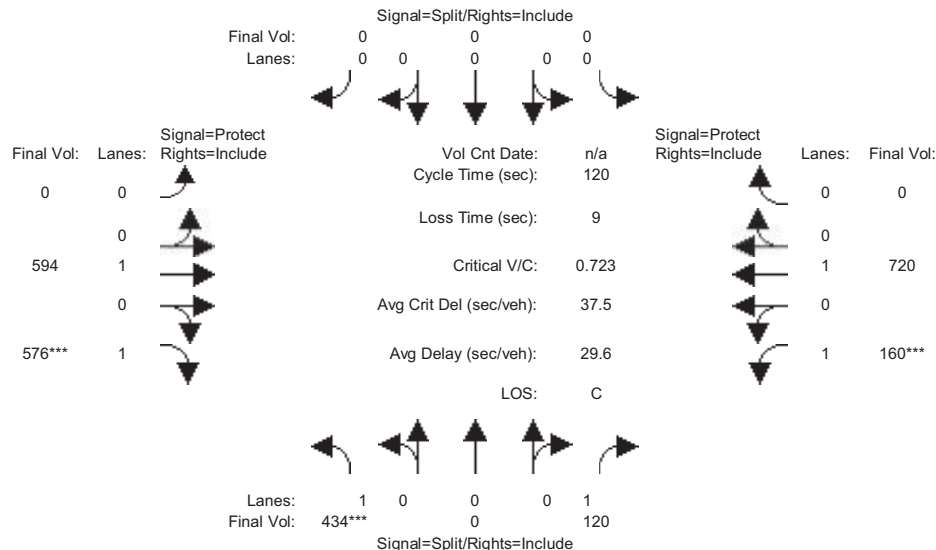


Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	0	107	0	0	0	0	628	587	113	475	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:	290	0	107	0	0	0	0	628	587	113	475	0
Added Vol:	6	0	0	0	0	0	0	2	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	107	0	0	0	0	630	590	113	476	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:	296	0	107	0	0	0	0	630	590	113	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	107	0	0	0	0	630	590	113	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	0	107	0	0	0	0	630	590	113	476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.34	0.06	0.25	0.00
Crit Moves:	***								***	***		
Green Time:	32.9	0.0	32.9	0.0	0.0	0.0	0.0	65.6	65.6	12.6	78.1	0.0
Volume/Cap:	0.62	0.00	0.22	0.00	0.00	0.00	0.00	0.61	0.62	0.62	0.38	0.00
Delay/Veh:	40.5	0.0	33.9	0.0	0.0	0.0	0.0	19.5	19.9	57.7	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	0.0	33.9	0.0	0.0	0.0	0.0	19.5	19.9	57.7	10.0	0.0
LOS by Move:	D	A	C-	A	A	A	A	B-	B-	E+	A	A
HCM2kAvgQ:	11	0	3	0	0	0	0	16	16	5	8	0
Note: Queue reported is the number of cars per lane.												

Stanford EIR

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Intersection #43: University Dr / Santa Cruz Avenue



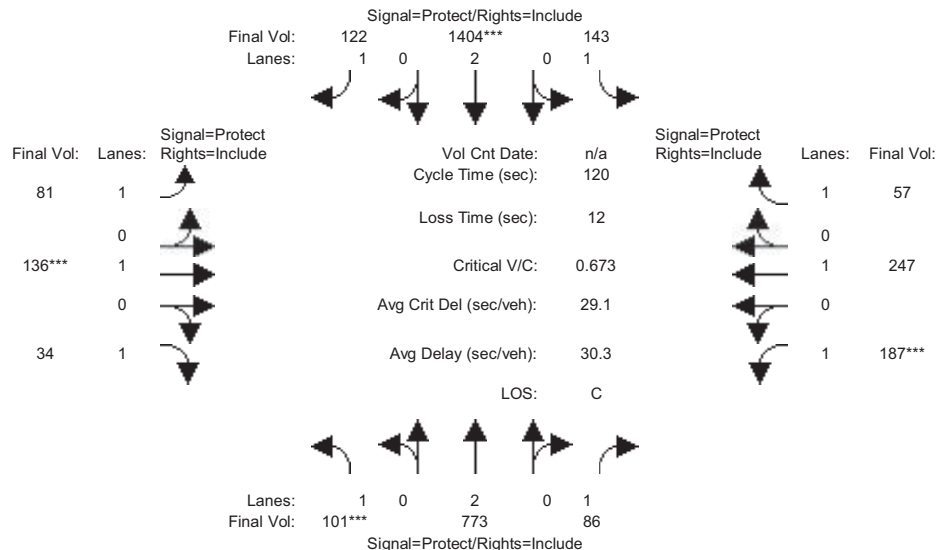
Street Name:	University Drive						Santa Cruz Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	431	0	120	0	0	0	0	593	571	160	718	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:	431	0	120	0	0	0	0	593	571	160	718	0
Added Vol:	3	0	0	0	0	0	0	1	5	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	0	120	0	0	0	0	594	576	160	720	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:	434	0	120	0	0	0	0	594	576	160	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	0	120	0	0	0	0	594	576	160	720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	434	0	120	0	0	0	0	594	576	160	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.07	0.00	0.00	0.00	0.00	0.31	0.33	0.09	0.38	0.00
Crit Moves:	***								***	***		
Green Time:	41.2	0.0	41.2	0.0	0.0	0.0	0.0	54.6	54.6	15.2	69.8	0.0
Volume/Cap:	0.72	0.00	0.20	0.00	0.00	0.00	0.00	0.69	0.72	0.72	0.65	0.00
Delay/Veh:	38.7	0.0	28.0	0.0	0.0	0.0	0.0	28.2	29.8	61.5	18.3	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:	38.7	0.0	28.0	0.0	0.0	0.0	0.0	28.2	29.8	61.5	18.3	0.0
LOS by Move:	D+	A	C	A	A	A	A	C	C	E	B-	A
HCM2kAvgQ:	16	0	3	0	0	0	0	18	19	8	18	0

Note: Queue reported is the number of cars per lane.

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Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	754	86	143	1344	122	81	136	34	187	247	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	754	86	143	1344	122	81	136	34	187	247	57
Added Vol:	0	19	0	0	60	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	773	86	143	1404	122	81	136	34	187	247	57
User Adj:	1.00	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:	101	773	86	143	1404	122	81	136	34	187	247	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	773	86	143	1404	122	81	136	34	187	247	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	773	86	143	1404	122	81	136	34	187	247	57

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

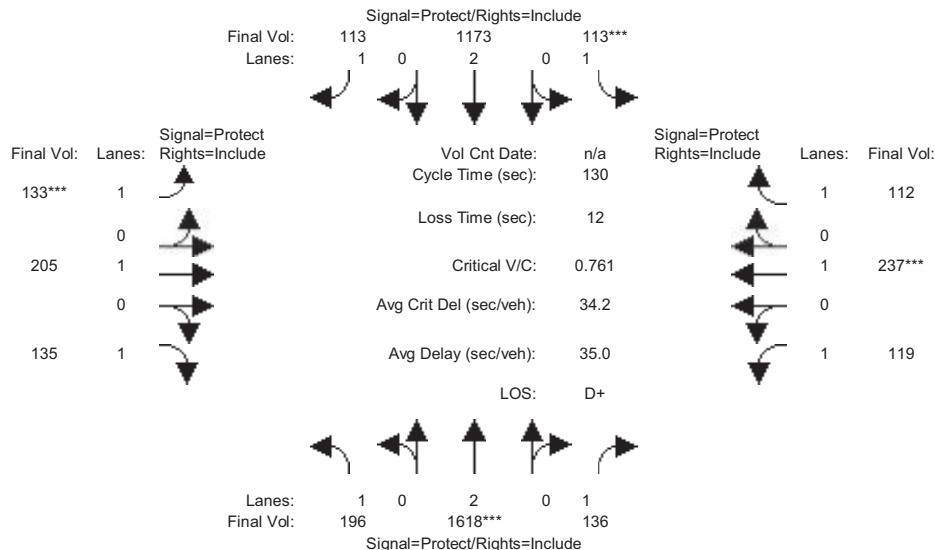
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.05	0.08	0.37	0.07	0.05	0.07	0.02	0.11	0.13	0.03
Crit Moves:	***				****			****		****		
Green Time:	10.3	54.3	54.3	21.8	65.9	65.9	9.9	12.8	12.8	19.1	22.0	22.0
Volume/Cap:	0.67	0.45	0.11	0.45	0.67	0.13	0.56	0.67	0.18	0.67	0.71	0.18
Delay/Veh:	64.6	22.7	18.9	44.7	20.2	13.2	58.1	60.2	49.3	53.9	52.7	41.7
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:	64.6	22.7	18.9	44.7	20.2	13.2	58.1	60.2	49.3	53.9	52.7	41.7
LOS by Move:	E	C+	B-	D	C+	B	E+	E	D	D-	D-	D
HCM2kAvgQ:	4	9	2	5	18	2	4	6	1	8	10	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #44: El Camino Real / Oak Grove Ave



Street Name:	El Camino Real						Oak Grove Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	196	1563	136	113	1151	113	133	205	135	119	237	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1563	136	113	1151	113	133	205	135	119	237	112
Added Vol:	0	55	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1618	136	113	1173	113	133	205	135	119	237	112
User Adj:	1.00	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:	196	1618	136	113	1173	113	133	205	135	119	237	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1618	136	113	1173	113	133	205	135	119	237	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1618	136	113	1173	113	133	205	135	119	237	112

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

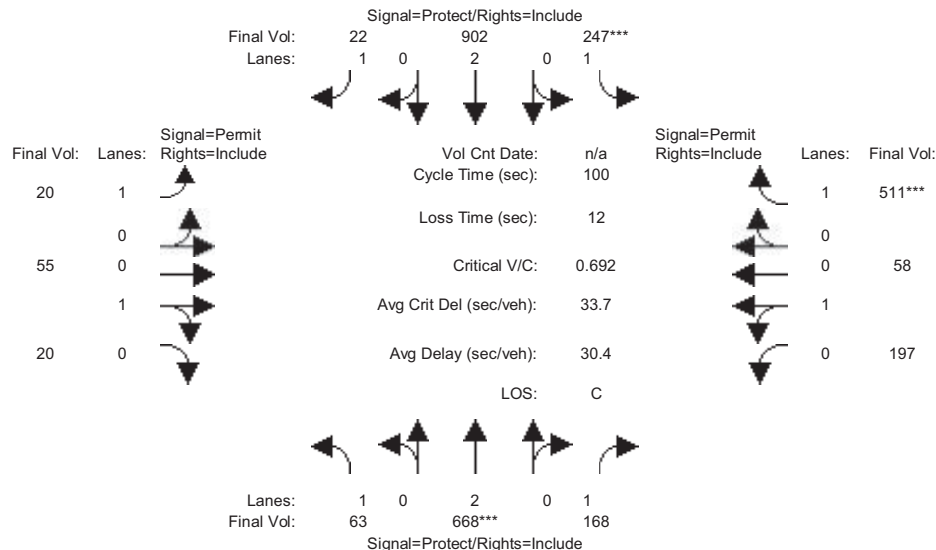
Vol/Sat:	0.11	0.43	0.08	0.06	0.31	0.06	0.08	0.11	0.08	0.07	0.12	0.06
Crit Moves:	****			****			****			****		
Green Time:	22.3	72.7	72.7	11.0	61.4	61.4	13.0	21.0	21.0	13.3	21.3	21.3
Volume/Cap:	0.65	0.76	0.14	0.76	0.65	0.14	0.76	0.67	0.48	0.67	0.76	0.39
Delay/Veh:	55.3	23.7	13.8	78.6	27.0	19.4	74.7	56.7	50.8	65.5	62.4	49.4
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:	55.3	23.7	13.8	78.6	27.0	19.4	74.7	56.7	50.8	65.5	62.4	49.4
LOS by Move:	E+	C	B	E-	C	B-	E	E+	D	E	E	D
HCM2kAvgQ:	8	24	3	5	17	3	7	9	6	6	11	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	63	679	168	247	901	22	20	55	20	197	58	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	679	168	247	901	22	20	55	20	197	58	510
Added Vol:	0	-11	0	0	0	1	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	668	168	247	902	22	20	55	20	197	58	511
User Adj:	1.00	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:	63	668	168	247	902	22	20	55	20	197	58	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	668	168	247	902	22	20	55	20	197	58	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	668	168	247	902	22	20	55	20	197	58	511

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.73	0.27	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1320	480	1391	409	1750

Capacity Analysis Module:

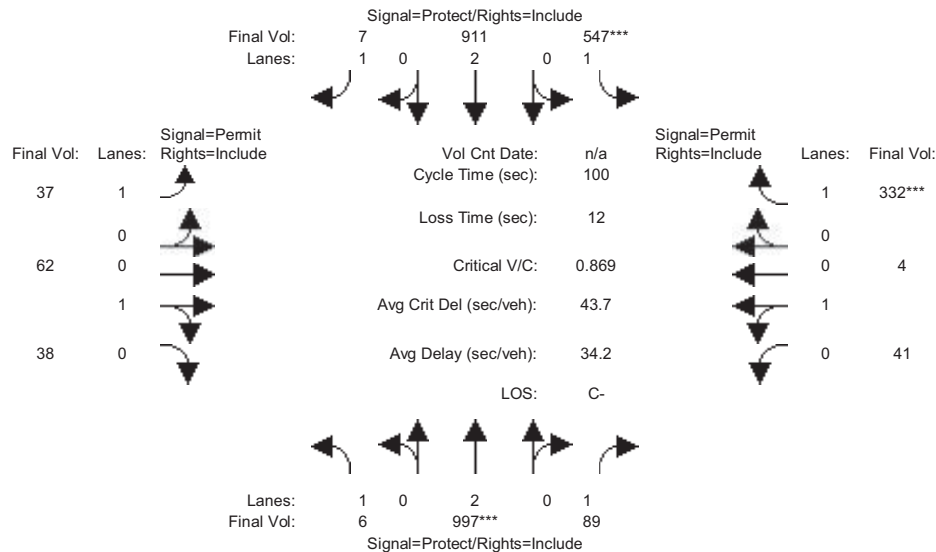
Vol/Sat:	0.04	0.18	0.10	0.14	0.24	0.01	0.01	0.04	0.04	0.14	0.14	0.29
Crit Moves:	****			****						****		
Green Time:	10.4	25.4	25.4	20.4	35.4	35.4	42.2	42.2	42.2	42.2	42.2	42.2
Volume/Cap:	0.35	0.69	0.38	0.69	0.67	0.04	0.03	0.10	0.10	0.34	0.34	0.69
Delay/Veh:	42.8	35.9	31.3	42.6	28.7	21.2	16.9	17.5	17.5	19.7	19.7	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	35.9	31.3	42.6	28.7	21.2	16.9	17.5	17.5	19.7	19.7	26.4
LOS by Move:	D	D+	C	D	C	C+	B	B	B	B-	B-	C
HCM2kAvgQ:	2	10	5	7	11	0	0	1	1	6	6	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #45: Middlefield Rd / Ringwood Ave



Street Name:	Middlefield Road						Ringwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	6	996	89	546	922	7	37	62	38	41	4	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	996	89	546	922	7	37	62	38	41	4	332
Added Vol:	0	1	0	1	-11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	997	89	547	911	7	37	62	38	41	4	332
User Adj:	1.00	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:	6	997	89	547	911	7	37	62	38	41	4	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	997	89	547	911	7	37	62	38	41	4	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	997	89	547	911	7	37	62	38	41	4	332

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.62	0.38	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1116	684	1640	160	1750

Capacity Analysis Module:

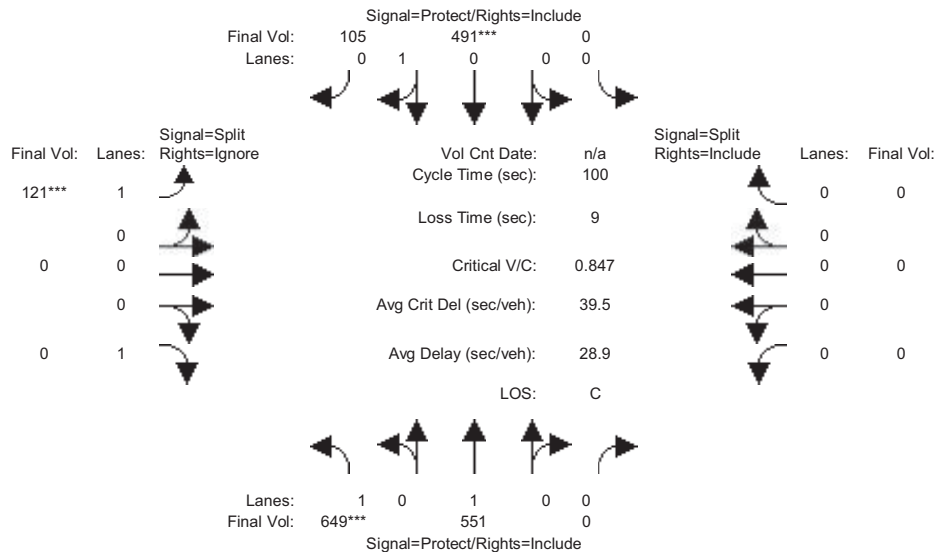
Vol/Sat:	0.00	0.26	0.05	0.31	0.24	0.00	0.02	0.06	0.06	0.03	0.03	0.19
Crit Moves:	****			****						****		
Green Time:	15.0	30.2	30.2	36.0	51.2	51.2	21.8	21.8	21.8	21.8	21.8	21.8
Volume/Cap:	0.02	0.87	0.17	0.87	0.47	0.01	0.10	0.25	0.25	0.11	0.11	0.87
Delay/Veh:	36.3	40.3	25.8	42.2	15.8	12.0	31.3	32.7	32.7	31.5	31.5	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	40.3	25.8	42.2	15.8	12.0	31.3	32.7	32.7	31.5	31.5	56.4
LOS by Move:	D+	D	C	D	B	B+	C	C-	C-	C	C	E+
HCM2kAvgQ:	0	18	2	16	8	0	1	3	3	1	1	14

Note: Queue reported is the number of cars per lane.

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Intersection #46: Middlefield Rd / Ravenswood Ave



Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	659	551	0	0	490	95	118	0	680	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:	659	551	0	0	490	95	118	0	680	0	0	0
Added Vol:	-10	0	0	0	1	10	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	649	551	0	0	491	105	121	0	680	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	649	551	0	0	491	105	121	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	649	551	0	0	491	105	121	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	649	551	0	0	491	105	121	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1483	317	1750	0	1750	0	0	0

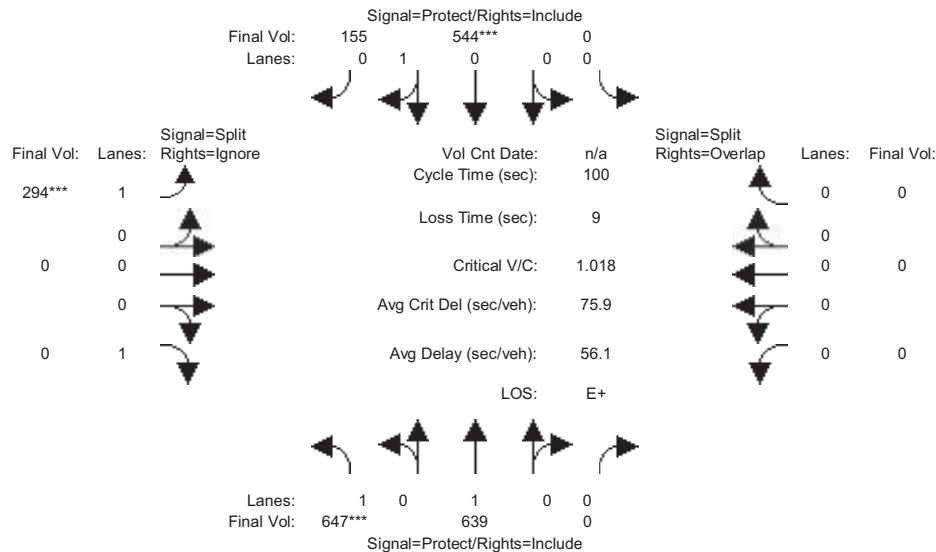
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.00	0.00	0.33	0.33	0.07	0.00	0.00	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	42.8	81.0	0.0	0.0	38.2	38.2	10.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.87	0.36	0.00	0.00	0.87	0.87	0.69	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	36.5	2.7	0.0	0.0	39.8	39.8	54.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	2.7	0.0	0.0	39.8	39.8	54.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	D+	A	A	A	D	D	D-	A	A	A	A	A
HCM2kAvgQ:	20	4	0	0	21	21	4	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #46: Middlefield Rd / Ravenswood Ave



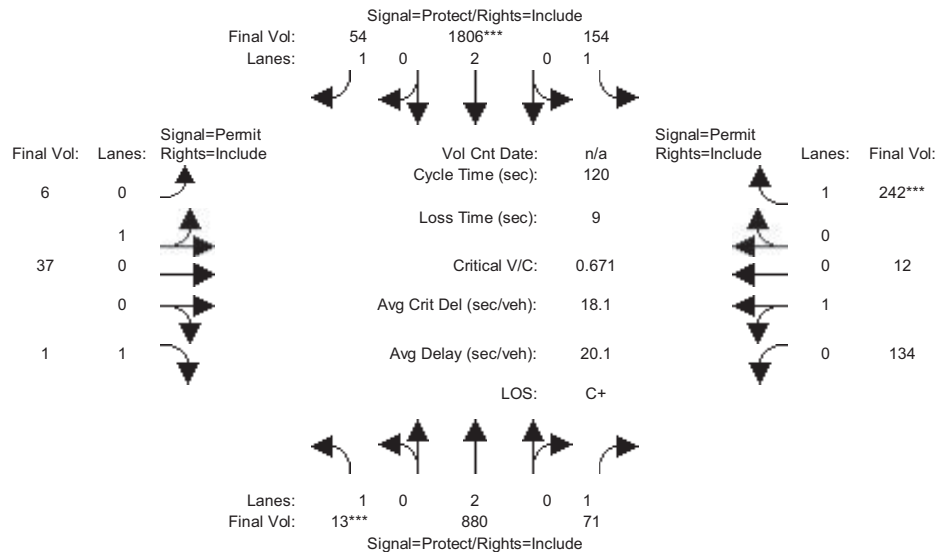
Street Name:	Middlefield Road						Ravenswood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
-----	-----			-----			-----			-----		
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
-----	-----			-----			-----			-----		
Volume Module:												
Base Vol:	646	638	0	0	544	151	284	0	767	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:	646	638	0	0	544	151	284	0	767	0	0	0
Added Vol:	1	1	0	0	0	4	10	0	-11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	647	639	0	0	544	155	294	0	756	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	647	639	0	0	544	155	294	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	647	639	0	0	544	155	294	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	647	639	0	0	544	155	294	0	0	0	0	0
-----	-----			-----			-----			-----		
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.78	0.22	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	0	1401	399	1750	0	1750	0	0	0
-----	-----			-----			-----			-----		
Capacity Analysis Module:												
Vol/Sat:	0.37	0.34	0.00	0.00	0.39	0.39	0.17	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	36.3	74.5	0.0	0.0	38.2	38.2	16.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.02	0.45	0.00	0.00	1.02	1.02	1.02	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	72.0	5.1	0.0	0.0	69.8	69.8	99.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	5.1	0.0	0.0	69.8	69.8	99.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	E	E	F	A	A	A	A	A
HCM2kAvgQ:	25	7	0	0	31	31	11	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	13	864	71	154	1758	54	6	37	1	134	12	242
Growth Adj:	1.00	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	864	71	154	1758	54	6	37	1	134	12	242
Added Vol:	0	16	0	0	48	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	880	71	154	1806	54	6	37	1	134	12	242
User Adj:	1.00	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	880	71	154	1806	54	6	37	1	134	12	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	880	71	154	1806	54	6	37	1	134	12	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	880	71	154	1806	54	6	37	1	134	12	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.14	0.86	1.00	0.92	0.08	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	251	1549	1750	1652	148	1750

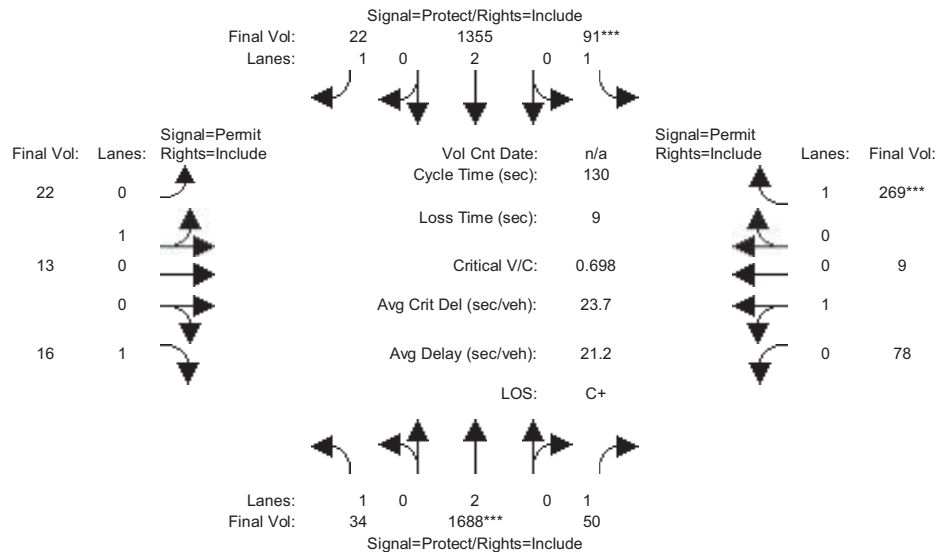
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.09	0.48	0.03	0.02	0.02	0.00	0.08	0.08	0.14
Crit Moves:	***			***								***
Green Time:	7.0	63.4	63.4	24.1	80.6	80.6	23.4	23.4	23.4	23.4	23.4	23.4
Volume/Cap:	0.13	0.44	0.08	0.44	0.71	0.05	0.12	0.12	0.00	0.42	0.42	0.71
Delay/Veh:	54.2	17.5	13.9	42.9	13.3	6.7	40.0	40.0	38.9	43.1	43.1	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	17.5	13.9	42.9	13.3	6.7	40.0	40.0	38.9	43.1	43.1	51.8
LOS by Move:	D-	B	B	D	B	A	D	D	D+	D	D	D-
HCM2kAvgQ:	0	10	1	6	21	1	1	1	0	5	5	10

Note: Queue reported is the number of cars per lane.

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Intersection #47: El Camino Real / Encinal Ave



Street Name:	El Camino Real						Encinal Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	34	1643	50	91	1337	22	22	13	16	78	9	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	1643	50	91	1337	22	22	13	16	78	9	269
Added Vol:	0	45	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1688	50	91	1355	22	22	13	16	78	9	269
User Adj:	1.00	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	1688	50	91	1355	22	22	13	16	78	9	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1688	50	91	1355	22	22	13	16	78	9	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1688	50	91	1355	22	22	13	16	78	9	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.90	0.10	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1131	669	1750	1614	186	1750

Capacity Analysis Module:

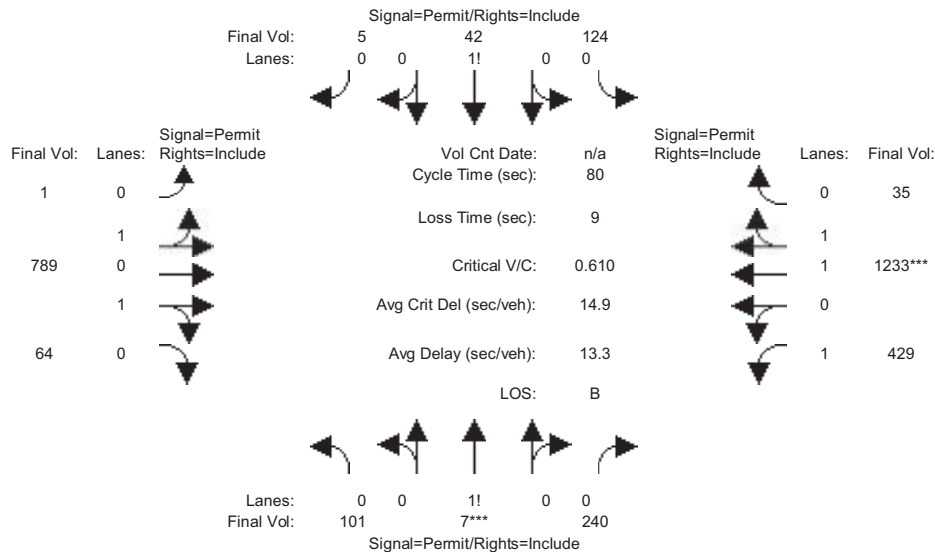
Vol/Sat:	0.02	0.44	0.03	0.05	0.36	0.01	0.02	0.02	0.01	0.05	0.05	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.1	82.7	82.7	9.7	80.3	80.3	28.6	28.6	28.6	28.6	28.6	28.6
Volume/Cap:	0.21	0.70	0.04	0.70	0.58	0.02	0.09	0.09	0.04	0.22	0.22	0.70
Delay/Veh:	55.1	16.4	8.9	74.2	15.1	9.6	40.4	40.4	39.9	41.8	41.8	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	16.4	8.9	74.2	15.1	9.6	40.4	40.4	39.9	41.8	41.8	52.3
LOS by Move:	E+	B	A	E	B	A	D	D	D	D	D	D-
HCM2kAvgQ:	1	20	1	5	16	0	1	1	1	3	3	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	101	7	240	124	42	5	1	785	64	428	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	7	240	124	42	5	1	785	64	428	1220	35
Added Vol:	0	0	0	0	0	0	0	0	0	1	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	7	240	124	42	5	1	789	64	429	1233	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	7	240	124	42	5	1	789	64	429	1233	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	7	240	124	42	5	1	789	64	429	1233	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	7	240	124	42	5	1	789	64	429	1233	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.97	0.95
Lanes:	0.29	0.02	0.69	0.72	0.25	0.03	0.01	1.84	0.15	1.00	1.94	0.06
Final Sat.:	508	35	1207	1269	430	51	4	3326	270	1750	3598	102

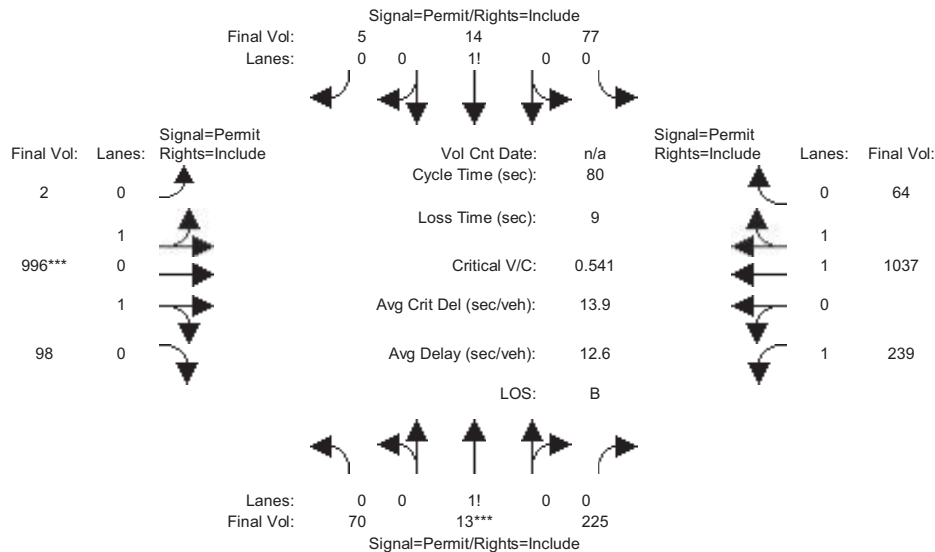
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.24	0.24	0.24	0.25	0.34	0.34
Crit Moves:	****									****		
Green Time:	26.1	26.1	26.1	26.1	26.1	26.1	44.9	44.9	44.9	44.9	44.9	44.9
Volume/Cap:	0.61	0.61	0.61	0.30	0.30	0.30	0.42	0.42	0.42	0.44	0.61	0.61
Delay/Veh:	24.6	24.6	24.6	20.4	20.4	20.4	10.2	10.2	10.2	10.5	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:	24.6	24.6	24.6	20.4	20.4	20.4	10.2	10.2	10.2	10.5	12.2	12.2
LOS by Move:	C	C	C	C+	C+	C+	B+	B+	B+	B+	B	B
HCM2kAvgQ:	9	9	9	4	4	4	6	6	6	7	11	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #48: Bay Rd / Marsh Rd



Street Name:	Bay Road						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	70	13	224	77	14	5	2	984	98	239	1032	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	13	224	77	14	5	2	984	98	239	1032	64
Added Vol:	0	0	1	0	0	0	0	12	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	13	225	77	14	5	2	996	98	239	1037	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	13	225	77	14	5	2	996	98	239	1037	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	13	225	77	14	5	2	996	98	239	1037	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	13	225	77	14	5	2	996	98	239	1037	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.23	0.04	0.73	0.80	0.15	0.05	0.01	1.81	0.18	1.00	1.88	0.12
Final Sat.:	398	74	1278	1404	255	91	7	3272	322	1750	3485	215

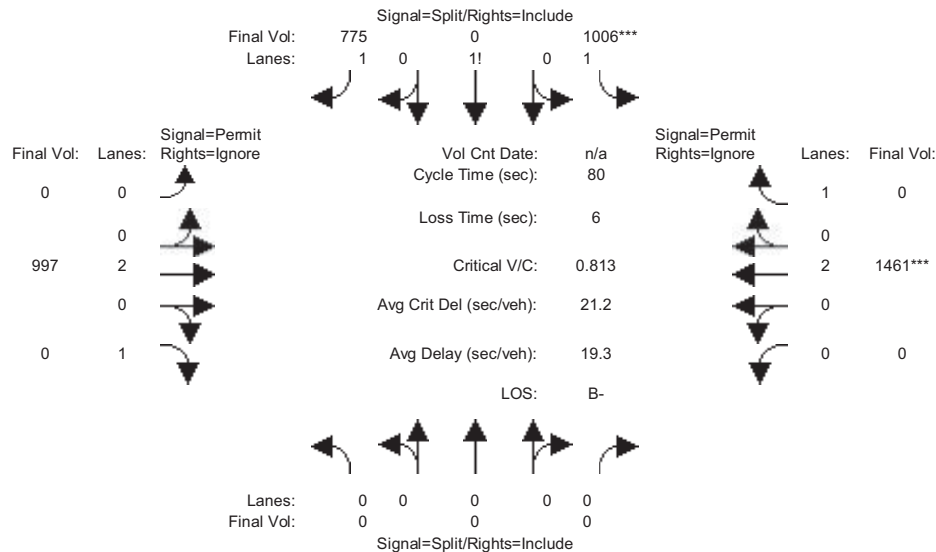
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.05	0.05	0.05	0.30	0.30	0.30	0.14	0.30	0.30
Crit Moves:	****											
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.54	0.54	0.54	0.17	0.17	0.17	0.54	0.54	0.54	0.24	0.53	0.53
Delay/Veh:	23.2	23.2	23.2	19.4	19.4	19.4	11.3	11.3	11.3	9.0	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	23.2	19.4	19.4	19.4	11.3	11.3	11.3	9.0	11.2	11.2
LOS by Move:	C	C	C	B-	B-	B-	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	7	7	7	2	2	2	9	9	9	3	9	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1006	0	760	0	992	679	0	1461	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:	0	0	0	1006	0	760	0	992	679	0	1461	194
Added Vol:	0	0	0	0	0	15	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1006	0	775	0	997	679	0	1461	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1006	0	775	0	997	0	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1006	0	775	0	997	0	0	1461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1006	0	775	0	997	0	0	1461	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.56	0.00	1.44	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2738	0	2512	0	3800	1750	0	3800	1750

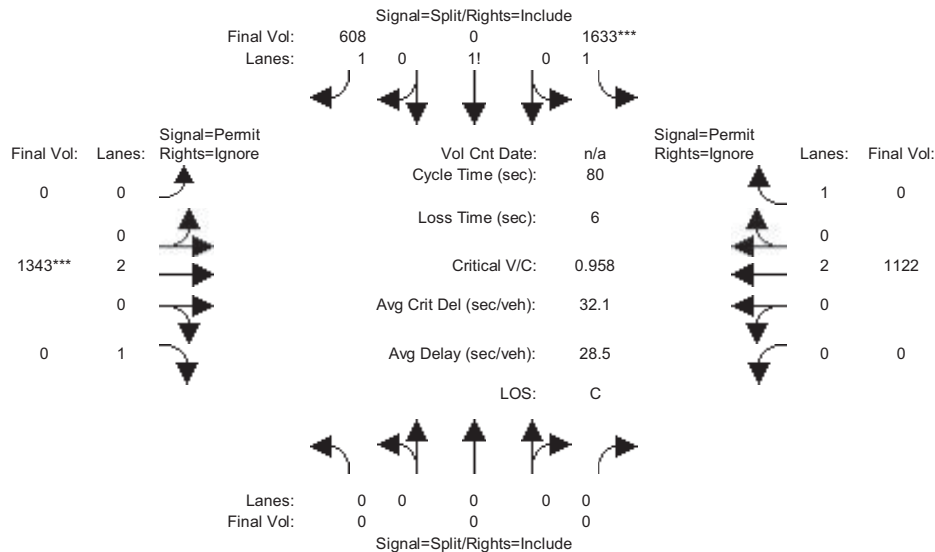
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.26	0.00	0.00	0.38	0.00
Crit Moves:				****						****		
Green Time:	0.0	0.0	0.0	36.2	0.0	36.2	0.0	37.8	0.0	0.0	37.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.68	0.00	0.55	0.00	0.00	0.81	0.00
Delay/Veh:	0.0	0.0	0.0	21.4	0.0	18.1	0.0	15.4	0.0	0.0	21.0	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	21.4	0.0	18.1	0.0	15.4	0.0	0.0	21.0	0.0
LOS by Move:	A	A	A	C+	A	B-	A	B	A	A	C+	A
HCM2kAvgQ:	0	0	0	17	0	12	0	9	0	0	16	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #49: US 101SB Ramp / Marsh Rd



Street Name:	US 101 SB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	1633	0	603	0	1329	942	0	1122	349
Growth Adj:	1.00	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	1633	0	603	0	1329	942	0	1122	349
Added Vol:	0	0	0	0	0	5	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1633	0	608	0	1343	942	0	1122	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1633	0	608	0	1343	0	0	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1633	0	608	0	1343	0	0	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1633	0	608	0	1343	0	0	1122	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.73	0.00	1.27	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3063	0	2230	0	3800	1750	0	3800	1750

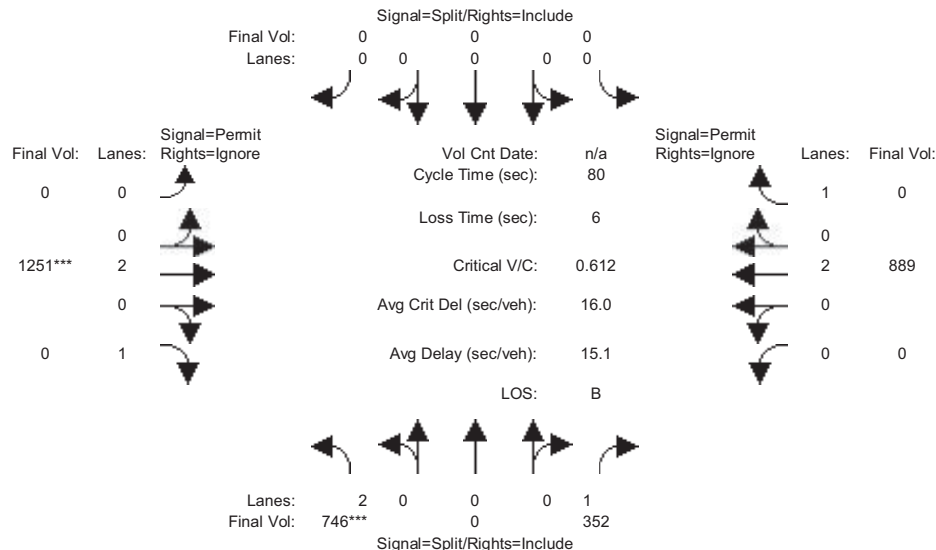
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.53	0.00	0.27	0.00	0.35	0.00	0.00	0.30	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	44.5	0.0	44.5	0.0	29.5	0.0	0.0	29.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.49	0.00	0.96	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	27.4	0.0	10.9	0.0	39.9	0.0	0.0	26.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.4	0.0	10.9	0.0	39.9	0.0	0.0	26.0	0.0
LOS by Move:	A	A	A	C	A	B+	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	30	0	8	0	20	0	0	13	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	746	0	352	0	0	0	0	1251	734	0	889	2009
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	746	0	352	0	0	0	0	1251	734	0	889	2009
Added Vol:	0	0	0	0	0	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	746	0	352	0	0	0	0	1251	739	0	889	2009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	746	0	352	0	0	0	0	1251	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	352	0	0	0	0	1251	0	0	889	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	746	0	352	0	0	0	0	1251	0	0	889	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

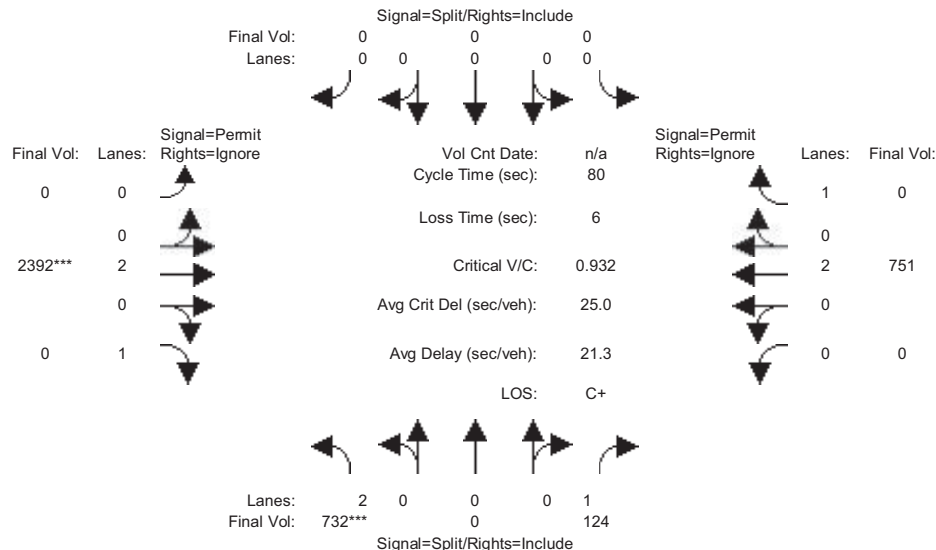
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.20	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.23	0.00
Crit Moves:	***							***				
Green Time:	31.0	0.0	31.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	43.0	0.0
Volume/Cap:	0.61	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.43	0.00
Delay/Veh:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	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:	20.6	0.0	19.5	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.3	0.0
LOS by Move:	C+	A	B-	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	10	0	8	0	0	0	0	10	0	0	6	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #50: US 101 NB Ramp / Marsh Rd



Street Name:	US 101 NB Off-Ramp						Marsh Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	732	0	124	0	0	0	0	2392	528	0	751	1208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	732	0	124	0	0	0	0	2392	528	0	751	1208
Added Vol:	0	0	0	0	0	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	732	0	124	0	0	0	0	2392	542	0	751	1208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	732	0	124	0	0	0	0	2392	0	0	751	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	732	0	124	0	0	0	0	2392	0	0	751	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	732	0	124	0	0	0	0	2392	0	0	751	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	1750	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:

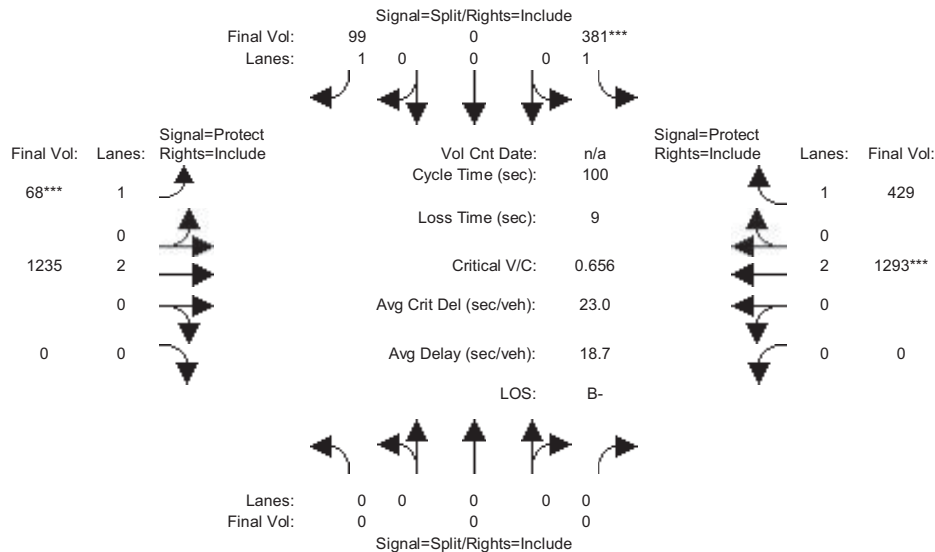
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.20	0.00
Crit Moves:	***							***				
Green Time:	20.0	0.0	20.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0	54.0	0.0
Volume/Cap:	0.93	0.00	0.28	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.29	0.00
Delay/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	24.6	0.0	0.0	0.0	0.0	18.3	0.0	0.0	5.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B-	A	A	A	A
HCM2kAvgQ:	15	0	3	0	0	0	0	25	0	0	4	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #51: Bay Rd / Willow Rd



Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	381	0	99	68	1226	0	0	1267	429
Growth Adj:	1.00	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	381	0	99	68	1226	0	0	1267	429
Added Vol:	0	0	0	0	0	0	0	9	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	381	0	99	68	1235	0	0	1293	429
User Adj:	1.00	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	381	0	99	68	1235	0	0	1293	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	99	68	1235	0	0	1293	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	381	0	99	68	1235	0	0	1293	429

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750

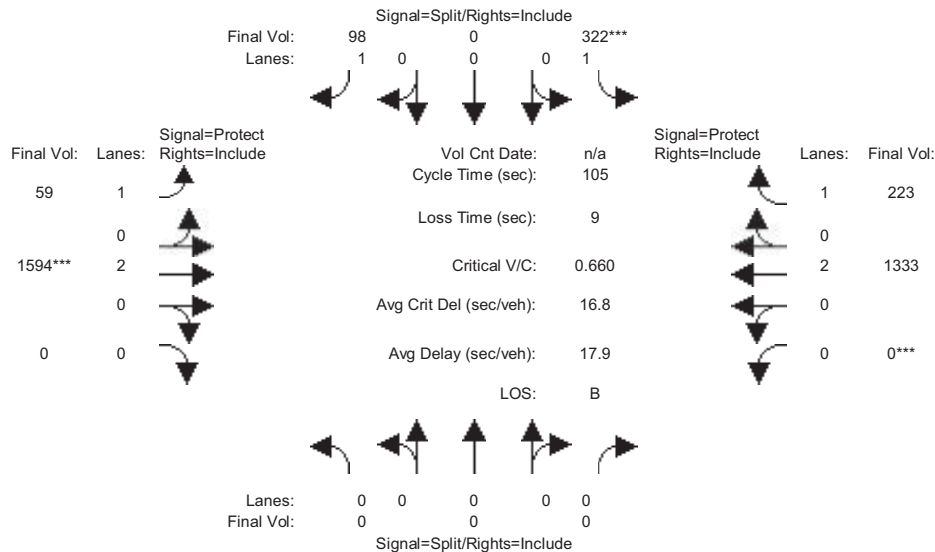
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.06	0.04	0.33	0.00	0.00	0.34	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.8	0.0	32.8	7.0	58.2	0.0	0.0	51.2	51.2
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.17	0.56	0.56	0.00	0.00	0.66	0.48
Delay/Veh:	0.0	0.0	0.0	31.8	0.0	24.1	50.5	13.2	0.0	0.0	18.9	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.8	0.0	24.1	50.5	13.2	0.0	0.0	18.9	16.2
LOS by Move:	A	A	A	C	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	12	0	2	2	12	0	0	15	9

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #51: Bay Rd / Willow Rd



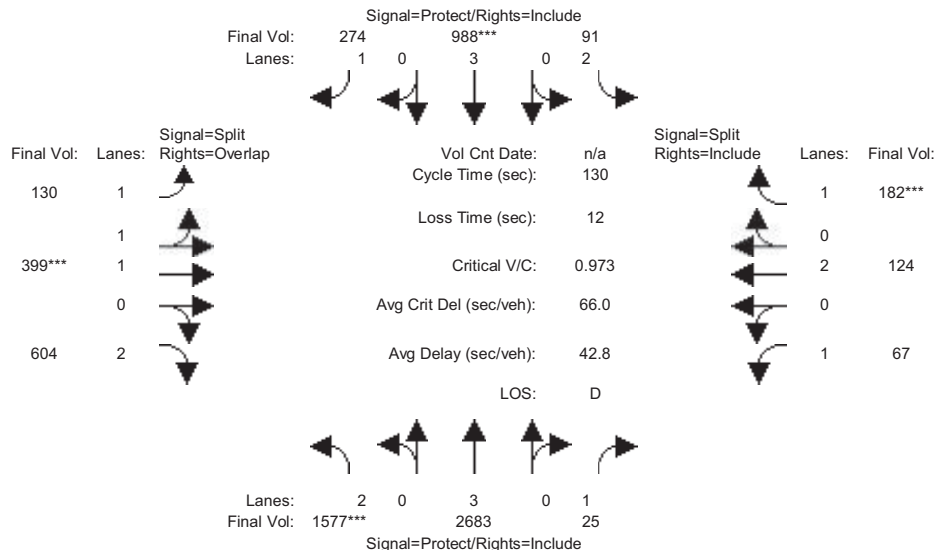
Street Name:	Bay Road						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	322	0	98	59	1570	0	0	1324	223
Growth Adj:	1.00	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	322	0	98	59	1570	0	0	1324	223
Added Vol:	0	0	0	0	0	0	0	24	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	322	0	98	59	1594	0	0	1333	223
User Adj:	1.00	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	322	0	98	59	1594	0	0	1333	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	98	59	1594	0	0	1333	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	322	0	98	59	1594	0	0	1333	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.06	0.03	0.42	0.00	0.00	0.35	0.13
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	29.3	0.0	29.3	10.7	66.7	0.0	0.0	56.1	56.1
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.20	0.33	0.66	0.00	0.00	0.66	0.24
Delay/Veh:	0.0	0.0	0.0	36.8	0.0	29.1	45.0	12.7	0.0	0.0	18.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.8	0.0	29.1	45.0	12.7	0.0	0.0	18.4	13.2
LOS by Move:	A	A	A	D+	A	C	D	B	A	A	B-	B
HCM2kAvgQ:	0	0	0	11	0	3	2	16	0	0	16	4

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1567	2683	25	91	988	274	130	399	600	67	124	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1567	2683	25	91	988	274	130	399	600	67	124	182
Added Vol:	10	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1577	2683	25	91	988	274	130	399	604	67	124	182
User Adj:	1.00	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:	1577	2683	25	91	988	274	130	399	604	67	124	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1577	2683	25	91	988	274	130	399	604	67	124	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1577	2683	25	91	988	274	130	399	604	67	124	182

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	3800	3150	1750	3800	1750

Capacity Analysis Module:

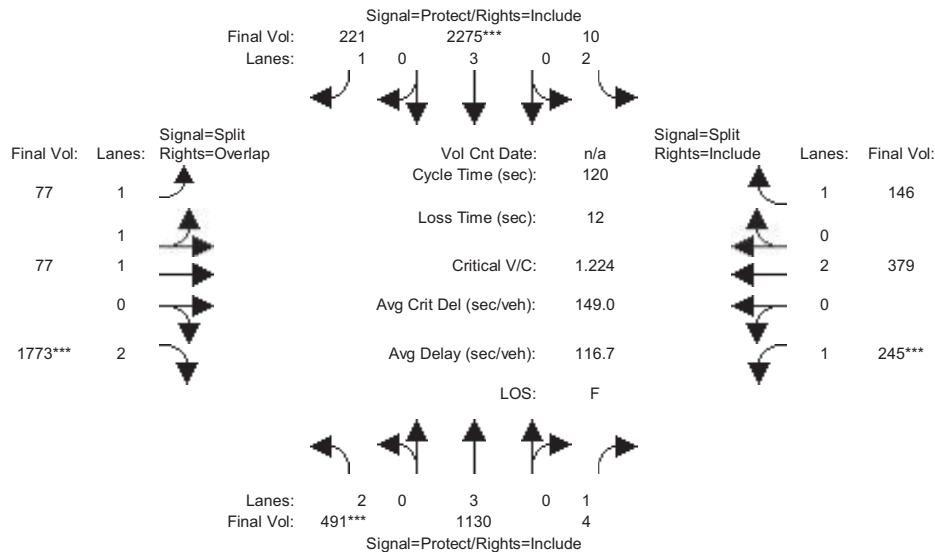
Vol/Sat:	0.50	0.47	0.01	0.03	0.17	0.16	0.07	0.11	0.19	0.04	0.03	0.10
Crit Moves:	***			***			***					***
Green Time:	66.9	80.8	80.8	9.2	23.2	23.2	14.0	14.0	80.9	13.9	13.9	13.9
Volume/Cap:	0.97	0.76	0.02	0.41	0.97	0.88	0.69	0.97	0.31	0.36	0.31	0.97
Delay/Veh:	46.9	18.5	9.4	59.0	74.9	75.6	58.5	89.4	11.5	55.1	54.0	115.5
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:	46.9	18.5	9.4	59.0	74.9	75.6	58.5	89.4	11.5	55.1	54.0	115.5
LOS by Move:	D	B-	A	E+	E	E-	E+	F	B+	E+	D-	F
HCM2kAvgQ:	39	25	0	3	18	15	6	10	7	3	2	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #52: Bayfront Expy / Willow Rd



Street Name:	Bayfront Expressway						Willow Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1130	4	10	2275	221	77	77	1764	245	379	146
Added Vol:	3	0	0	0	0	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	1130	4	10	2275	221	77	77	1773	245	379	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	491	1130	4	10	2275	221	77	77	1773	245	379	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	1130	4	10	2275	221	77	77	1773	245	379	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	491	1130	4	10	2275	221	77	77	1773	245	379	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.93	0.98	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.54	1.46	2.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	2723	2723	3150	1750	3800	1750

Capacity Analysis Module:

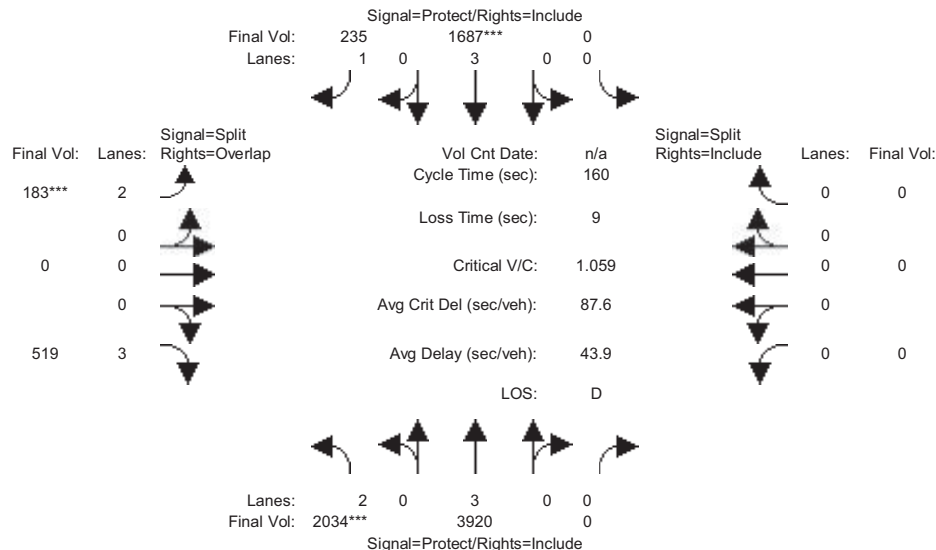
Vol/Sat:	0.16	0.20	0.00	0.00	0.40	0.13	0.03	0.03	0.56	0.14	0.10	0.08
Crit Moves:	***				***				***	***		
Green Time:	15.3	42.0	42.0	12.4	39.1	39.1	39.9	39.9	55.2	13.7	13.7	13.7
Volume/Cap:	1.22	0.57	0.01	0.03	1.22	0.39	0.09	0.09	1.22	1.22	0.87	0.73
Delay/Veh:	173.7	32.0	25.4	48.5	146	31.6	27.5	27.5	139.8	190.3	69.6	64.1
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:	173.7	32.0	25.4	48.5	146	31.6	27.5	27.5	139.8	190.3	69.6	64.1
LOS by Move:	F	C	C	D	F	C	C	C	F	F	E	E
HCM2kAvgQ:	18	11	0	0	47	7	1	1	64	18	10	7

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2030	3910	0	0	1683	235	183	0	518	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:	2030	3910	0	0	1683	235	183	0	518	0	0	0
Added Vol:	4	10	0	0	4	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2034	3920	0	0	1687	235	183	0	519	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:	2034	3920	0	0	1687	235	183	0	519	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2034	3920	0	0	1687	235	183	0	519	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2034	3920	0	0	1687	235	183	0	519	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

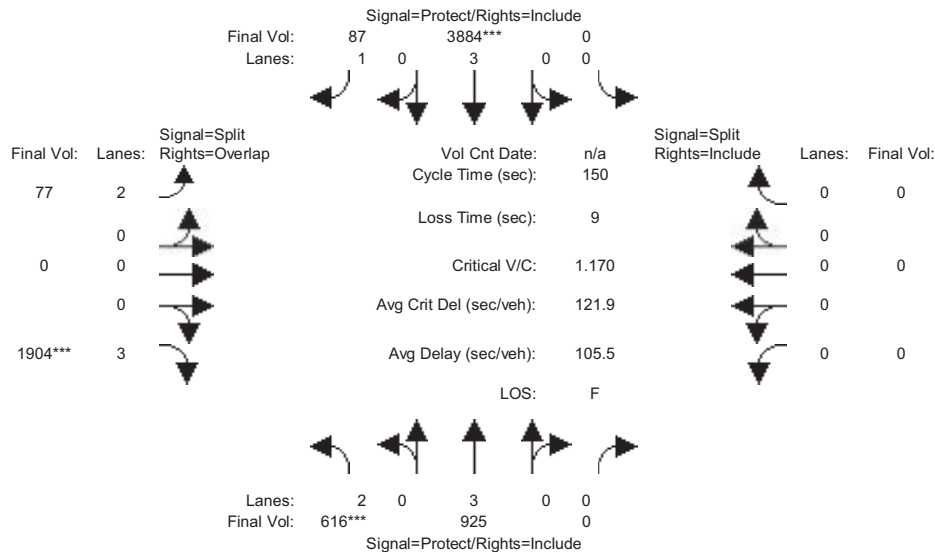
Capacity Analysis Module:												
Vol/Sat:	0.65	0.69	0.00	0.00	0.30	0.13	0.06	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green Time:	96.7	141	0.0	0.0	44.3	44.3	10.0	0.0	106.7	0.0	0.0	0.0
Volume/Cap:	1.07	0.78	0.00	0.00	1.07	0.48	0.93	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	73.4	4.4	0.0	0.0	101	49.1	119.2	0.0	10.1	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:	73.4	4.4	0.0	0.0	101	49.1	119.2	0.0	10.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	F	D	F	A	B+	A	A	A
HCM2kAvgQ:	73	25	0	0	31	10	6	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #53: Bayfront Expy / University Ave



Street Name:	Bayfront Expressway						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	615	922	0	0	3875	87	77	0	1900	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:	615	922	0	0	3875	87	77	0	1900	0	0	0
Added Vol:	1	3	0	0	9	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	925	0	0	3884	87	77	0	1904	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:	616	925	0	0	3884	87	77	0	1904	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	925	0	0	3884	87	77	0	1904	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	616	925	0	0	3884	87	77	0	1904	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.80	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	3.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	5700	1750	3150	0	4551	0	0	0

Capacity Analysis Module:

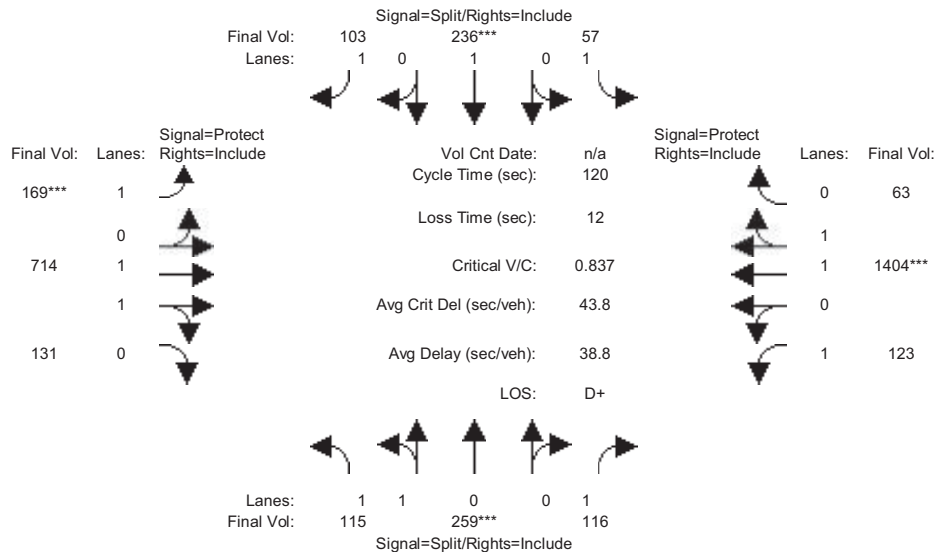
Vol/Sat:	0.20	0.16	0.00	0.00	0.68	0.05	0.02	0.00	0.42	0.00	0.00	0.00
Crit Moves:	***				***				***			
Green Time:	25.1	112	0.0	0.0	87.4	87.4	28.6	0.0	53.6	0.0	0.0	0.0
Volume/Cap:	1.17	0.22	0.00	0.00	1.17	0.09	0.13	0.00	1.17	0.00	0.00	0.00
Delay/Veh:	157.8	5.6	0.0	0.0	111	13.8	50.5	0.0	131.6	0.0	0.0	0.0
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:	157.8	5.6	0.0	0.0	111	13.8	50.5	0.0	131.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	B	D	A	F	A	A	A
HCM2kAvgQ:	26	4	0	0	78	2	2	0	48	0	0	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #54: Bay Rd / University Avenue



Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	115	259	116	57	236	103	169	713	131	123	1400	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	259	116	57	236	103	169	713	131	123	1400	63
Added Vol:	0	0	0	0	0	0	0	1	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	259	116	57	236	103	169	714	131	123	1404	63
User Adj:	1.00	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:	115	259	116	57	236	103	169	714	131	123	1404	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	116	57	236	103	169	714	131	123	1404	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	259	116	57	236	103	169	714	131	123	1404	63

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3126	574	1750	3541	159

Capacity Analysis Module:

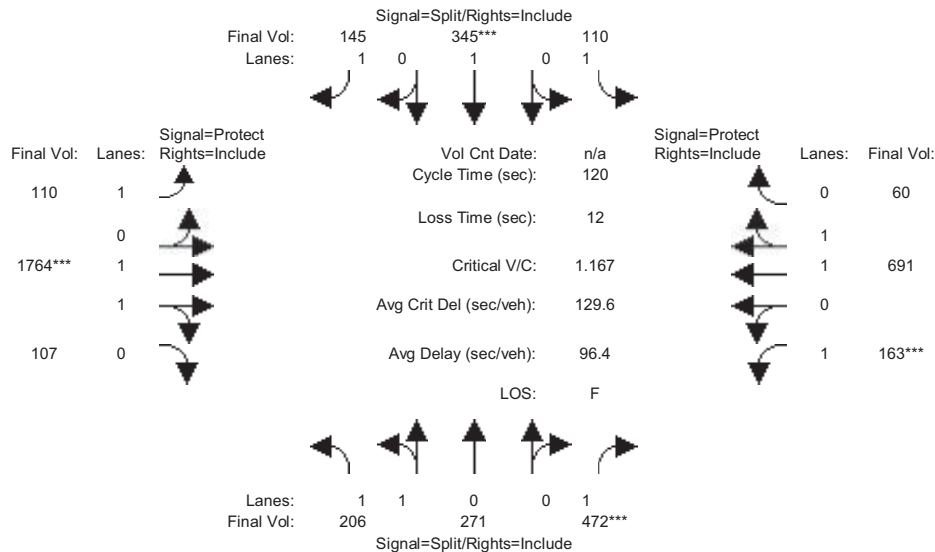
Vol/Sat:	0.07	0.14	0.07	0.03	0.12	0.06	0.10	0.23	0.23	0.07	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.5	19.5	19.5	17.8	17.8	17.8	13.8	54.0	54.0	16.6	56.8	56.8
Volume/Cap:	0.40	0.84	0.41	0.22	0.84	0.40	0.84	0.51	0.51	0.51	0.84	0.84
Delay/Veh:	45.3	61.7	46.0	45.4	68.9	47.2	77.2	23.8	23.8	49.6	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	61.7	46.0	45.4	68.9	47.2	77.2	23.8	23.8	49.6	31.3	31.3
LOS by Move:	D	E	D	D	E	D	E-	C	C	D	C	C
HCM2kAvgQ:	4	12	4	2	11	4	7	11	11	4	25	25

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
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Intersection #54: Bay Rd / University Avenue



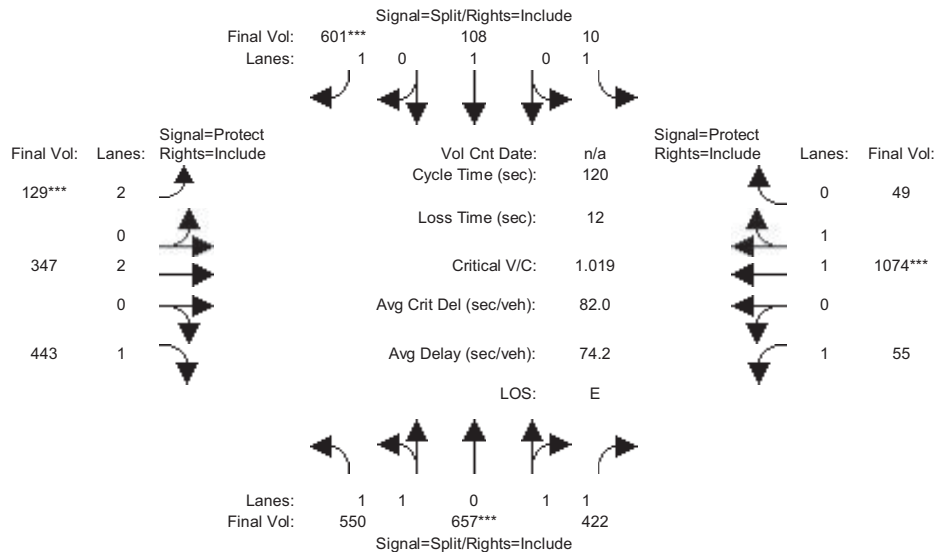
Street Name:	Bay Road						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	206	271	472	110	345	145	110	1760	107	163	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	271	472	110	345	145	110	1760	107	163	690	60
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	271	472	110	345	145	110	1764	107	163	691	60
User Adj:	1.00	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:	206	271	472	110	345	145	110	1764	107	163	691	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	271	472	110	345	145	110	1764	107	163	691	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	271	472	110	345	145	110	1764	107	163	691	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3488	212	1750	3404	296
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.27	0.06	0.18	0.08	0.06	0.51	0.51	0.09	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	27.7	27.7	27.7	18.7	18.7	18.7	14.6	52.0	52.0	9.6	47.0	47.0
Volume/Cap:	0.51	0.62	1.17	0.40	1.17	0.53	0.52	1.17	1.17	1.17	0.52	0.52
Delay/Veh:	40.7	42.9	144.9	46.6	156	48.7	51.7	116	116.2	183.2	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:	40.7	42.9	144.9	46.6	156	48.7	51.7	116	116.2	183.2	28.2	28.2
LOS by Move:	D	D	F	D	F	D	D	F	F	F	C	C
HCM2kAvgQ:	7	10	31	4	22	6	4	53	53	10	11	11

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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 2025AM+SUMC R/Parking

Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	550	657	422	10	108	601	129	346	443	55	1070	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	657	422	10	108	601	129	346	443	55	1070	49
Added Vol:	0	0	0	0	0	0	0	1	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	657	422	10	108	601	129	347	443	55	1074	49
User Adj:	1.00	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:	550	657	422	10	108	601	129	347	443	55	1074	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	657	422	10	108	601	129	347	443	55	1074	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	550	657	422	10	108	601	129	347	443	55	1074	49

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.97	0.95
Lanes:	1.36	1.59	1.05	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2397	2863	1839	1750	1900	1750	3150	3800	1750	1750	3538	161

Capacity Analysis Module:

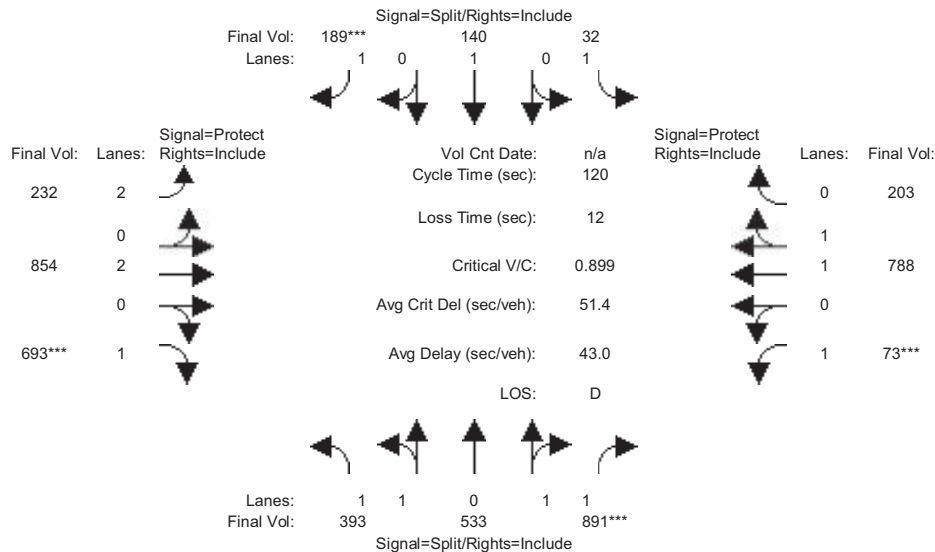
Vol/Sat:	0.23	0.23	0.23	0.01	0.06	0.34	0.04	0.09	0.25	0.03	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	26.4	26.4	39.6	39.6	39.6	7.0	34.1	34.1	7.9	35.0	35.0
Volume/Cap:	1.04	1.04	1.04	0.02	0.17	1.04	0.70	0.32	0.89	0.48	1.04	1.04
Delay/Veh:	81.1	81.1	81.1	27.1	28.7	88.8	67.0	34.0	59.0	57.2	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:	81.1	81.1	81.1	27.1	28.7	88.8	67.0	34.0	59.0	57.2	81.3	81.3
LOS by Move:	F	F	F	C	C	F	E	C-	E+	E+	F	F
HCM2kAvgQ:	23	23	23	0	3	33	4	5	20	2	25	25

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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Intersection #55: Donohoe St / University Ave



Street Name:	Donohoe Street						University Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	393	533	891	32	140	189	232	850	693	73	787	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:	393	533	891	32	140	189	232	850	693	73	787	203
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	533	891	32	140	189	232	854	693	73	788	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:	393	533	891	32	140	189	232	854	693	73	788	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	533	891	32	140	189	232	854	693	73	788	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
Final Volume:	393	533	891	32	140	189	232	854	693	73	788	203

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.07	1.93	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	1750	2025	3385	1750	1900	1750	3150	3800	1750	1750	2942	758

Capacity Analysis Module:

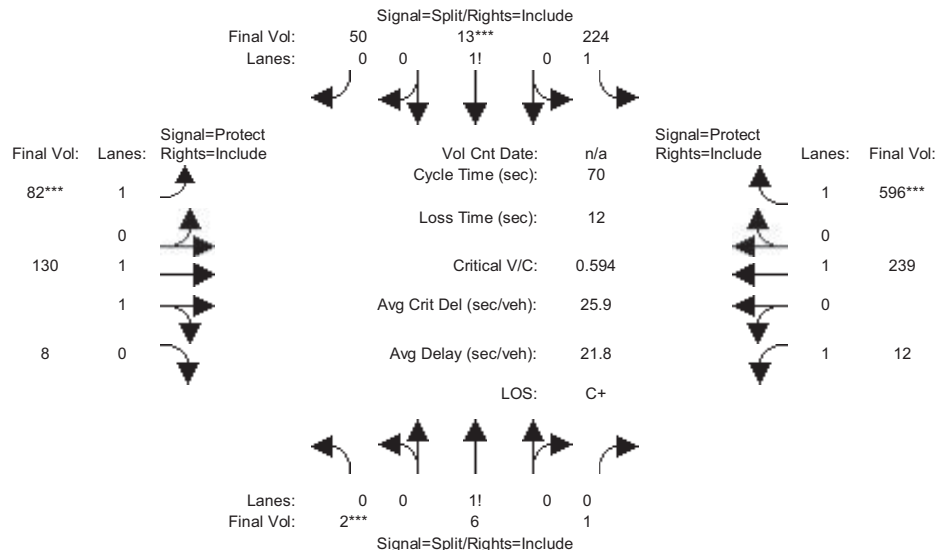
Vol/Sat:	0.22	0.26	0.26	0.02	0.07	0.11	0.07	0.22	0.40	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	34.7	34.7	34.7	14.2	14.2	14.2	12.8	52.1	52.1	7.0	46.4	46.4
Volume/Cap:	0.78	0.91	0.91	0.15	0.62	0.91	0.69	0.52	0.91	0.72	0.69	0.69
Delay/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	57.9	25.0	46.9	76.8	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	48.0	48.0	47.8	55.6	91.1	57.9	25.0	46.9	76.8	32.3	32.3
LOS by Move:	D	D	D	D	E+	F	E+	C	D	E-	C-	C-
HCM2kAvgQ:	16	22	22	1	6	11	6	11	30	3	15	15

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
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 2025AM+SUMC_RParking

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	6	1	197	13	49	79	105	8	12	199	539
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	6	1	197	13	49	79	105	8	12	199	539
Added Vol:	0	0	0	27	0	1	3	25	0	0	40	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	6	1	224	13	50	82	130	8	12	239	596
User Adj:	1.00	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	6	1	224	13	50	82	130	8	12	239	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	6	1	224	13	50	82	130	8	12	239	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	6	1	224	13	50	82	130	8	12	239	596

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.22	0.67	0.11	1.64	0.07	0.29	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	389	1167	194	2870	130	500	1750	3485	214	1750	1900	1750

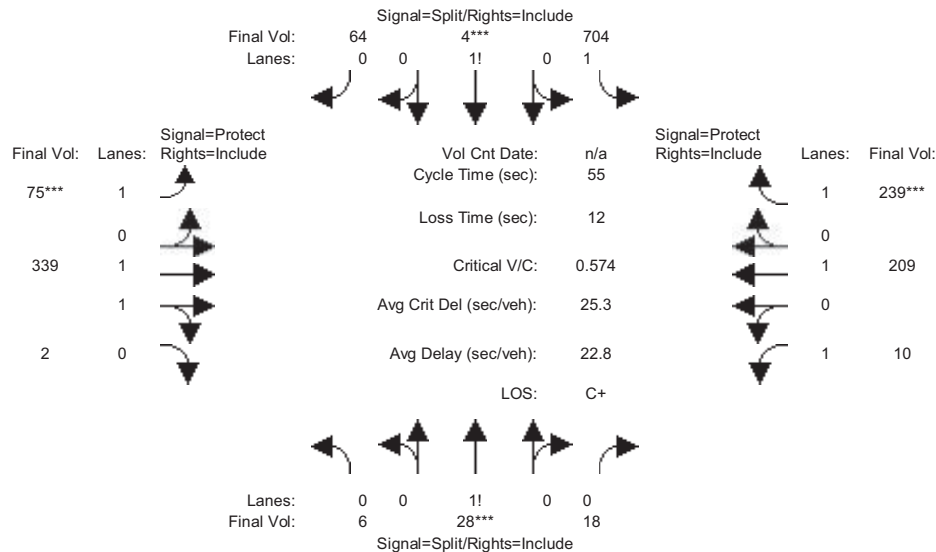
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.10	0.10	0.05	0.04	0.04	0.01	0.13	0.34
Crit Moves:	***			***			***					***
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	22.4	22.4	15.6	31.0	31.0
Volume/Cap:	0.04	0.04	0.04	0.55	0.70	0.70	0.47	0.12	0.12	0.03	0.28	0.77
Delay/Veh:	25.9	25.9	25.9	29.1	33.9	33.9	31.7	16.9	16.9	21.3	12.6	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	29.1	33.9	33.9	31.7	16.9	16.9	21.3	12.6	21.2
LOS by Move:	C	C	C	C	C-	C-	C	B	B	C+	B	C+
HCM2kAvgQ:	0	0	0	4	5	5	2	1	1	0	3	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #56: Welch Rd / Quarry Rd



Street Name:	Welch Road						Quarry Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	6	28	18	648	4	61	74	304	2	10	182	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	28	18	648	4	61	74	304	2	10	182	212
Added Vol:	0	0	0	56	0	3	1	35	0	0	27	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	28	18	704	4	64	75	339	2	10	209	239
User Adj:	1.00	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:	6	28	18	704	4	64	75	339	2	10	209	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	28	18	704	4	64	75	339	2	10	209	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	28	18	704	4	64	75	339	2	10	209	239

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.11	0.54	0.35	1.84	0.01	0.15	1.00	1.99	0.01	1.00	1.00	1.00
Final Sat.:	202	942	606	3217	17	267	1750	3678	22	1750	1900	1750

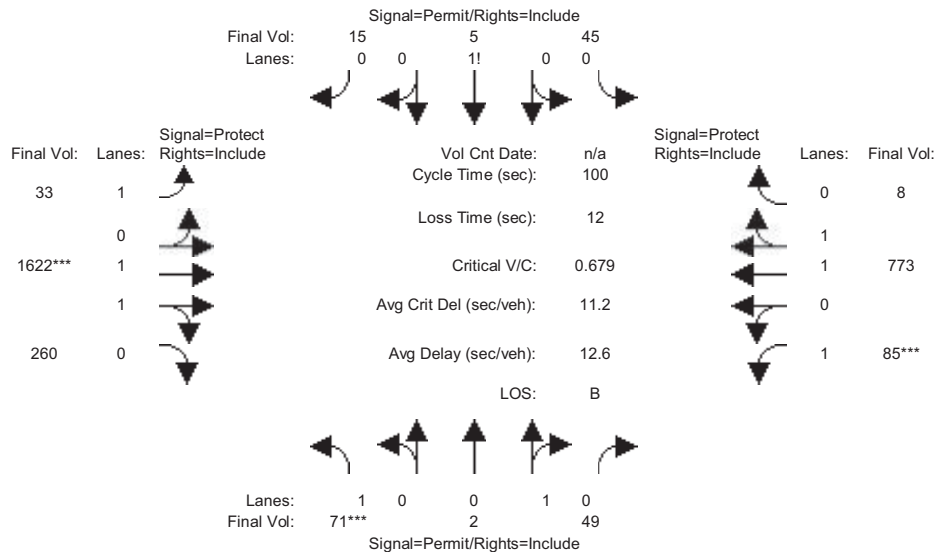
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.22	0.24	0.24	0.04	0.09	0.09	0.01	0.11	0.14
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	16.0	16.0	16.0	7.0	10.0	10.0	7.0	10.0	10.0
Volume/Cap:	0.16	0.16	0.16	0.75	0.82	0.82	0.34	0.51	0.51	0.04	0.61	0.75
Delay/Veh:	19.2	19.2	19.2	20.9	24.3	24.3	22.8	20.9	20.9	21.1	23.7	30.9
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:	19.2	19.2	19.2	20.9	24.3	24.3	22.8	20.9	20.9	21.1	23.7	30.9
LOS by Move:	B-	B-	B-	C+	C	C	C+	C+	C+	C+	C	C
HCM2kAvgQ:	1	1	1	8	10	10	2	3	3	0	3	5

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	69	2	44	45	5	15	33	1597	253	71	742	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:	69	2	44	45	5	15	33	1597	253	71	742	8
Added Vol:	2	0	5	0	0	0	0	25	7	14	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2	49	45	5	15	33	1622	260	85	773	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:	71	2	49	45	5	15	33	1622	260	85	773	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2	49	45	5	15	33	1622	260	85	773	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	2	49	45	5	15	33	1622	260	85	773	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.04	0.96	0.69	0.08	0.23	1.00	1.72	0.28	1.00	1.98	0.02
Final Sat.:	1750	71	1729	1212	135	404	1750	3188	511	1750	3662	38

Capacity Analysis Module:

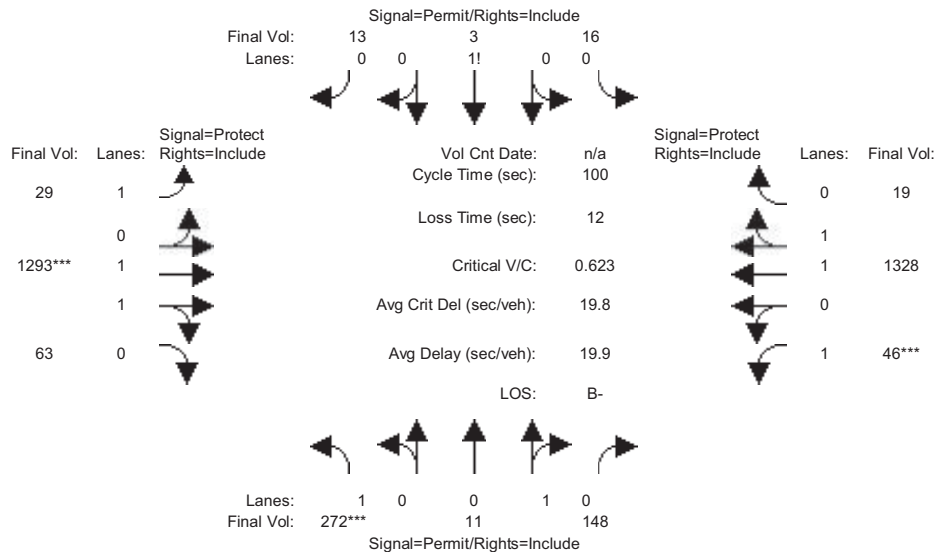
Vol/Sat:	0.04	0.03	0.03	0.04	0.04	0.04	0.02	0.51	0.51	0.05	0.21	0.21
Crit Moves:	***						***			***		
Green Time:	6.0	6.0	6.0	6.0	6.0	6.0	20.4	74.9	74.9	7.1	61.6	61.6
Volume/Cap:	0.68	0.47	0.47	0.62	0.62	0.62	0.09	0.68	0.68	0.68	0.34	0.34
Delay/Veh:	62.7	48.8	48.8	57.0	57.0	57.0	32.4	7.1	7.1	59.4	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	48.8	48.8	57.0	57.0	57.0	32.4	7.1	7.1	59.4	9.4	9.4
LOS by Move:	E	D	D	E+	E+	E+	C-	A	A	E+	A	A
HCM2kAvgQ:	2	2	2	3	3	3	1	15	15	3	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #57: Durand Wy / Sand Hill Rd



Street Name:	Durand Way						Sand Hill Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	266	11	135	16	3	13	29	1263	60	40	1303	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	11	135	16	3	13	29	1263	60	40	1303	19
Added Vol:	6	0	13	0	0	0	0	30	3	6	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	11	148	16	3	13	29	1293	63	46	1328	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	11	148	16	3	13	29	1293	63	46	1328	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	11	148	16	3	13	29	1293	63	46	1328	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	272	11	148	16	3	13	29	1293	63	46	1328	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	0.07	0.93	0.50	0.09	0.41	1.00	1.90	0.10	1.00	1.97	0.03
Final Sat.:	1750	125	1675	875	164	711	1750	3528	172	1750	3648	52

Capacity Analysis Module:

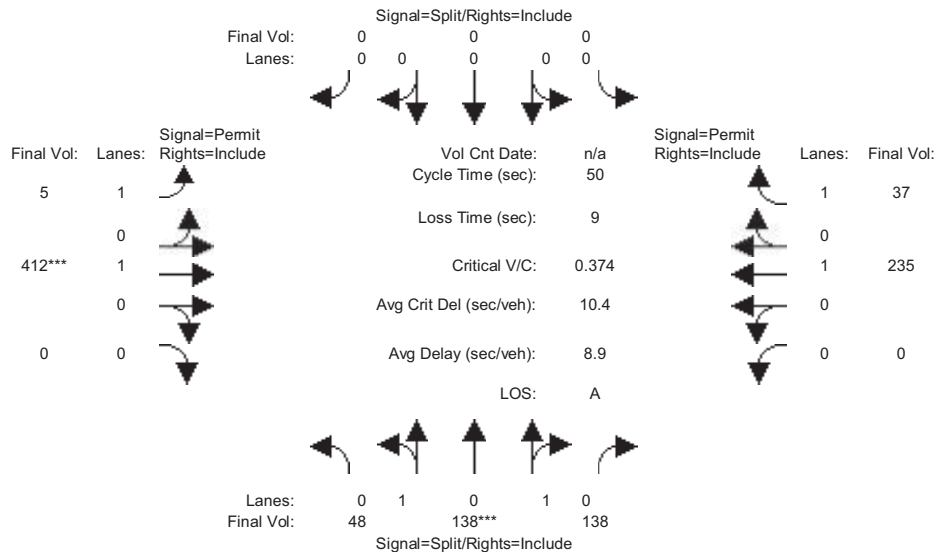
Vol/Sat:	0.16	0.09	0.09	0.02	0.02	0.02	0.02	0.37	0.37	0.03	0.36	0.36
Crit Moves:	****							****		****		
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	10.3	56.9	56.9	7.0	53.6	53.6
Volume/Cap:	0.64	0.37	0.37	0.08	0.08	0.08	0.16	0.64	0.64	0.38	0.68	0.68
Delay/Veh:	37.5	32.1	32.1	29.4	29.4	29.4	41.3	15.4	15.4	46.3	17.9	17.9
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:	37.5	32.1	32.1	29.4	29.4	29.4	41.3	15.4	15.4	46.3	17.9	17.9
LOS by Move:	D+	C-	C-	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	8	4	4	1	1	1	1	14	14	1	16	16

Note: Queue reported is the number of cars per lane.

Stanford EIR

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Intersection #58: Pasteur Dr NB / Welch Rd

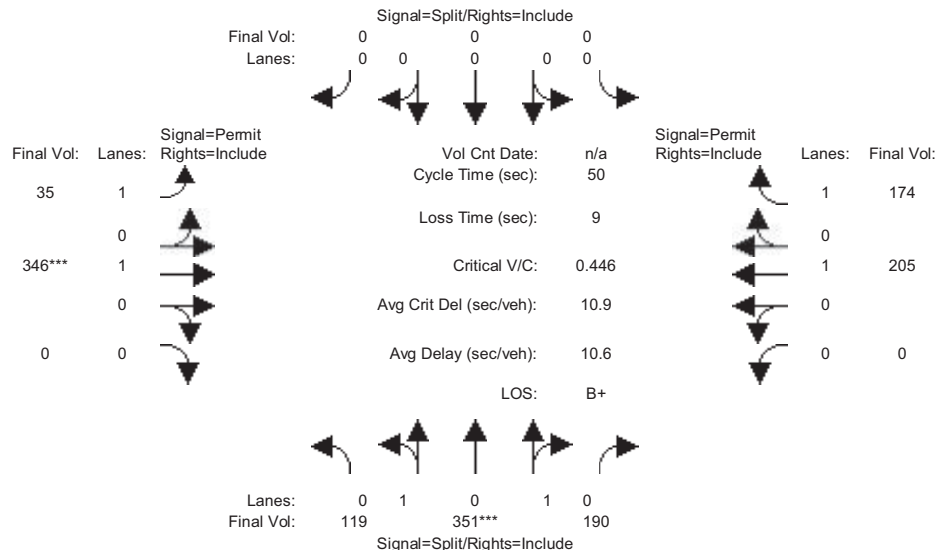


Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	126	136	0	0	0	5	389	0	0	225	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	126	136	0	0	0	5	389	0	0	225	35
Added Vol:	2	12	2	0	0	0	0	23	0	0	10	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	138	138	0	0	0	5	412	0	0	235	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	138	138	0	0	0	5	412	0	0	235	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	138	138	0	0	0	5	412	0	0	235	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	138	138	0	0	0	5	412	0	0	235	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.30	0.85	0.85	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	533	1533	1533	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.12	0.02
Crit Moves:	****						****					
Green Time:	12.0	12.0	12.0	0.0	0.0	0.0	29.0	29.0	0.0	0.0	29.0	29.0
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.21	0.04
Delay/Veh:	16.1	16.1	16.1	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.1	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	0.0	0.0	0.0	4.4	5.9	0.0	0.0	5.1	4.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	3	0	0	2	0
Note: Queue reported is the number of cars per lane.												

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Intersection #58: Pasteur Dr NB / Welch Rd



Street Name:	Pasteur Drive NB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	113	319	186	0	0	0	35	338	0	0	188	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	319	186	0	0	0	35	338	0	0	188	168
Added Vol:	6	32	4	0	0	0	0	8	0	0	17	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	351	190	0	0	0	35	346	0	0	205	174
User Adj:	1.00	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:	119	351	190	0	0	0	35	346	0	0	205	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	351	190	0	0	0	35	346	0	0	205	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	351	190	0	0	0	35	346	0	0	205	174

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.36	1.06	0.58	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	649	1915	1036	0	0	0	1750	1900	0	0	1900	1750

Capacity Analysis Module:

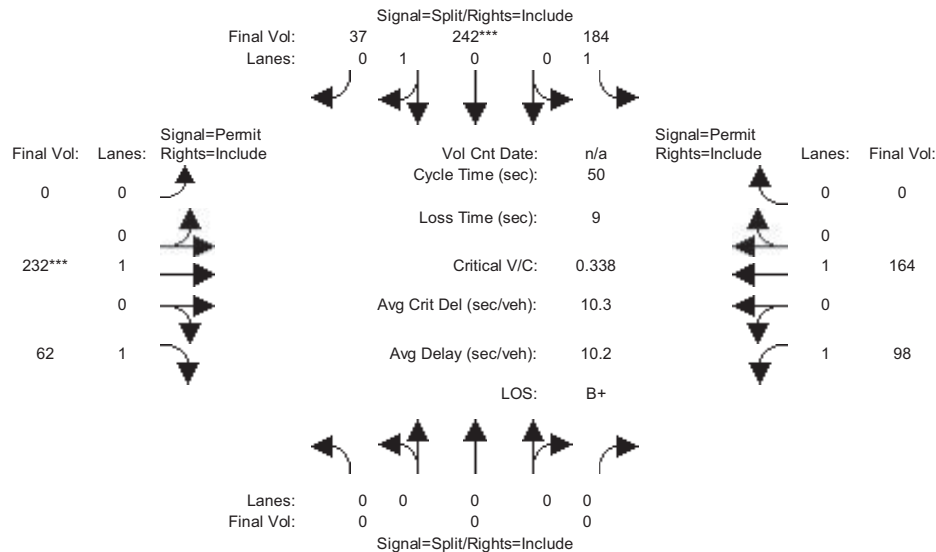
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.02	0.18	0.00	0.00	0.11	0.10
Crit Moves:	****						****					
Green Time:	20.6	20.6	20.6	0.0	0.0	0.0	20.4	20.4	0.0	0.0	20.4	20.4
Volume/Cap:	0.45	0.45	0.45	0.00	0.00	0.00	0.05	0.45	0.00	0.00	0.26	0.24
Delay/Veh:	10.8	10.8	10.8	0.0	0.0	0.0	9.0	11.1	0.0	0.0	10.0	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	0.0	0.0	0.0	9.0	11.1	0.0	0.0	10.0	9.9
LOS by Move:	B+	B+	B+	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	0	4	0	0	2	2

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB			Welch Road		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:						
Base Vol:	0	0	0	177	207	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	177	207	37
Added Vol:	0	0	0	7	35	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	0	0	184	242	37
User Adj:	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
PHF Volume:	0	0	0	184	242	37
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	242	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	184	242	37

Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.87	0.13
Final Sat.:	0	0	0	1750	1561	239

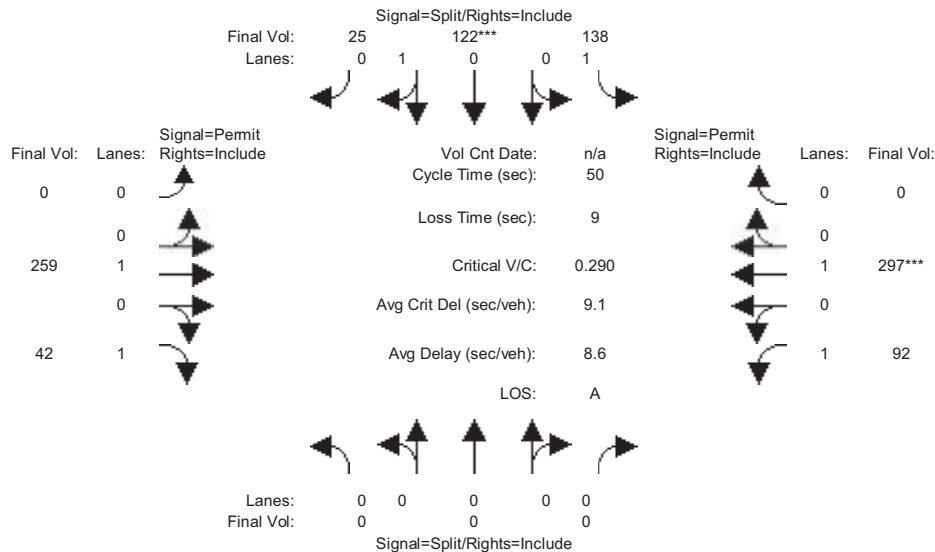
Capacity Analysis Module:						
Vol/Sat:	0.00	0.00	0.00	0.11	0.16	0.16
Crit Moves:				****	****	****
Green Time:	0.0	0.0	0.0	22.9	22.9	22.9
Volume/Cap:	0.00	0.00	0.00	0.23	0.34	0.34
Delay/Veh:	0.0	0.0	0.0	8.3	8.9	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.3	8.9	8.9
LOS by Move:	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	3	3

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #59: Pasteur Dr SB / Welch Rd



Street Name:	Pasteur Drive SB						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	135	109	25	0	253	40	90	277	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	135	109	25	0	253	40	90	277	0
Added Vol:	0	0	0	3	13	0	0	6	2	2	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	122	25	0	259	42	92	297	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	138	122	25	0	259	42	92	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	122	25	0	259	42	92	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	138	122	25	0	259	42	92	297	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.83	0.17	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1494	306	0	1900	1750	1750	1900	0

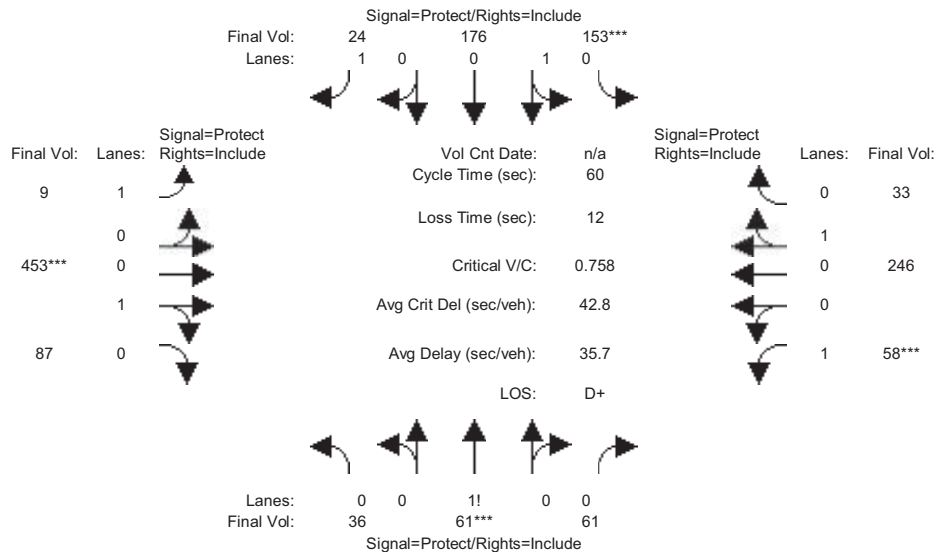
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.14	0.02	0.05	0.16	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	26.9	26.9	26.9	26.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.29	0.29	0.00	0.25	0.04	0.10	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	14.3	14.4	14.4	0.0	6.3	5.5	5.7	6.5	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	14.3	14.4	14.4	0.0	6.3	5.5	5.7	6.5	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	0	1	2	0

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	35	60	60	144	174	13	5	435	85	55	231	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	60	60	144	174	13	5	435	85	55	231	30
Added Vol:	1	1	1	9	2	11	4	18	2	3	15	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	61	61	153	176	24	9	453	87	58	246	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	61	61	153	176	24	9	453	87	58	246	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	61	61	153	176	24	9	453	87	58	246	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	61	61	153	176	24	9	453	87	58	246	33

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.23	0.39	0.38	0.47	0.53	1.00	1.00	0.84	0.16	1.00	0.88	0.12
Final Sat.:	399	676	676	837	963	1750	1750	1510	290	1750	1587	213

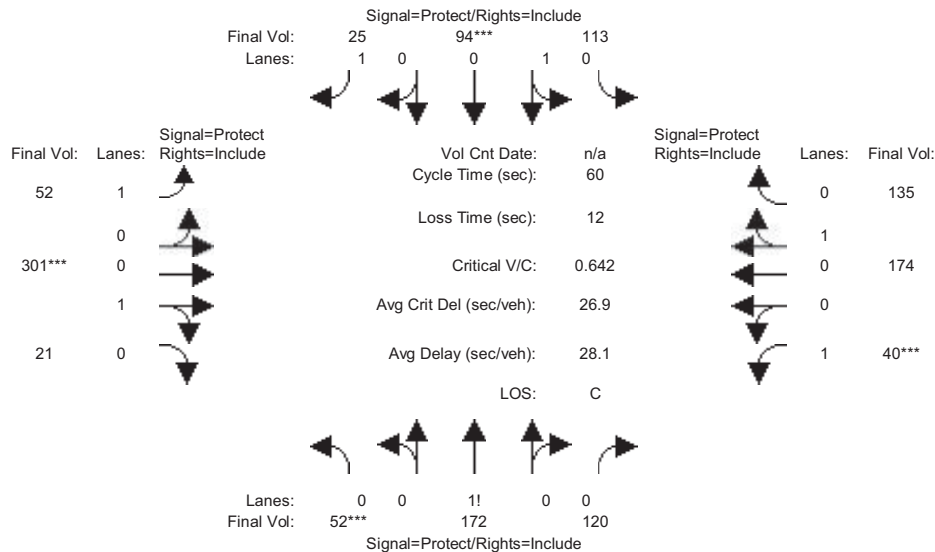
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.01	0.01	0.30	0.30	0.03	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.5	10.0	10.0	11.7	13.3	13.3	10.8	19.3	19.3	7.0	15.4	15.4
Volume/Cap:	0.64	0.54	0.54	0.93	0.83	0.06	0.03	0.93	0.93	0.28	0.60	0.60
Delay/Veh:	29.9	25.0	25.0	55.3	35.6	18.5	20.3	42.3	42.3	25.0	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	25.0	25.0	55.3	35.6	18.5	20.3	42.3	42.3	25.0	21.8	21.8
LOS by Move:	C	C	C	E+	D+	B-	C+	D	D	C	C+	C+
HCM2kAvgQ:	4	4	4	8	7	0	0	16	16	1	6	6

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #60: Durand Wy / Welch Rd



Street Name:	Durand Way						Welch Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	50	170	118	110	93	20	42	287	20	39	157	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	170	118	110	93	20	42	287	20	39	157	127
Added Vol:	2	2	2	3	1	5	10	14	1	1	17	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	172	120	113	94	25	52	301	21	40	174	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	172	120	113	94	25	52	301	21	40	174	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	172	120	113	94	25	52	301	21	40	174	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	172	120	113	94	25	52	301	21	40	174	135

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.15	0.50	0.35	0.55	0.45	1.00	1.00	0.93	0.07	1.00	0.56	0.44
Final Sat.:	265	875	610	983	817	1750	1750	1683	117	1750	1014	786

Capacity Analysis Module:

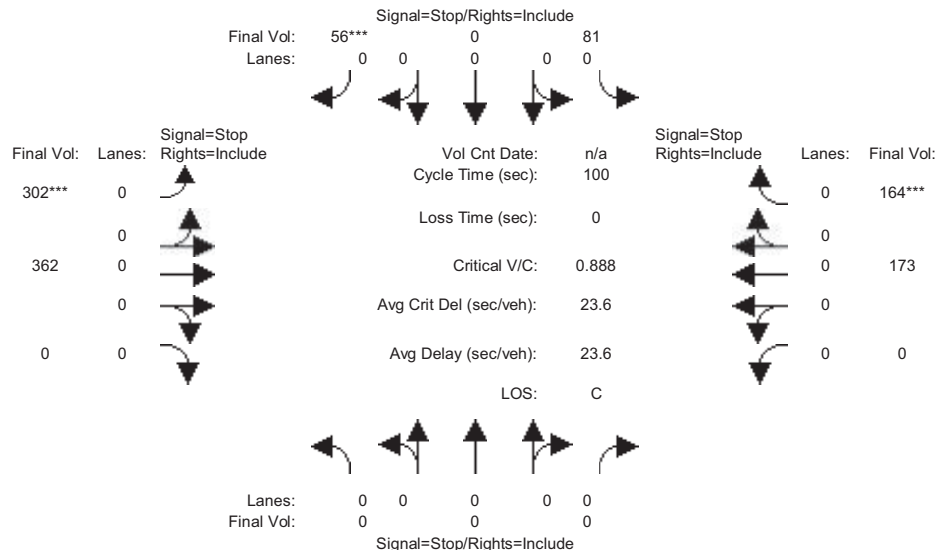
Vol/Sat:	0.20	0.20	0.20	0.12	0.12	0.01	0.03	0.18	0.18	0.02	0.17	0.17
Crit Moves:	***			***			***			***		
Green Time:	16.2	16.5	16.5	9.8	10.0	10.0	8.8	14.8	14.8	7.0	13.0	13.0
Volume/Cap:	0.73	0.72	0.72	0.71	0.69	0.09	0.20	0.73	0.73	0.20	0.79	0.79
Delay/Veh:	25.5	24.8	24.8	31.4	30.2	21.3	22.9	26.7	26.7	24.4	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	24.8	24.8	31.4	30.2	21.3	22.9	26.7	26.7	24.4	33.0	33.0
LOS by Move:	C	C	C	C	C	C+	C+	C	C	C	C-	C-
HCM2kAvgQ:	8	8	8	4	4	0	1	8	8	1	8	8

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #61: Bowdoin St / Stanford Ave



Street Name: Bowdoin Street Stanford Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	0	0	0	81	0	56	301	362	0	0	173	163
Growth Adj:	1.00	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	81	0	56	301	362	0	0	173	163
Added Vol:	0	0	0	0	0	0	1	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	56	302	362	0	0	173	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	81	0	56	302	362	0	0	173	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	56	302	362	0	0	173	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	81	0	56	302	362	0	0	173	164

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.59	0.00	0.41	0.45	0.55	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	342	0	236	340	408	0	0	375	355

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.24	xxxx	0.24	0.89	0.89	xxxx	xxxx	0.46	0.46
Crit Moves:						****	****	****				****
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.5	32.5	0.0	0.0	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	32.5	32.5	0.0	0.0	11.6	11.6
LOS by Move:	*	*	*	B	*	B	D	D	*	*	B	B
ApproachDel:	xxxxxx			10.6			32.5				11.6	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxx			10.6			32.5				11.6	
LOS by Appr:	*			B			D				B	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	5.1	5.1	5.1	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

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					Stop Sign					Stop Sign					
Lanes:	0	0	0	0	0	0	0	1	!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	81		0		56	302	362			0	0	173			164	
Major Street Volume:											1001										
Minor Approach Volume:											137										
Minor Approach Volume Threshold:											219										

SIGNAL WARRANT DISCLAIMER

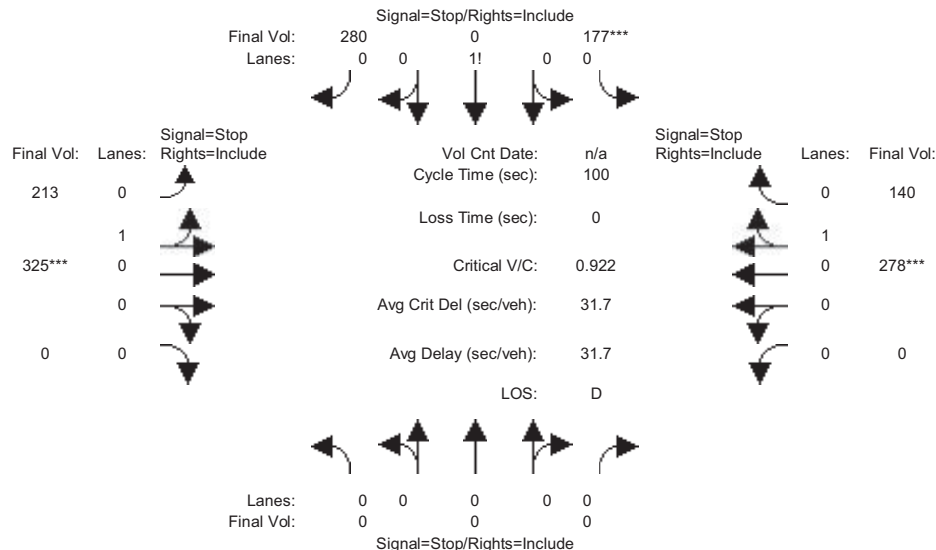
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC_RParking

Intersection #61: Bowdoin St / Stanford Ave



Street Name:				Bowdoin Street				Stanford Avenue							
Approach:	North Bound				South Bound			East Bound			West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Min. Green:	0		0		0	0		0		0	0		0		0
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0		0		0	176		0		279	213		325		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	176		0		279	213		325		0
Added Vol:	0		0		0	1		0		1	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	0		0		0	177		0		280	213		325		0
User Adj:	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
PHF Volume:	0		0		0	177		0		280	213		325		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	177		0		280	213		325		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	0		0		0	177		0		280	213		325		0
----- ----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	0.39		0.00		0.61	0.40		0.60		0.00
Final Sat.:	0		0		0	224		0		354	231		352		0
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.79		xxxx		0.79	0.92		0.92		xxxx
Crit Moves:						****					****				****
Delay/Veh:	0.0		0.0		0.0	26.2		0.0		26.2	43.7		43.7		0.0
Delay Adj:	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	26.2		0.0		26.2	43.7		43.7		0.0
LOS by Move:	*		*		*	D		*		D	E		E		*
ApproachDel:	xxxxxx							26.2					43.7		22.1
Delay Adj:	xxxxxx							1.00					1.00		1.00
ApprAdjDel:	xxxxxx							26.2					43.7		22.1
LOS by Appr:			*					D					E		C
AllWayAvgQ:	0.0		0.0		0.0	2.8		2.8		2.8	5.6		5.6		5.6
Note: Queue reported is the number of cars per lane.															

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #61 Bowdoin St / Stanford Ave

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  0  0  0  0      0  0  1!  0  0      0  1  0  0  0      0  0  0  1  0
Initial Vol:    0    0    0      177  0  280      213  325    0      0  278  140
-----|-----|-----|-----|-----|
Major Street Volume:                956
Minor Approach Volume:              457
Minor Approach Volume Threshold: 231
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

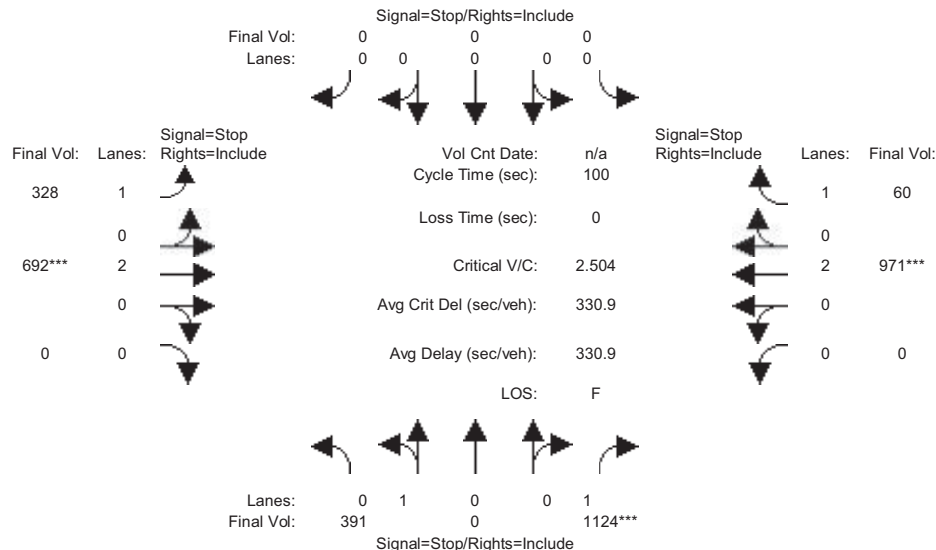
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol:	391 0 1111	0 0 0	328 685 0	0 965 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	391 0 1111	0 0 0	328 685 0	0 965 60
Added Vol:	0 0 13	0 0 0	0 7 0	0 6 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	391 0 1124	0 0 0	328 692 0	0 971 60
User Adj:	1.00 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:	391 0 1124	0 0 0	328 692 0	0 971 60
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	391 0 1124	0 0 0	328 692 0	0 971 60
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	391 0 1124	0 0 0	328 692 0	0 971 60

Saturation Flow Module:

Adjustment	North Bound	South Bound	East Bound	West Bound
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.00 1.00	0.00 0.00 0.00	1.00 2.00 0.00	0.00 2.00 1.00
Final Sat.:	392 0 449	0 0 0	346 728 0	0 616 316

Capacity Analysis Module:

Vol/Sat	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	1.00 xxxx 2.50	xxxx xxxx xxxx	0.95 0.95 xxxx	xxxx 1.58 0.19
Crit Moves:	75.7 0.0 699.5	0.0 0.0 0.0	68.7 67.5 0.0	0.0 303 16.1
Delay/Veh:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	75.7 0.0 699.5	0.0 0.0 0.0	68.7 67.5 0.0	0.0 303 16.1
LOS by Move:	F * F	* *	F F *	* F C
ApproachDel:	538.5	xxxxxx	67.9	286.2
Delay Adj:	1.00	xxxxxx	1.00	1.00
ApprAdjDel:	538.5	xxxxxx	67.9	286.2
LOS by Appr:	F	*	F	F
AllWayAvgQ:	6.9 6.9 85.9	0.0 0.0 0.0	5.4 5.5 0.0	0.0 24.7 0.2

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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        Stop Sign        Stop Sign
Lanes:          0  1  0  0  1      0  0  0  0  0      1  0  2  0  0      0  0  2  0  1
Initial Vol:    391    0  1124      0    0    0      328  692    0      0  971    60
-----|-----|-----|-----|-----|
Major Street Volume:                2051
Minor Approach Volume:                1515
Minor Approach Volume Threshold: 65 [less than minimum of 150]
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

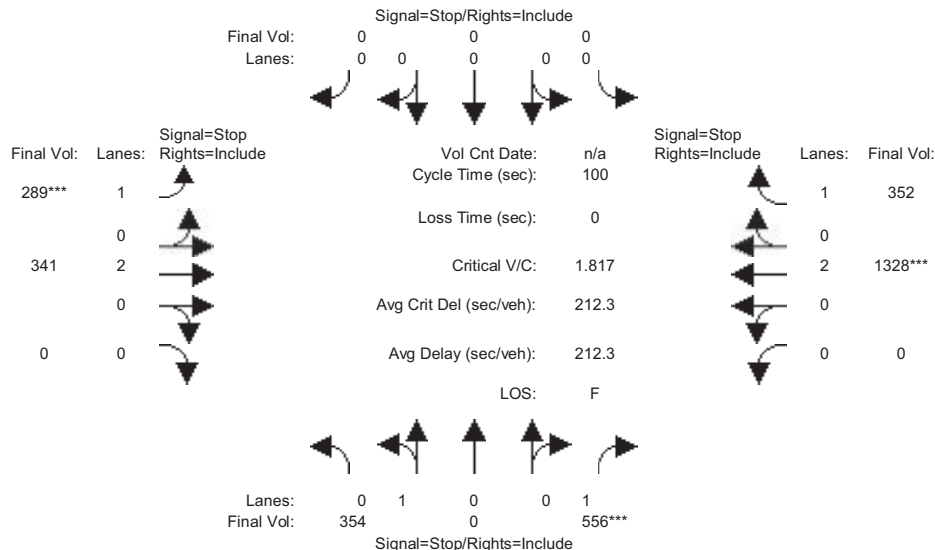
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC R Parking

Intersection #62: I-280 NB Off-Ramp / Alpine Rd



Street Name: I-280 NB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	354	0	551	0	0	0	289	338	0	0	1310	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	0	551	0	0	0	289	338	0	0	1310	352
Added Vol:	0	0	5	0	0	0	0	3	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	556	0	0	0	289	341	0	0	1328	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	0	556	0	0	0	289	341	0	0	1328	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	0	556	0	0	0	289	341	0	0	1328	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	0	556	0	0	0	289	341	0	0	1328	352

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	393	0	451	0	0	0	298	611	0	0	731	391

Capacity Analysis Module:

Vol/Sat:	0.90	xxxx	1.23	xxxx	xxxx	xxxx	0.97	0.56	xxxx	xxxx	1.82	0.90
Crit Moves:			****				****				****	
Delay/Veh:	54.4	0.0	147.7	0.0	0.0	0.0	80.4	27.4	0.0	0.0	400	53.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	0.0	147.7	0.0	0.0	0.0	80.4	27.4	0.0	0.0	400	53.1
LOS by Move:	F	*	F	*	*	*	F	D	*	*	F	F
ApproachDel:	111.4			xxxxxx			51.7				327.2	
Delay Adj:	1.00			xxxxxx			1.00				1.00	
ApprAdjDel:	111.4			xxxxxx			51.7				327.2	
LOS by Appr:	F			*			F				F	
AllWayAvgQ:	4.6	4.6	17.1	0.0	0.0	0.0	5.4	1.1	0.0	0.0	39.3	4.5

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #62 I-280 NB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

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					Stop Sign					Stop Sign				
Lanes:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	2	0	1
Initial Vol:	354				556	0				0	289	341			0	0	1328			352
Major Street Volume:	2310																			
Minor Approach Volume:	910																			
Minor Approach Volume Threshold:	14 [less than minimum of 150]																			

SIGNAL WARRANT DISCLAIMER

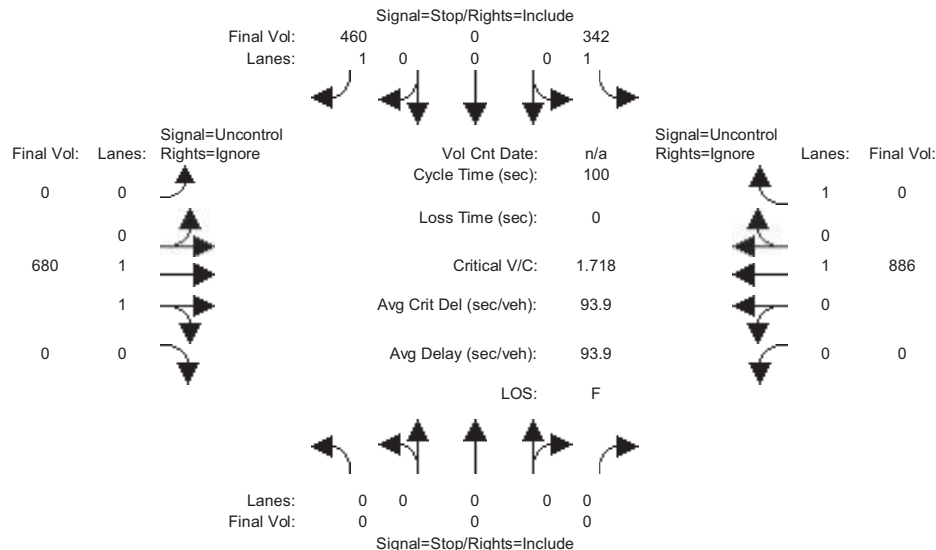
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	342	0	460	0	673	167	0	884	430
Growth Adj:	1.00	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	342	0	460	0	673	167	0	884	430
Added Vol:	0	0	0	0	0	0	0	7	0	0	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	460	0	680	167	0	886	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	342	0	460	0	680	0	0	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	342	0	460	0	680	0	0	886	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1226	xxxx	886	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	199	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	199	xxxx	346	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.72	xxxx	1.33	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	23.4	xxxx	22.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	384.7	xxxx	197.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	F	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			277.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

 Intersection #63 I-280 SB Off-Ramp / Alpine Rd

 Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 680 167      0 886 434
ApproachDel:    xxxxxx          277.1          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=61.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=802]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2969]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      342 0 460      0 680 167      0 886 434
-----|-----|-----|-----|-----|

```

Major Street Volume: 2167

Minor Approach Volume: 802

Minor Approach Volume Threshold: 42 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

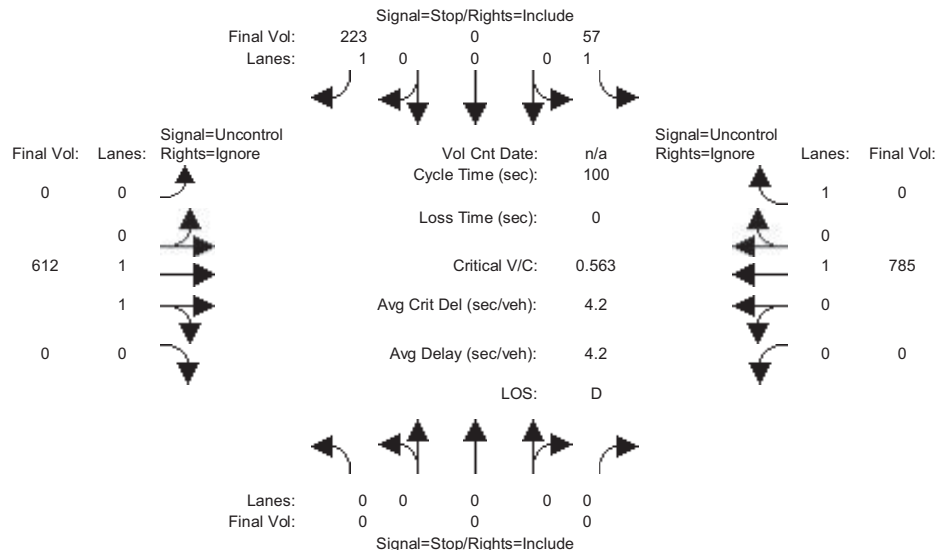
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC_RParking

Intersection #63: I-280 SB Off-Ramp / Alpine Rd



Street Name: I-280 SB Off-Ramp Alpine Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	57	0	223	0	609	219	0	778	879
Growth Adj:	1.00	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	57	0	223	0	609	219	0	778	879
Added Vol:	0	0	0	0	0	0	0	3	0	0	7	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	223	0	612	219	0	785	891
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	57	0	223	0	612	0	0	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	57	0	223	0	612	0	0	785	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1091	xxxx	785	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	240	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	240	xxxx	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.56	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	3.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.6	xxxx	25.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	D	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			25.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      57 0 223      0 612 219      0 785 891
ApproachDel:    xxxxxx          25.1          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=280]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2787]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #63 I-280 SB Off-Ramp / Alpine Rd

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
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
Lanes:          0 0 0 0 0      1 0 0 0 1      0 0 1 1 0      0 0 1 0 1
Initial Vol:    0 0 0 0      57 0 223      0 612 219      0 785 891
-----|-----|-----|-----|-----|

```

Major Street Volume: 2507

Minor Approach Volume: 280

Minor Approach Volume Threshold: -21 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

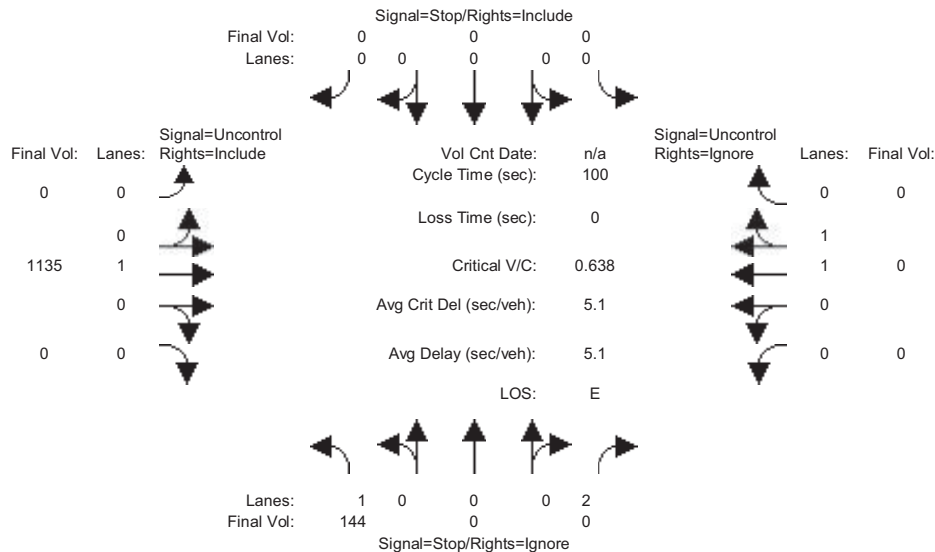
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025AM+SUMC_RParking

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	144	0	2072	0	0	0	0	1129	0	0	633	796
Growth Adj:	1.00	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	0	2072	0	0	0	0	1129	0	0	633	796
Added Vol:	0	0	12	0	0	0	0	6	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	2084	0	0	0	0	1135	0	0	639	796
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	144	0	0	0	0	0	0	1135	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	144	0	0	0	0	0	0	1135	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1135	xxxx	1135	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	226	xxxx	249	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	226	xxxx	249	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.64	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	45.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	E	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	45.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

 Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

 Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2084	0 0 0 0	0 1135 0	0 639 796
ApproachDel:	45.4	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=28.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=2228]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4798]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	144 0 2084	0 0 0 0	0 1135 0	0 639 796

Major Street Volume: 2570

Minor Approach Volume: 2228

Minor Approach Volume Threshold: -32 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

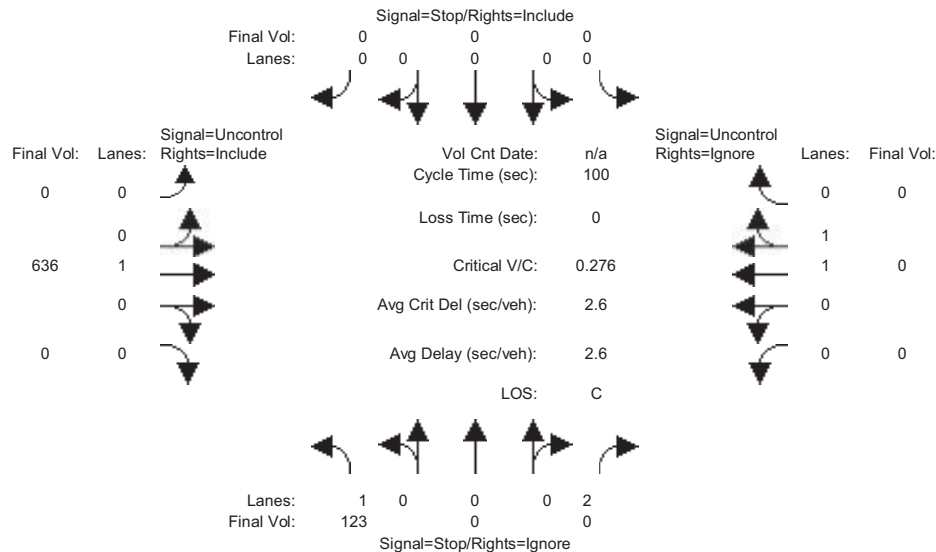
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2025PM+SUMC_RParking

Intersection #64: I-280 NB Off-Ramp / Page Mill Rd



Street Name: I-280 NB Off-Ramp Page Mill Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	123	0	671	0	0	0	0	634	0	0	1765	1320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	671	0	0	0	0	634	0	0	1765	1320
Added Vol:	0	0	4	0	0	0	0	2	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	675	0	0	0	0	636	0	0	1781	1320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	123	0	0	0	0	0	0	636	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	0	0	0	0	0	0	636	0	0	0	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	636	xxxx	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	445	xxxx	481	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.28	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	C		*			*			*			*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 675	0 0 0 0	0 636 0	0 1781 1320
ApproachDel:	16.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=3][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=798]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=4535]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #64 I-280 NB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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
Lanes:	1 0 0 0 2	0 0 0 0 0	0 0 1 0 0	0 0 1 1 0
Initial Vol:	123 0 675	0 0 0 0	0 636 0	0 1781 1320

Major Street Volume: 3737

Minor Approach Volume: 798

Minor Approach Volume Threshold: -193 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

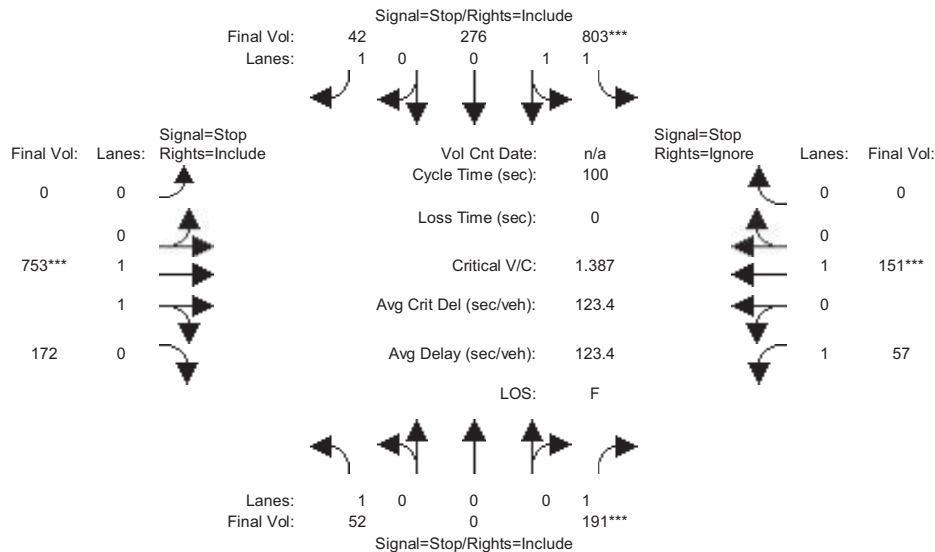
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025AM+SUMC R Parking

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	52 0 191	803 276 42	0 747 172	57 149 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 0 191	803 276 42	0 747 172	57 149 0
Added Vol	0 0 0	0 0 0	0 6 0	0 2 4
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	52 0 191	803 276 42	0 753 172	57 151 4
User Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	52 0 191	803 276 42	0 753 172	57 151 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	52 0 191	803 276 42	0 753 172	57 151 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	52 0 191	803 276 42	0 753 172	57 151 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.49 0.51 1.00	0.00 1.63 0.37	1.00 1.00 0.00
Final Sat	363 0 415	579 203 436	0 733 171	362 382 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.14 xxxx	0.46 1.39 1.36 0.10	xxxx 1.03 1.01 0.16 0.40	xxxx
Crit Moves		****	****	****
Delay/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.2 71.8 14.4 18.0 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	
AdjDel/Veh	14.2 0.0	18.5 214.8 204 11.7	0.0 78.2 71.8 14.4 18.0 0.0	
LOS by Move	B *	C F F B	* F F B C *	
ApproachDel	17.5	204.4	77.0	17.0
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	17.5	204.4	77.0	17.0
LOS by Appr	C	F	F	C
AllWayAvgQ	0.2 0.0	0.8 21.1 21.1 0.1	0.0 8.8 7.8 0.2 0.6 0.6	

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	52		0		191	803	276		42		0	753		172		57	151		4	
Major Street Volume:					1364															
Minor Approach Volume:					925															
Minor Approach Volume Threshold:					241															

SIGNAL WARRANT DISCLAIMER

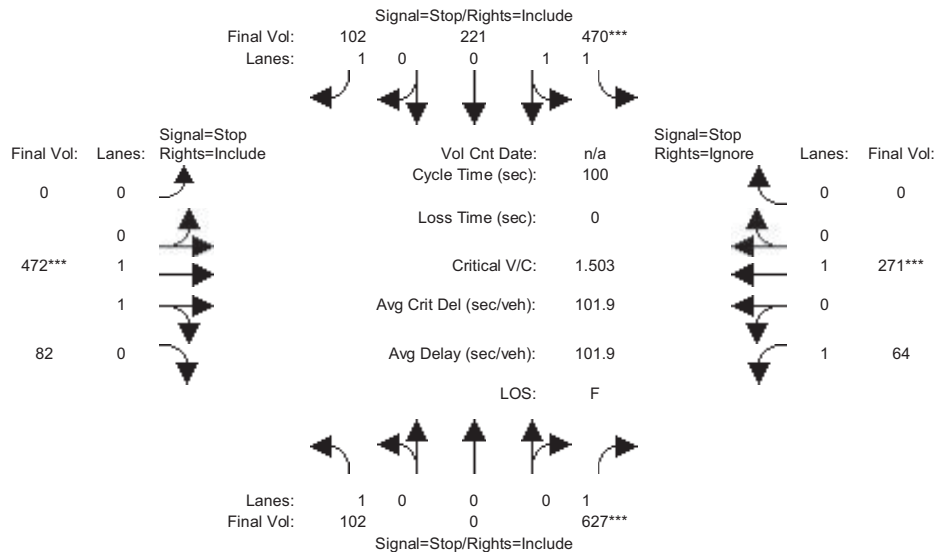
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Stanford EIR

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2025PM+SUMC_RParking

Intersection #65: I-280 SB Off-Ramp / Page Mill Rd



Street Name: Arastradero Road - I-280 SB Off-R

Page Mill Road

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Movement	North Bound	South Bound	East Bound	West Bound
Min. Green	0 0 0	0 0 0	0 0 0	0 0 0

Volume Module:

Volume	North Bound	South Bound	East Bound	West Bound
Base Vol	102 0 627	470 221 102	0 470 82	64 265 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	102 0 627	470 221 102	0 470 82	64 265 0
Added Vol	0 0 0	0 0 0	0 2 0	0 6 11
PasserByVol	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut	102 0 627	470 221 102	0 472 82	64 271 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 0.00
PHF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume	102 0 627	470 221 102	0 472 82	64 271 0
Reduct Vol	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol	102 0 627	470 221 102	0 472 82	64 271 0
PCE Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
Final Volume	102 0 627	470 221 102	0 472 82	64 271 0

Saturation Flow Module:

Saturation Flow	North Bound	South Bound	East Bound	West Bound
Adjustment	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes	1.00 0.00 1.00	1.36 0.64 1.00	0.00 1.70 0.30	1.00 1.00 0.00
Final Sat.	358 0 417	479 231 385	0 662 116	345 366 0

Capacity Analysis Module:

Capacity Analysis	North Bound	South Bound	East Bound	West Bound
Vol/Sat	0.29 xxxx 1.50	0.98 0.96 0.26	xxxx 0.71 0.70	0.19 0.74 xxxx
Crit Moves	xxxx	xxxx	xxxx	xxxx
Delay/Veh	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 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
AdjDel/Veh	16.3 0.0 261.2	75.9 69.5 14.9	0.0 31.4 30.4	15.2 34.9 0.0
LOS by Move	C * F	F F B	* D D	C D *
ApproachDel	227.0	66.2	31.3	31.2
Delay Adj	1.00	1.00	1.00	1.00
ApprAdjDel	227.0	66.2	31.3	31.2
LOS by Appr	F	F	D	D
AllWayAvgQ	0.4 0.0 29.0	5.7 5.7 0.3	0.0 2.2 2.0	0.2 2.3 2.3

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #65 I-280 SB Off-Ramp / Page Mill Rd

Future Volume Alternative: Peak Hour Warrant Met

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				Stop Sign				Stop Sign							
Lanes:	1	0	0	0	1	1	1	0	0	1	0	0	1	1	0	1	0	0	1	0
Initial Vol:	102		0		627	470	221		102		0	472		82		64	271		11	
Major Street Volume:					1522															
Minor Approach Volume:					554															
Minor Approach Volume Threshold:					193															

SIGNAL WARRANT DISCLAIMER

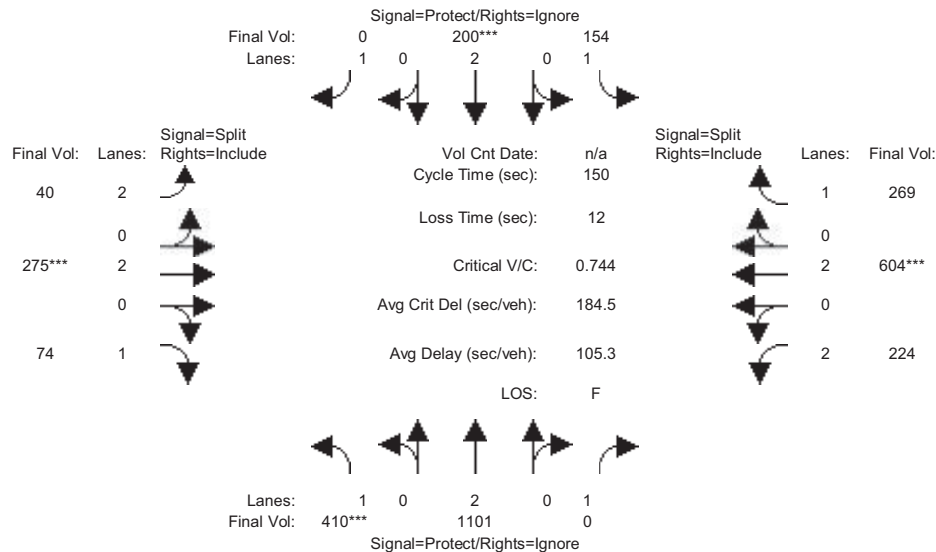
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Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025AM+SUMC RParking

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	410	1085	450	154	195	25	40	275	74	224	604	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	1085	450	154	195	25	40	275	74	224	604	269
Added Vol:	0	16	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	1101	450	154	200	25	40	275	74	224	604	269
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:	410	1101	0	154	200	0	40	275	74	224	604	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	1101	0	154	200	0	40	275	74	224	604	269
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
Final Volume:	410	1101	0	154	200	0	40	275	74	224	604	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

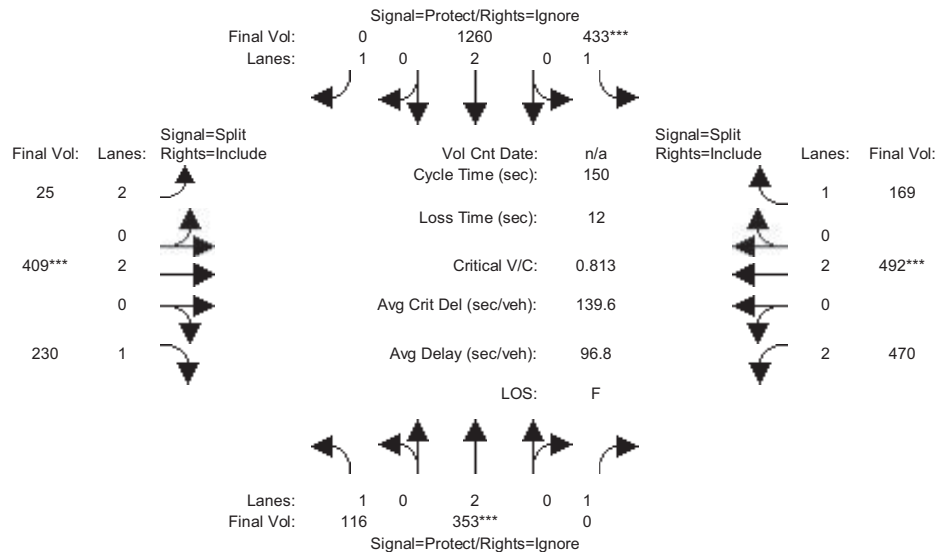
Vol/Sat:	0.23	0.29	0.00	0.09	0.05	0.00	0.02	0.12	0.04	0.10	0.27	0.15
Crit Moves:	***				***			***			***	
Green Time:	27.4	72.9	0.0	18.5	64.0	0.0	14.5	14.5	14.5	32.1	32.1	32.1
Volume/Cap:	1.28	0.60	0.00	0.71	0.12	0.00	0.19	1.28	0.44	0.48	1.28	0.72
Delay/Veh:	209.9	28.5	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
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:	209.9	28.5	0.0	73.7	26.1	0.0	62.8	225	65.7	52.4	201	61.4
LOS by Move:	F	C	A	E	C	A	E	F	E	D-	F	E
HCM2kAvgQ:	34	18	0	7	3	0	1	12	4	5	21	12

Note: Queue reported is the number of cars per lane.

Stanford EIR

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2025PM+SUMC RParking

Intersection #66: Foothill Expy/ Arastradero Rd



Street Name:	Foothill Expressway						Arastradero Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	55	55	14	64	64	14	14	14	14	14	14
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	116	347	475	433	1245	22	25	409	230	470	492	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	347	475	433	1245	22	25	409	230	470	492	169
Added Vol:	0	6	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	353	475	433	1260	22	25	409	230	470	492	169
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:	116	353	0	433	1260	0	25	409	230	470	492	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	353	0	433	1260	0	25	409	230	470	492	169
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
Final Volume:	116	353	0	433	1260	0	25	409	230	470	492	169

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.58	0.58	0.92	0.58	0.58	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2205	2218	1750	2205	2204	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.00	0.25	0.33	0.00	0.01	0.18	0.13	0.21	0.22	0.10
Crit Moves:	****			****			****			****		
Green Time:	15.5	55.0	0.0	31.4	70.9	0.0	23.4	23.4	23.4	28.3	28.3	28.3
Volume/Cap:	0.64	0.25	0.00	1.18	0.70	0.00	0.07	1.18	0.84	1.13	1.18	0.51
Delay/Veh:	72.2	33.3	0.0	166.5	32.5	0.0	54.2	172	82.2	145.5	166	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	33.3	0.0	166.5	32.5	0.0	54.2	172	82.2	145.5	166	56.0
LOS by Move:	E	C-	A	F	C-	A	D-	F	F	F	F	E+
HCM2kAvgQ:	7	5	0	29	21	0	1	16	14	17	16	7

Note: Queue reported is the number of cars per lane.

- 5 *Construction Truck Routes.* The project applicant shall be required to deliver and remove all construction-related equipment and materials on truck routes designated by the cities of Palo Alto and Menlo Park. Heavy construction vehicles shall be prohibited from accessing the site from other routes. Figure 3-9 illustrates the Stanford Area Truck Routes which must be used by all trucks.
- 6 *Protection of Public Roadways During Construction.* The project sponsor shall be required to repair any structural damage to public roadways, returning any damaged sections to original structural condition. The project sponsor shall survey the condition of the public roadways along truck routes providing access to the proposed project site before construction, and shall again survey after construction is complete. A before-and-after survey report shall be completed and submitted to the City Department of Public Works for review, indicating the location and extent of any damage.
- 7 *Protection Maintenance of Public Transit Access and Routes.* The project sponsor may be prohibited from limiting access to public transit, and from limiting movement of public transit vehicles, without prior approval from the VTA or other appropriate jurisdiction. Such approval shall require submittal and approval of specific impacts to a less-than-significant level. Potential actions which would impact access to transit include, but are not limited to, relocating or removing bus stops, limiting access to bus stops or transfer facilities, or otherwise restricting or constraining public transit operations.
- 8 *Construction Impact Mitigation Plan.* In lieu of the above mitigation measures, the project sponsor shall submit a detailed construction impact mitigation plan to the City of Palo Alto for approval by the Chief Planning and Transportation Official prior to commencing any construction activities with potential transportation impacts. This plan shall address in detail the activities to be carried out in each construction phase, the potential transportation impacts of each activity, and an acceptable method of reducing or eliminating significant transportation impacts. Details such as the routing and scheduling of materials deliveries, construction employee arrival and departure schedules, employee parking locations, and emergency vehicle access shall be described and approved.
- 9 *Construction During Special Events.* The project sponsor shall implement a mechanism to prevent roadway construction activities from reducing roadway capacity during major athletic events or other special events which attract a substantial number of visitors to the campus. This measure may require a special supplemental permit to be obtained to host such events during significant construction phases.

