REVISED TRAFFIC ANALYSIS

LIBRARY SITE ALTERNATIVES

TOWN OF ATHERTON, CALIFORNIA

LSA

September 2011

REVISED TRAFFIC ANALYSIS

LIBRARY SITE ALTERNATIVES

TOWN OF ATHERTON, CALIFORNIA

Submitted to:

Town of Atherton
83 Ashfield Road
Atherton, California 94027
(650) 688-6500

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

LSA Project No. TOA1101

LSA

September 2011

TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

INTRODUCTION

In June 2011, LSA Associates Inc. (LSA) prepared a traffic analysis to identify the potential circulation and parking impacts associated with the proposed expansion of the San Mateo County Library branch in the Town of Atherton (Town), California. Expansion could occur at the existing library site or expansion could be achieved by constructing a new facility within Holbrook-Palmer Park. Figure 1 shows the location of the existing library and Holbrook-Palmer Park within the Town. The June 2011 Traffic Study compared existing traffic conditions to forecasted traffic conditions at completion of the project for the three site alternatives. The analysis also included an evaluation of parking conditions at the existing library site and at Holbrook-Palmer Park and an analysis of the project's impacts to parking.

Site plans prepared by the project architect identified the 12,000-square-foot (sf) space that could accommodate the planned 11,100 sf library. The June 2011 Traffic Study provided a conservative analysis of a 12,000 sf facility. Based on comments received during public review of the Traffic Study, this revision addresses the impacts of a new 11,100 sf library. LSA has also revised the trip distribution previously analyzed based on local feedback that few, if any, trips to the library would require travel on United States Route 101 (US-101). In addition, the Town is no longer contemplating reuse of the existing library that could generate similar peak-hour trips. Therefore, for the two alternatives located in Holbrook-Palmer Park, trips generated by the existing library, have been removed from the roadway network. The results of these three revisions are reported below.

PROJECT DESCRIPTION

Since 1968, the San Mateo County Library branch in the Town of Atherton has been located at 2 Dinkelspiel (Station) Lane. The current building provides 4,790 sf. A Library Needs Assessment conducted in 2009-2010 revealed that the library needed to house a larger collection, increase the number of seats available, increase the number of public computers available, provide areas for library-related programs and events, and create zones for various uses, and that the existing facility was inadequate to effectively deliver those services.

The Atherton Library Building Steering Committee has identified three alternative locations for an approximately 11,100 sf facility to replace the existing library. The first alternative (Figure 2a) is on the site of the existing library. Additional parking required by the library expansion would be accommodated with on-street parking. The second alternative (Figure 2b) is located in Holbrook-Palmer Park on the site of the Main House. Parking for this alternative would be accommodated in existing park parking lots. The third alternative (Figure 2c) is also located in Holbrook-Palmer Park and would replace an existing parking lot. To compensate for this lost parking lot, additional spaces would be constructed adjacent to another existing lot within the park.

METHODOLOGY

Traffic conditions in the study area were assessed through the evaluation of peak-hour levels of service (LOS) at critical intersections. The LOS concept qualitatively characterizes traffic conditions associated with varying levels of traffic. An LOS determination is a measure of congestion, which is the principal measure of roadway service.

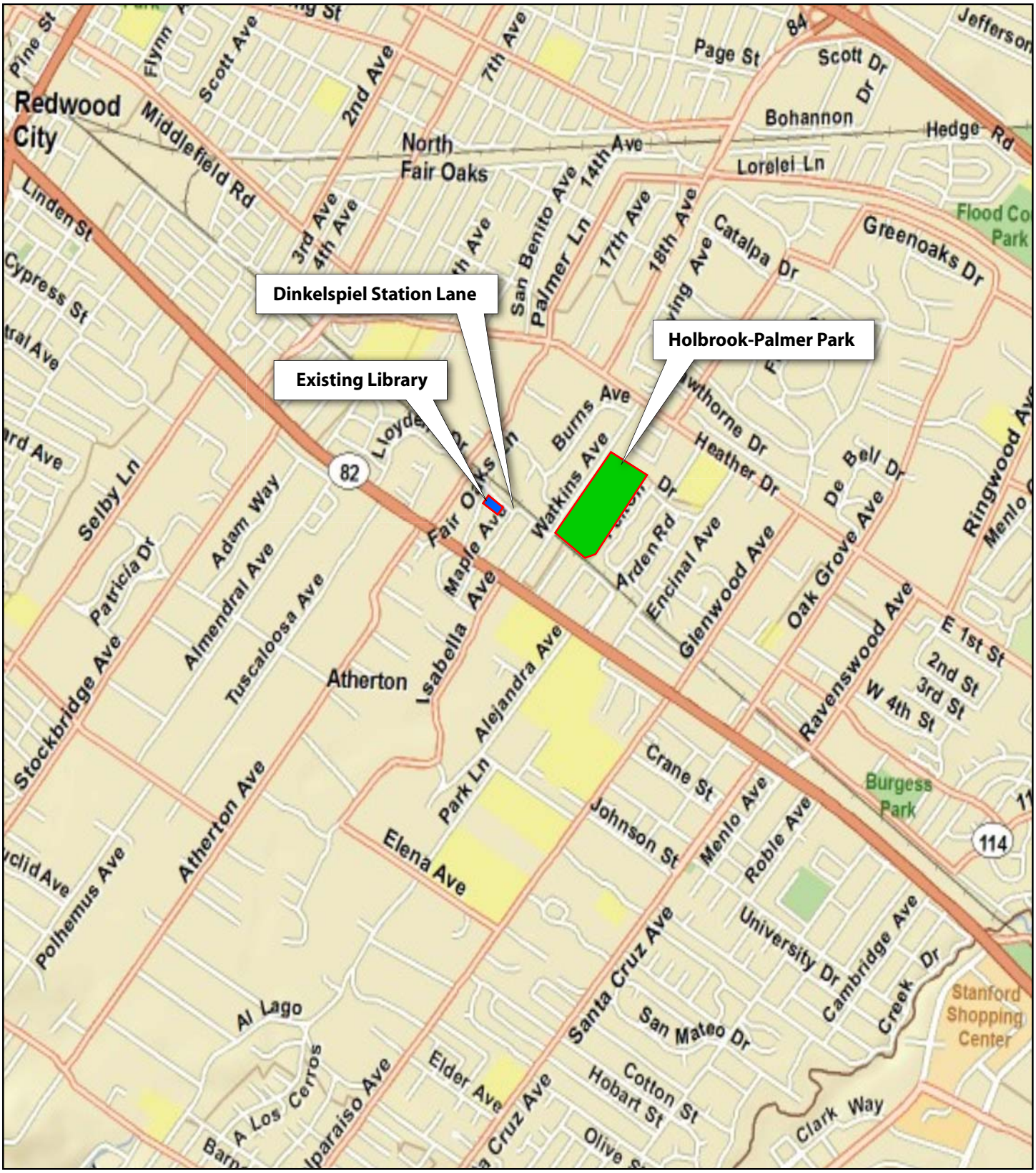


FIGURE 1

Legend

- Existing Library
- Holbrook-Palmer Park

N

0 1,000 2,000 Feet

SOURCE: Bing Maps, 2008

Atherton Library

Project Location

I:\TOA1101\G\Location.ai (5/26/2011)

LSA

FIGURE 2A

N

0 60 120

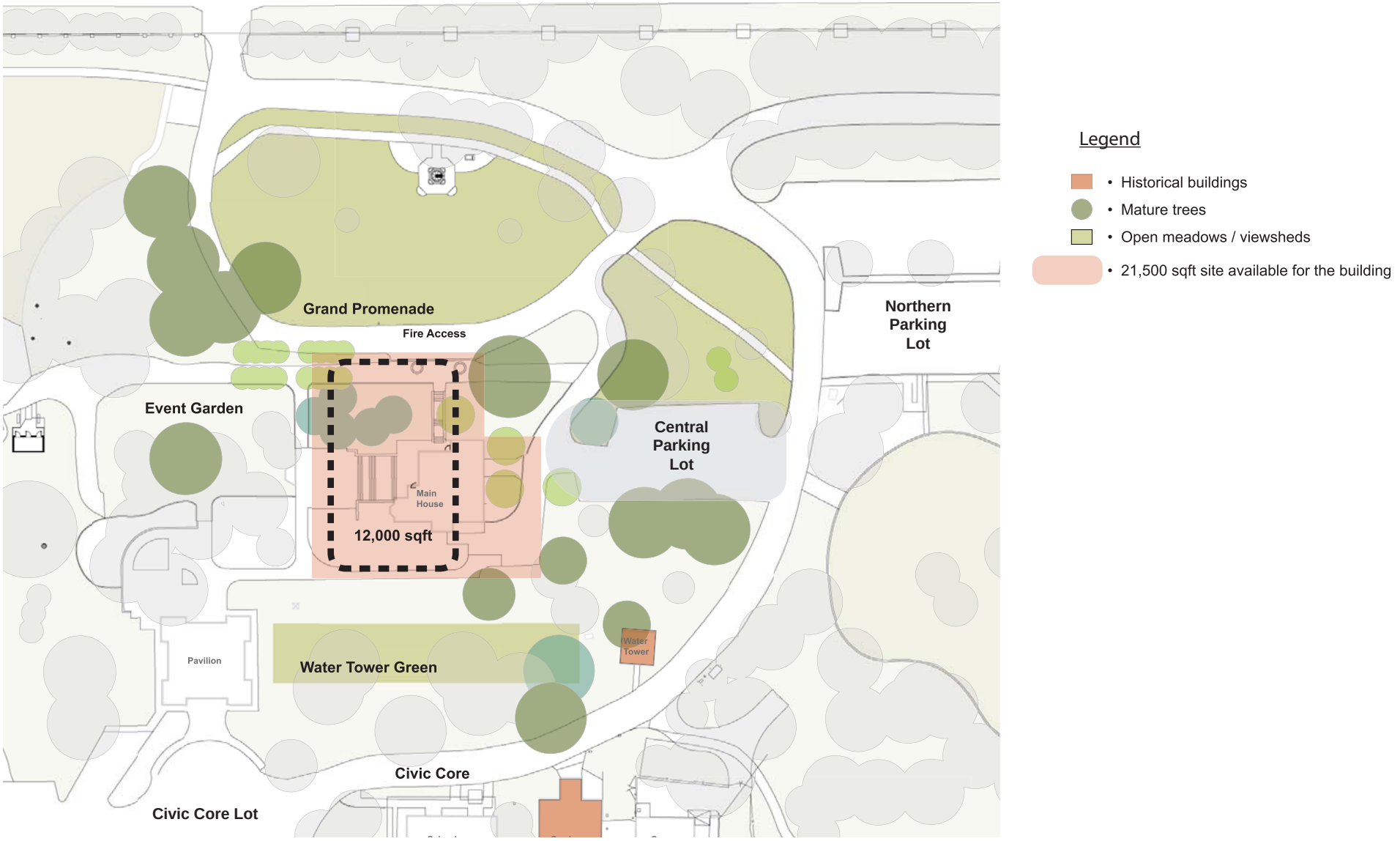
FEET

SOURCE: Town of Atherton

I:\TOA1101\G\Alt-1_Existing Site.ai (5/26/2011)

Atherton Library

Alternative 1 - Existing Site Plan



LSA

FIGURE 2B

N

0 60 120

FEET

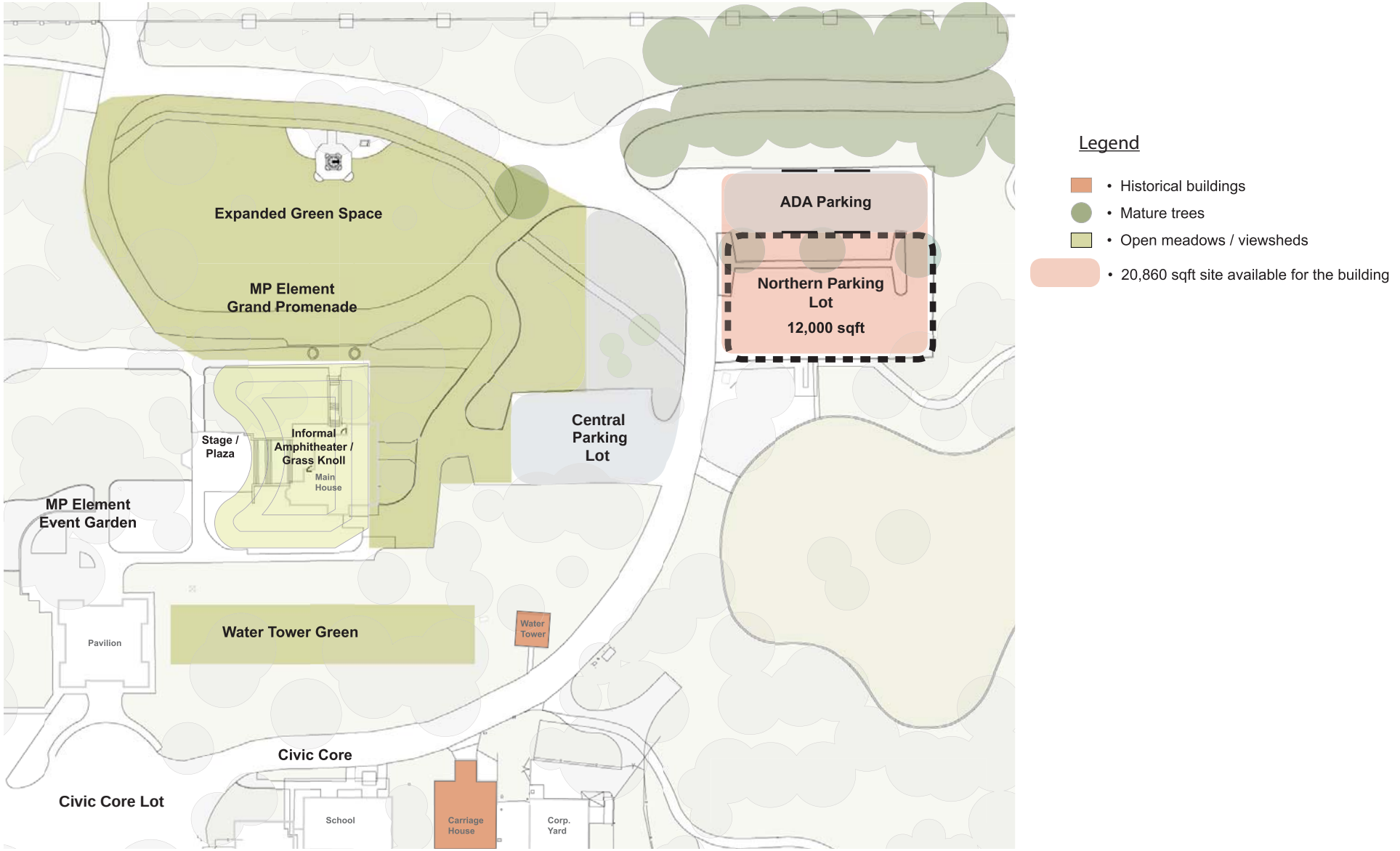
SOURCE: Town of Atherton

Atherton Library

Alternative 2 - Holbrook-Palmer Park

Main House

I:\TOA1101\G\Alt-2_Holbrook_Main House.ai (5/26/2011)



LSA

FIGURE 2C

N

0 60 120

FEET

SOURCE: Town of Atherton

I:\TOA1101\G\Alt-3_Holbrook_Parking.ai (5/26/2011)

Atherton Library

Alternative 3 - Holbrook-Palmer Park
Parking Lot

The LOS definitions for signalized and unsignalized intersections are presented in Table A. These range from LOS A, which indicates a free-flow condition, to LOS F, which indicates a congested condition. The Town has established LOS C as the minimum acceptable LOS for intersections on collector roadways and LOS D as the minimum acceptable LOS for intersections on arterial roadways.

Table A: Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Little or no delay	≤ 10.0	≤ 10.0
B	Short traffic delay	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	Average traffic delay	>20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	Long traffic delay	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	Very long traffic delay	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	Extreme traffic delay	> 80.0	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.

The Menlo Park Transportation Impact Analysis Guidelines, used in this study at the direction of the Town, establishes significance criteria to determine whether trips added to the circulation system by a project will require mitigation. A project has a potentially significant impact if one of these conditions applies:

- An intersection operating at an acceptable LOS is caused to operate at an unacceptable LOS;
- Delay is increased by 23 seconds or greater at an intersection operating at an acceptable LOS; or
- Average delay to vehicles on the critical turn movements increases by greater than 0.8 seconds at an intersection operating at an unacceptable LOS.

It should be noted that each intersection in the study area, with the exception of one, is stop-controlled in only one direction. In these cases, the LOS reported by the Highway Capacity Manual (HCM) methodology is the stop-controlled direction, which is also the critical movement. As a result, both the 23-second criterion and the 0.8-second criterion are applied to the intersection delay as a whole. As stated in the project description, three alternative sites for the new library have been proposed. Parking demand generated by the new library will be compared to parking supply for each alternative. The alternative would be determined to have a significant parking impact if the alternative would result in deficient parking at the proposed location.

EXISTING CONDITIONS

Study Area

The existing library is located at 2 Dinkelspiel (Station) Lane in the Town of Atherton. The Atherton Caltrain station and parking lot is north of the existing library. Holbrook-Palmer Park is located east of Watkins Avenue and north of the Caltrain corridor. Land uses surrounding the existing library and park are primarily residential in nature. The intersections listed below (and depicted on Figure 3)

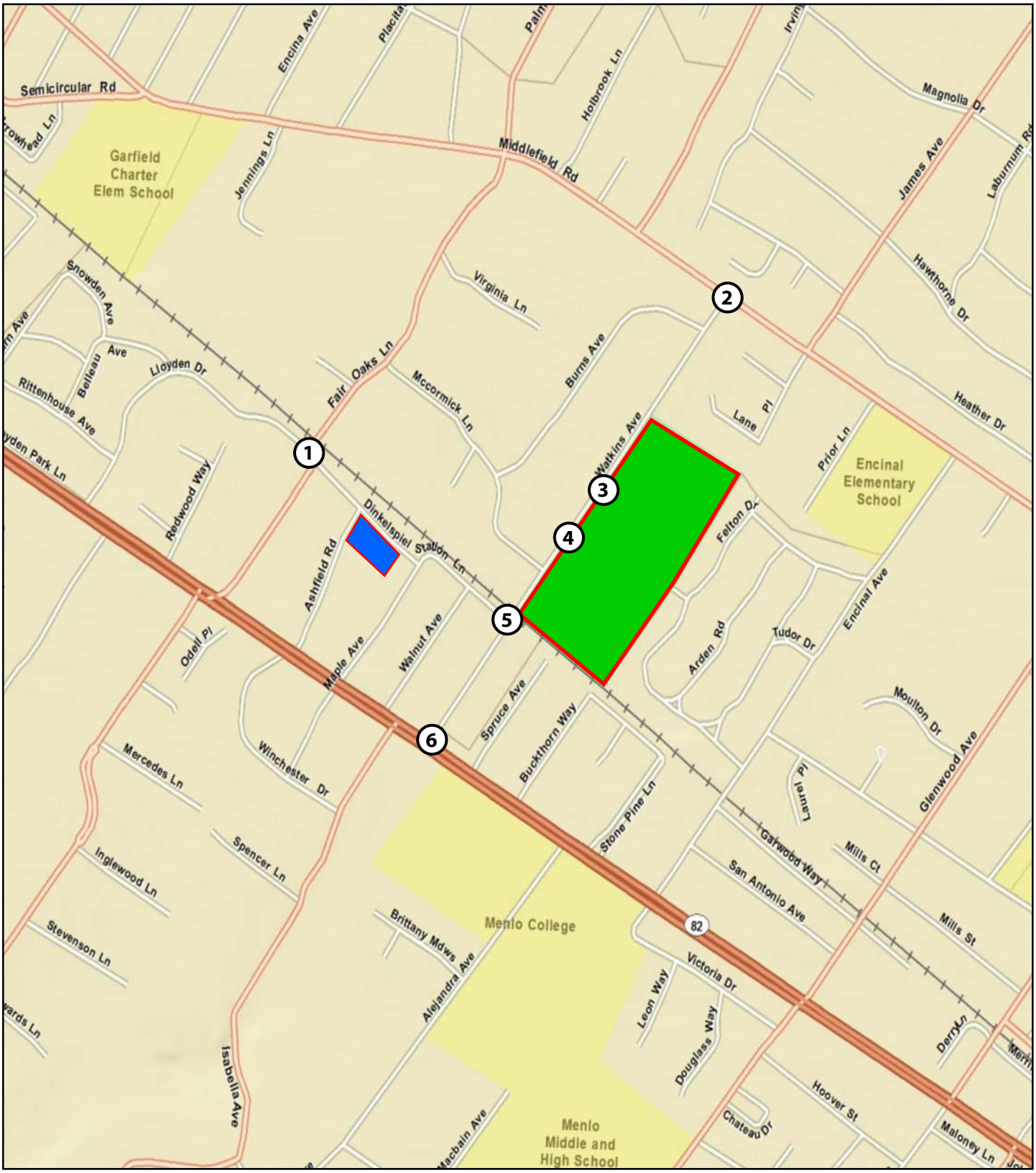


FIGURE 3

Legend

- Existing Library
- Holbrook-Palmer Park
- (#) Study Area Intersection

N

0 500 1,000 Feet

Atherton Library

Study Area

SOURCE: Bing Maps, 2008

I:\TOA1101\G\Study Area.ai (5/26/2011)

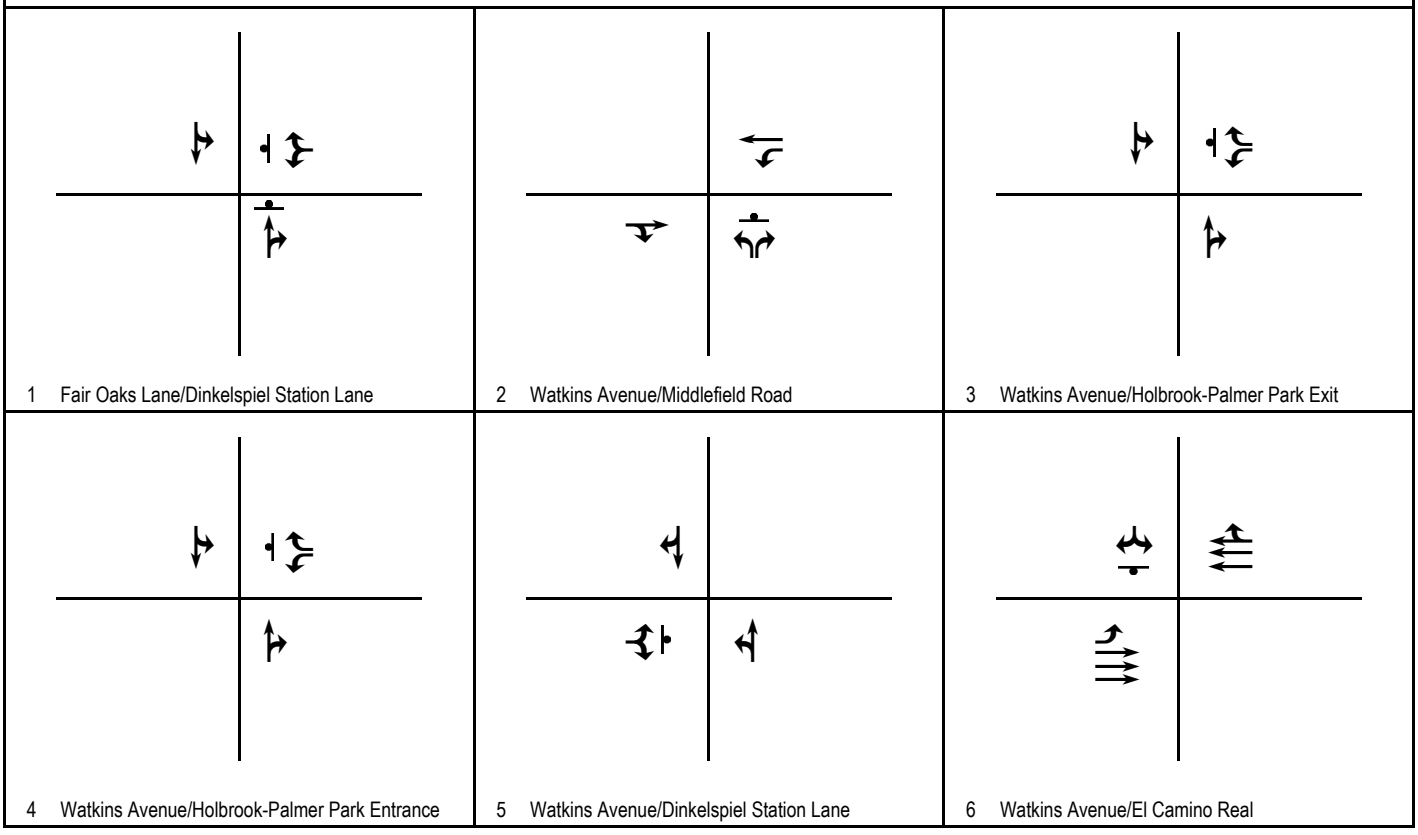
were identified by Town staff as intersections that could be significantly impacted by the proposed project and have been included in the study area. All of the study intersections are currently unsignalized. Intersection geometrics are illustrated on Figure 4.

- Fair Oaks Lane/Dinkelspiel (Station) Lane
- Watkins Avenue/Middlefield Road
- Watkins Avenue/Holbrook-Palmer Park Exit
- Watkins Avenue/Holbrook-Palmer Park Entrance
- Watkins Avenue/Dinkelspiel (Station) Lane
- Watkins Avenue/El Camino Real

Existing Circulation System

Key roadways in the vicinity of the proposed project are as follows:

- **US Highway 101:** US-101 is a north-south regional freeway, extending through the Bay Area to the City of San Francisco. In the vicinity of the project, US-101 consists of one high–occupancy vehicle (HOV) and four general-purpose lanes in the northbound direction and one HOV lane and three general-purpose lanes in the southbound direction.
- **El Camino Real:** El Camino Real is a six-lane arterial roadway traveling roughly parallel to US-101 through the Bay Area. The Town's General Plan Circulation Element classifies El Camino Real as a highway.
- **Middlefield Road:** Middlefield Road is a north-south roadway. In the vicinity of the project, Middlefield Road consists of two undivided lanes. The Town's General Plan Circulation Element classifies Middlefield Road as a minor arterial.
- **Fair Oaks Lane:** Fair Oaks Lane is an east-west roadway traveling between El Camino Real and Middlefield Road. Fair Oaks Lane provides access to the Atherton Caltrain station and consists of two undivided lanes. The Town's General Plan Circulation Element classifies Fair Oaks Lane as a collector.
- **Watkins Avenue:** Watkins Avenue is a two-lane undivided east-west roadway traveling between El Camino Real and Middlefield Road. Watkins Avenue is parallel to and approximately 1,500 feet (ft) east of Fair Oaks Lane. Holbrook-Palmer Park takes access from Watkins Avenue. The Town's General Plan Circulation Element classifies Watkins Avenue as a collector.
- **Dinkelspiel (Station) Lane:** Dinkelspiel (Station) Lane is a two-lane local street traveling between Fair Oaks Lane and Watkins Avenue. Perpendicular and parallel parking for the Atherton Library is provided on Dinkelspiel (Station) Lane.
- **Marsh Road:** Marsh Road is a two-lane east-west arterial that provides access between US-101 and the study area where it terminates at Middlefield Road. The Town's General Plan Circulation Element classifies Marsh Road as a minor arterial.



LSA

FIGURE 4

Legend
Signal
Stop Sign
F Free Right Turn

Atherton Library
Existing Geometrics

P:\TOA1101\Existing Geometrics.xls 6/3/2011

Existing Level of Service

LSA contracted a qualified company, All Traffic Data, to conduct intersection turn-movement counts at the six study area intersections. Traffic counts were collected during the AM peak period (7:00 a.m. to 9:00 a.m.) and the PM peak period (4:00 p.m. to 6:00 p.m.) on Wednesday, May 25, 2011. Due to equipment malfunction, traffic counts were recounted for Fair Oaks Lane/Dinkelspiel (Station) Lane on Thursday, May 26, 2011 (PM peak period), and Wednesday, June 1, 2011 (AM peak period). Existing traffic counts are illustrated on Figure 5. Existing count data are included as Appendix A of this analysis. Table B presents the existing AM and PM peak-hour LOS for the study area. LOS calculation worksheets are available in Appendix B of this analysis. Table B displays the delay on the stop-controlled leg, which are the critical turn movements, of each intersection.

Table B: Existing Level of Service

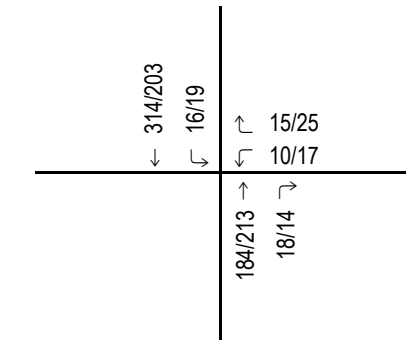
	Intersection (LOS Standard)	AM Peak Hour[1]		PM Peak Hour[2]	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1	Fair Oaks Lane/Dinkelspiel (Station) Lane (C)	2.9	A	2.4	A
2	Watkins Avenue/Middlefield Road (D)	34.2	D	45.3	E
3	Watkins Avenue/Park Exit (C)	9.3	A	9.7	A
4	Watkins Avenue/Park Entrance (C)	7.6	A	7.4	A
5	Watkins Avenue/Dinkelspiel (Station) Lane (C)	9.9	A	9.3	A
6	Watkins Avenue/El Camino Real (D)	59.6	F	29.9	D

[1] Highest volume hour between 7:00 a.m. and 9:00 a.m.
[2] Highest volume hour between 4:00 p.m. and 6:00 p.m.
LOS = level of service
▭ = exceeds LOS standard

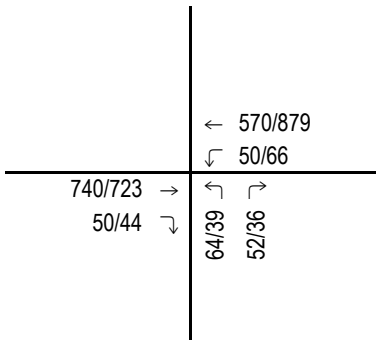
As the table indicates, two intersections currently function at an unacceptable LOS. Watkins Avenue/Middlefield Road operates at LOS E in the PM peak hour. Watkins Avenue/El Camino Real operates at LOS F in the AM peak hour. Both intersections exceed LOS standards due to the difficulty of turning left from a collector onto an uncontrolled arterial.

Existing Parking Availability

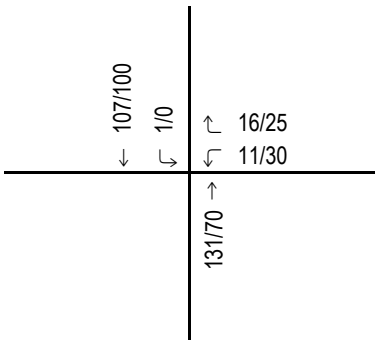
LSA also contracted All Traffic Data to collect parking accumulation counts at the existing library and at Holbrook-Palmer Park. Parked vehicles were counted every hour between 10:00 a.m. and 8:00 p.m. on Wednesday, May 25, 2011. The resulting counts are displayed on Tables C and D below.



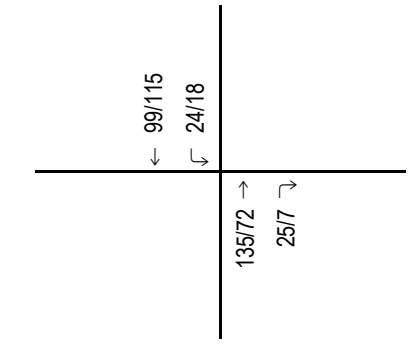
1 Fair Oaks Lane/Dinkelspiel Station Lane



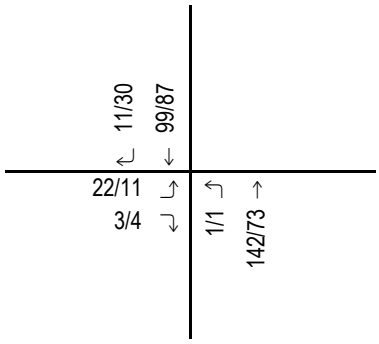
2 Watkins Avenue/Middlefield Road



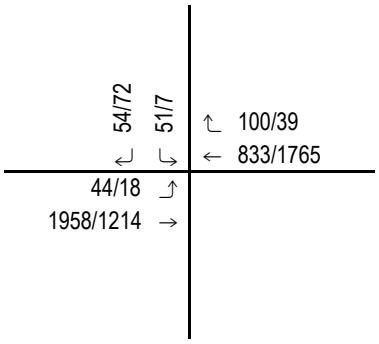
3 Watkins Avenue/Holbrook-Palmer Park Exit



4 Watkins Avenue/Holbrook-Palmer Park Entrance



5 Watkins Avenue/Dinkelspiel Station Lane



6 Watkins Avenue/El Camino Real

LSA

FIGURE 5

123/456 AM/PM Volumes

Atherton Library
Existing Peak Hour Volumes

P:\TOA1101\Existing Vol.xls (6/3/2011)

Table C: Existing Library Parking Availability

	Vehicles Parked			Total Available (33)
	Perpendicular to Street (12 Spaces)	East Side of Dinkelspiel (Station) Lane (5 Spaces)	West Side of Dinkelspiel (Station) Lane (16 Spaces)	
10:00 a.m.	3	3	2	25
11:00 a.m.	4	4	2	23
12:00 p.m.	3	3	3	24
1:00 p.m.	2	2	5	24
2:00 p.m.	5	3	4	21
3:00 p.m.	5	3	6	19
4:00 p.m.	5	3	1	24
5:00 p.m.	3	1	1	28
6:00 p.m.	4	0	5	24
7:00 p.m.	4	0	2	27
8:00 p.m.	4	0	2	27

Table D: Existing Holbrook-Palmer Park Weekday Parking Availability

	Vehicles Parked			Total Available (124)
	Northern Lot (58 Spaces)	Central Lot (22 Spaces)	Civic Core Lot (44 Spaces)	
10:00 a.m.	3	18	10	93
11:00 a.m.	2	17	11	94
12:00 p.m.	2	17	24	81
1:00 p.m.	4	20	25	75
2:00 p.m.	4	19	4	97
3:00 p.m.	7	20	9	88
4:00 p.m.	11	4	6	103
5:00 p.m.	14	2	4	104
6:00 p.m.	11	5	15	93
7:00 p.m.	11	15	38	60
8:00 p.m.	10	13	26	75

Table C displays parking utilized and available at the existing Atherton Library. Figure 2a illustrates currently available parking. Currently, 11 standard and 1 handicapped parking space are adjacent to the library and perpendicular to Dinkelspiel (Station) Lane. An additional five marked stalls are located on the east side of Dinkelspiel (Station) Lane in parallel spaces provided beyond the curb. Curbside parking is available on the west side of Dinkelspiel (Station) Lane and Ashfield Road for approximately sixteen additional vehicles. In total, 33 parking spaces are provided for Atherton Library. As shown in Table C, parking utilization is highest during the 3:00 p.m. hour. At this time, 14 parking spaces are utilized and 19 are available.

Table D displays parking utilized and available at Holbrook-Palmer Park. Figure 2b illustrates currently available parking areas. Currently, 58 spaces are available in the Northern Lot, 22 spaces (21 standard and 1 handicapped) are available in the Central Lot, and 44 spaces (35 standard, 3 handicapped, and 6 limited to 15 minutes) are available in the Civic Core Lot. In total, 124 parking spaces are provided at Holbrook-Palmer Park. As shown in Table D, parking utilization at Holbrook-

Palmer Park is highest during the 7:00 p.m. hour. At this time, 64 parking spaces are utilized and 60 are available. It should be noted that the Northern Lot was not observed to be greater than 25 percent full at any time throughout the day.

PROJECT CONDITIONS

Trip Generation

The proposed project would construct a new 11,100 sf library in one of three locations. The daily and peak-hour trips for the project are generated using trip rates documented in the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (Eighth Edition, 2008). The trip rates for "Land Use 590: Library" were used to calculate the net new trips generated by the proposed project.

As Table E indicates, the proposed 11,100 sf library is forecast to generate approximately 624 trips per day, 12 trips in the AM peak hour, and 81 trips in the PM peak hour. Alternative 1 would replace an existing library that generates approximately 269 trips per day, 5 trips in the AM peak hour, and 35 trips in the PM peak hour. As a result, new trips utilizing the circulation system for Alternative 1 (replacement of the library on the existing site) are forecast to be 355 trips per day, 7 trips in the AM peak hour, and 46 trips in the PM peak hour.

Table E: Project Trip Generation

Land Use (ITE Land Use Code)	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Library (590)		TSF	56.24	0.74	0.30	1.04	3.50	3.80	7.30
Trip Generation									
Existing Library (590)	4.79	TSF	269	4	1	5	17	18	35
New Library (590)	11.1	TSF	624	8	3	12	39	42	81
Alternative 1[2]									
Net New Trip Generation			355	5	2	7	22	24	46
Alternatives 2 and 3[3]									
New Trip Generation			624	8	3	12	39	42	81

[1] Trip Rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, Eighth Edition (2008).
[2] Trip Generation of Alternative 1 is the increase between the existing library and the expanded library.
[3] Trip Generation of Alternatives 2 and 3 is the full new library.
ADT = average daily traffic
TSF = thousand square feet

In Alternative 2, the new library would replace the Main House in Holbrook-Palmer Park. The Main House, however, does not generate regular, predictable trips on a daily basis. Therefore, no credit was taken for trips being replaced by the new library. In Alternative 3, the new library would be placed on an existing parking lot in Holbrook-Palmer Park, and an informal amphitheater would replace the Main House. The replacement of the Main House with an amphitheater is not part of the library project. At this time, the potential use of the amphitheater is unknown and was not accounted for in this analysis. Because Alternatives 2 and 3 would construct a new library on a new site, and the Town

intends to reuse the existing library site for Town functions that will not generate new trips, trips to and from the existing library are removed from the roadway network in these alternatives.

Trip Distribution and Assignment

New trips generated by the project were distributed between south toward Palo Alto, west within the Town of Atherton, and north toward Redwood City. Based on use of the existing library, half of the new trips were distributed toward the south. Where multiple routes to the ultimate destination are available, the shortest route was used for project trips. This is a reasonable presumption; however, it should be noted that motorists making routine trips will avoid congested intersections and routes in favor of faster routes.

Parking Generation

Data regarding the parking generation characteristics of land uses are available in ITE *Parking Generation* (Fourth Edition, 2010). ITE surveys showed that the peak period for "Land Use 590: Library" is 3:00 p.m. to 4:00 p.m. and that average peak-parking demand is 2.61 vehicles per 1,000 sf of gross floor area. The project proposes a 11,100 sf facility, which would generate demand for 29 parking spaces.

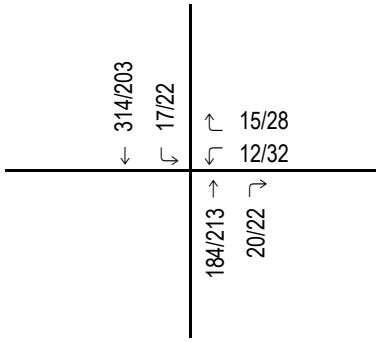
LSA also collected parking data at the existing library. The highest parking demand (during the 3:00 p.m. to 4:00 p.m. hour) was 14 vehicles. Since the existing library is 4,790 sf, this parking demand equated to a rate of 2.92 spaces per 1,000 sf. If this relationship continues for the new 11,100 sf library, a parking demand of 33 parking spaces is expected. Because the parking demand estimate calculated from data collected at the existing library was higher, LSA applied this more conservative estimate to the parking analysis.

EXISTING PLUS PROJECT CONDITIONS

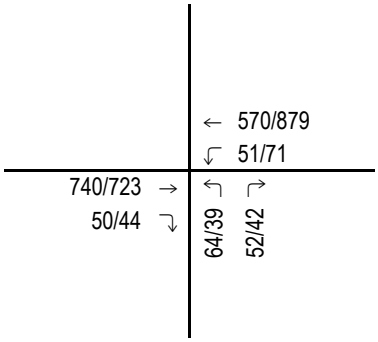
Intersection Operation

Project traffic resulting from Alternative 1 was added to existing traffic counts and the resulting turn-movement volumes are illustrated on Figure 6a. LOS for the Existing Plus Alternative 1 condition at each of the six study area intersections was calculated. The existing LOS was then compared to the Existing Plus Alternative 1 LOS to determine (1) project impacts and (2) whether those impacts are considered significant. Table F displays the results of that analysis. Again, because all six study area intersections are two-way stop controlled, the delay displayed is the average for all turn movements of the most delayed approach.

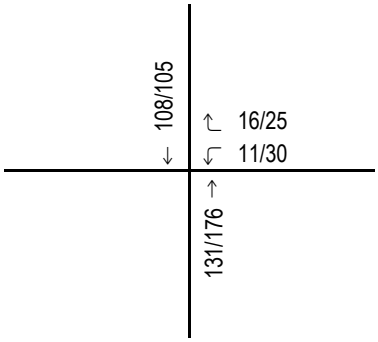
The additional trips generated by Alternative 1 would slightly increase delay at some of the study intersections during the peak periods. Average delay decreases at Watkins Avenue/Middlefield Road due to additional eastbound right-turn movements added by Alternative 1. Right-turns are facilitated with little delay thereby decreasing average delay across the approach. No intersections operating at an acceptable LOS would operate at an unacceptable LOS due to the addition of Alternative 1 traffic. Nor does Alternative 1 add 23 seconds of delay to any intersections operating at an acceptable LOS. Finally, Alternative 1 would not increase delay by greater than 0.8 seconds at either intersection



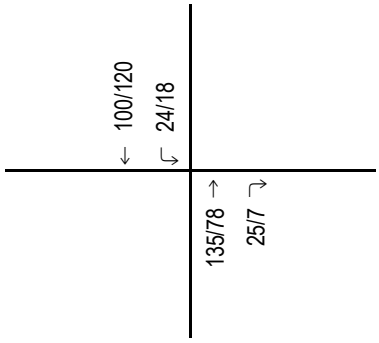
1 Fair Oaks Lane/Dinkelspiel Station Lane



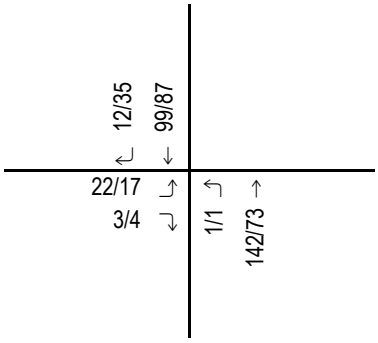
2 Watkins Avenue/Middlefield Road



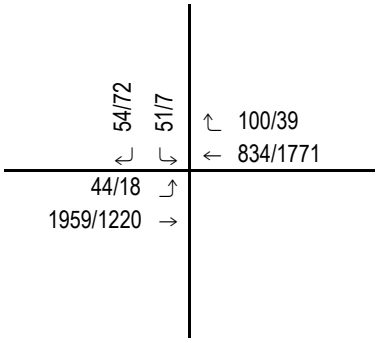
3 Watkins Avenue/Holbrook-Palmer Park Exit



4 Watkins Avenue/Holbrook-Palmer Park Entrance



5 Watkins Avenue/Dinkelspiel Station Lane



6 Watkins Avenue/El Camino Real

LSA

FIGURE 6A

123/456 AM/PM Volumes

Atherton Library

Existing Plus Alternative 1 Peak Hour Volumes

Table F: Existing Plus Alternative 1 Level of Service

	Intersection (LOS Standard)	Existing				Existing Plus Project			
		AM Peak Hour[1]		PM Peak Hour[2]		AM Peak Hour[1]		PM Peak Hour[2]	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Fair Oaks Lane/Dinkelspiel (Station) Lane (C)	2.9	A	2.4	A	2.9	A	2.5	A
2	Watkins Avenue/Middlefield Road (D)	34.2	D	45.3	E	34.3	D	44.2	E
3	Watkins Avenue/Park Exit (C)	9.3	A	9.7	A	9.3	A	9.8	A
4	Watkins Avenue/Park Entrance (C)	7.6	A	7.4	A	7.6	A	7.4	A
5	Watkins Avenue/Dinkelspiel (Station) Lane (C)	9.9	A	9.3	A	9.9	A	9.4	A
6	Watkins Avenue/El Camino Real (D)	59.6	F	29.9	D	59.8	F	30.3	D

[1] Highest volume hour between 7:00 a.m. and 9:00 a.m.
[2] Highest volume hour between 4:00 p.m. and 6:00 p.m.
LOS = level of service
□ = exceeds LOS standard
■ = significant impact

operating at an unacceptable LOS. Therefore, based on the traffic impact significance criteria described in this report, Alternative 1 would not result in significant adverse impacts.

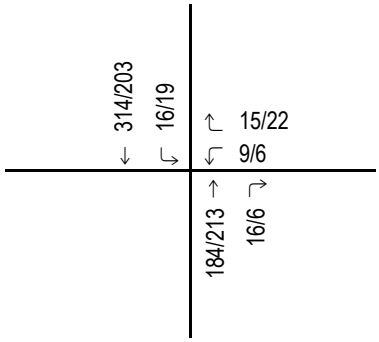
Project traffic resulting from Alternatives 2 or 3 were added to existing traffic counts and the resulting turn movement volumes are illustrated on Figure 6b. LOS for the Existing Plus Alternatives 2 or 3 conditions at the six study area intersections were calculated. The existing LOS was then compared to the Existing Plus Alternatives 2 or 3 LOS to determine (1) project impacts and (2) whether those impacts are considered significant. Table G displays the results of that analysis.

Table G: Existing Plus Alternatives 2 or 3 Levels of Service

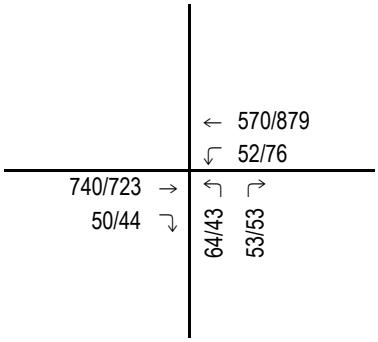
	Intersection (LOS Standard)	Existing				Existing Plus Project			
		AM Peak Hour[1]		PM Peak Hour[2]		AM Peak Hour[1]		PM Peak Hour[2]	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Fair Oaks Lane/Dinkelspiel (Station) Lane (C)	2.9	A	2.4	A	2.9	A	2.4	A
2	Watkins Avenue/Middlefield Road (D)	34.2	D	45.3	E	34.3	D	45.6	E
3	Watkins Avenue/Park Exit (C)	9.3	A	9.7	A	9.4	A	9.8	A
4	Watkins Avenue/Park Entrance (C)	7.6	A	7.4	A	7.6	A	7.4	A
5	Watkins Avenue/Dinkelspiel (Station) Lane (C)	9.9	A	9.3	A	9.9	A	9.4	A
6	Watkins Avenue/El Camino Real (D)	59.6	F	29.9	D	60.2	F	30.5	D

[1] Highest volume hour between 7:00 a.m. and 9:00 a.m.
[2] Highest volume hour between 4:00 p.m. and 6:00 p.m.
LOS = level of service
□ = exceeds LOS standard
■ = significant impact

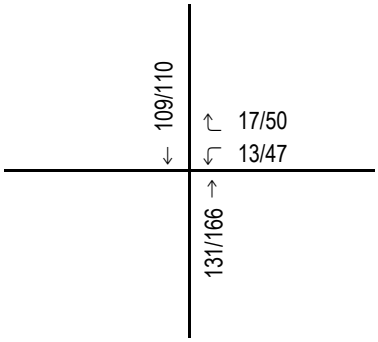
Alternatives 2 or 3 do not add 23 seconds of delay to any intersections operating at an acceptable LOS. Nor would Alternatives 2 or 3 increase delay by greater than 0.8 seconds at either intersection operating at an unacceptable LOS. Therefore, based on the traffic impact significance criteria described in this report, Alternatives 2 or 3 would not result in significant adverse impacts.



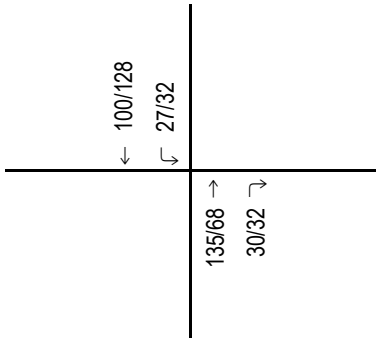
1 Fair Oaks Lane/Dinkelspiel Station Lane



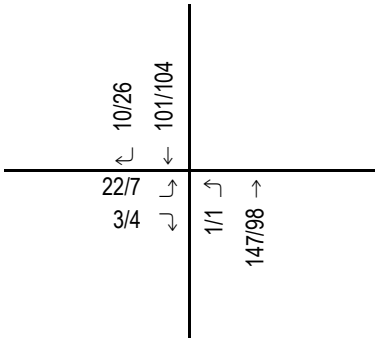
2 Watkins Avenue/Middlefield Road



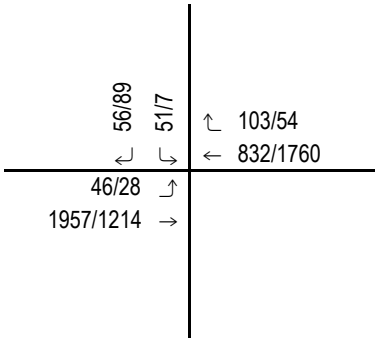
3 Watkins Avenue/Holbrook-Palmer Park Exit



4 Watkins Avenue/Holbrook-Palmer Park Entrance



5 Watkins Avenue/Dinkelspiel Station Lane



6 Watkins Avenue/El Camino Real

LSA

FIGURE 6B

123/456 AM/PM Volumes

Atherton Library

Existing Plus Alternative 2 or 3 Peak Hour Volumes

P:\TOA1101\Alt 2-3 Vol.xls (9/12/2011)

Parking Conditions with Project Alternatives

As described previously, the time period of highest parking demand for a library is 3:00 p.m. to 4:00 p.m. This was determined at sites surveyed for ITE *Parking Generation* (Fourth Edition, 2010) and confirmed at the existing library. The period of highest parking demand at Holbrook-Palmer Park, however, is between 7:00 p.m. and 8:00 p.m. In order to provide a complete analysis of potential parking impacts to Holbrook-Palmer Park, both time periods are analyzed in Table H.

Table H: Parking Spaces Needed

	Spaces Available at Site	Spaces Removed	Additional Parking Demand	Parking Surplus or (Shortage)
Alternative 1				
3:00 p.m.	19	0	19	0
7:00 p.m.	27	0	11	16
Alternative 2				
3:00 p.m.	88	0	33	55
7:00 p.m.	60	0	25	35
Alternative 3				
3:00 p.m.	88	58	33	(3)
7:00 p.m.	60	58	25	(23)

Surveys at the existing library found that parking demand during the 7:00 p.m. hour was approximately 43 percent of peak 3:00 p.m. demand. This is, however, much lower than other surveys conducted by ITE. In order to provide a conservative analysis, a higher, 75 percent of peak-parking rate was chosen to represent parking demand during the 7:00 p.m. hour.

As Table H shows, Alternative 1 (expansion of the existing library site) would require no additional parking spaces. However, peak demand on a typical day is expected to fully utilize all available parking spaces.

Alternative 2 (replacing Main House in Holbrook-Palmer Park with a new library) would not require any additional parking spaces. Sufficient unutilized parking currently exists in the park during both peak-library parking demand and peak-park parking demand to absorb the increased parking demand generated by the new library.

Alternative 3 (placing the new library on the Northern Lot in Holbrook-Palmer Park) would require 23 additional parking spaces to accommodate total park demand during the 7:00 p.m. hour. Figure 2c illustrates plans to add additional parking adjacent to the Central Lot. According to the Urban Land Institute *Dimensions of Parking, Fourth Edition,* 270 to 300 sf per parking space is a reasonable estimate for a surface parking lot. By this estimate, approximately 6,900 sf of currently green space would need to be used for parking under this alternative.

SATURDAY ANALYSIS

Holbrook-Palmer Park is a popular location on weekends for events and recreation. As such, the Town requested that conditions without and with the project be analyzed for a typical Saturday. The purpose of this analysis is to determine whether Holbrook-Palmer Park's driveways or parking lots would be more severely impacted on Saturday than they would be on a weekday.

Intersection Operation

In addition to intersection turn movement counts collected at all study area intersections during AM and PM peak periods on a weekday, turn movement counts were collected at the park driveways between 11:00 a.m. and 1:00 p.m. on Saturday, May 21, 2011. These counts are displayed on Figure 7. Project trips were determined using ITE *Trip Generation* Manual (Eighth Edition, 2008) Saturday trip generation rates. Table I presents the project trips anticipated on a Saturday.

Table I: Project Saturday Trip Generation

Land Use (ITE Land Use Code)	Size	Unit	ADT	Midday Peak Hour		
				In	Out	Total
Trip Rates[1]						
Library (590)		TSF	46.55	3.58	3.17	6.75
Trip Generation						
New Library (590)	11.1	TSF	517	40	35	75
Alternatives 2 and 3[2]						
New Trip Generation			517	40	35	75

[1] Trip Rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, Eighth Edition (2008).
[2] Trip Generation of Alternatives 2 and 3 is the full new library.
ADT = average daily traffic
TSF = thousand square feet

Similar to the weekday analysis, project trips were distributed eastbound and westbound at the park driveways. The resulting traffic volumes with the project are illustrated on Figure 7. Table J displays Saturday midday LOS without and with the project. As the table shows, no impacts to the park driveways are anticipated on Saturday as a result of the project.

Table J: Existing Saturday Plus Alternatives 2 or 3 Levels of Service

	Intersection (LOS Standard)	Saturday Midday[1]		Saturday Plus Project	
		Delay	LOS	Delay	LOS
3	Watkins Avenue/Park Exit (C)	9.1	A	9.2	A
4	Watkins Avenue/Park Entrance (C)	7.4	A	7.5	A

[1] Highest volume hour between 11:00 a.m. and 1:00 p.m.
LOS = level of service

	Existing Saturday	Existing Saturday Plus Alternative 2 or 3
	79 ↓ ↱ 38 ↰ 47 ↑ 62 3 Watkins Avenue/Holbrook-Palmer Park Exit	95 ↓ ↱ 59 ↰ 61 ↑ 62 3 Watkins Avenue/Holbrook-Palmer Park Exit
	108 ↓ 20 ↳ ↑ 67 ↱ 18 4 Watkins Avenue/Holbrook-Palmer Park Entrance	122 ↓ 36 ↳ ↑ 67 ↱ 42 4 Watkins Avenue/Holbrook-Palmer Park Entrance

LSA

FIGURE 7

1234 Midday Volumes

Atherton Library

Existing Saturday and Saturday Plus Alternative 2 or 3 Midday Peak Hour Volumes

Parking

All Traffic Data collected parking accumulation counts at Holbrook-Palmer Park between the hours of 10:00 a.m. and 5:00 p.m. on Saturday, May 21, 2011. The result of that survey is provided on Table K. Unlike the surveyed weekday, the highest parking demand occurred in the morning at 10:00 a.m. At that time, 75 spaces were utilized and 49 were available. LSA consulted the schedule of events for Holbrook-Palmer Park. Weddings are occasionally held at the park, but none occurred on the surveyed day. The survey results are believed to represent a typical Saturday at the park. It should be noted that fewer than 40 percent of the Northern Lot was utilized during this typical Saturday.

Table K: Existing Holbrook-Palmer Park Saturday Parking Availability

	Vehicles Parked			Total Available (124)
	Northern Lot (58 Spaces)	Central Lot (22 Spaces)	Civic Core Lot (44 Spaces)	
10:00 a.m.	19	15	41	49
11:00 a.m.	12	14	41	57
12:00 p.m.	5	18	26	75
1:00 p.m.	4	3	29	88
2:00 p.m.	16	11	11	86
3:00 p.m.	21	11	6	86
4:00 p.m.	15	4	5	100
5:00 p.m.	9	0	6	109

ITE *Parking Generation* (Fourth Edition, 2010) provides limited data regarding weekend parking demand for libraries. The sites that were surveyed on a weekday, Saturday, and Sunday revealed parking rates that were 71 percent of weekday demand on Saturday and 87 percent of weekday demand on Sunday. LSA used the more conservative 87 percent figure to determine weekend peak-parking demand for the library of 29 vehicles.

While weekend peak-parking demand is lower than weekday peak-parking demand for the library, total parking demand was higher during much of surveyed weekend for Holbrook-Palmer Park. An analysis of potential impacts to Holbrook-Palmer Park was conducted to determine if the library weekend parking demand would exceed the park's available weekend parking. The highest parking demand at the park (10:00 a.m.) is not the highest hour for parking at the library. Both ITE *Parking Generation* (Fourth Edition, 2010) and surveys of the existing library found parking demand at 10:00 a.m. to be approximately 57 percent of peak-parking demand, or 17 spaces.

As Table L shows, Alternative 2 (replacing Main House in Holbrook-Palmer Park with a new library) would not require any additional parking spaces to accommodate weekend parking demand. Alternative 3 (placing the new library on the Northern Lot in Holbrook-Palmer Park) would require 26 additional parking spaces to accommodate total park demand during the 10:00 a.m. hour. This is greater than the number of parking spaces required for weekday parking. Based on the estimate of 270 to 300 sf per parking space provided earlier, approximately 7,800 sf of currently green space would need to be used for parking under Alternative 3.

Table L: Parking Spaces Needed

	Spaces Available at Site	Spaces Removed	Additional Parking Demand	Parking Surplus or (Shortage)
Alternative 2				
10:00 a.m.	49	0	17	32
3:00 p.m.	86	0	29	57
Alternative 3				
10:00 a.m.	49	58	17	(26)
3:00 p.m.	86	58	29	(1)

SUMMARY

Alternative 1

Alternative 1 would place the new 11,100 sf library at the site of the existing 4,790 sf library. No impacts to study area intersections are anticipated due to this alternative. No intersection mitigation would be required by this alternative. This alternative would not require any additional parking spaces. However, peak demand on a typical day is expected to fully utilize all available parking spaces.

Alternative 2

Alternative 2 would place the new 11,100 sf library in Holbrook-Palmer Park where the Main House is currently located. No impacts to study area intersections are anticipated due to this alternative. No additional parking spaces would be required in excess of existing parking at Holbrook-Palmer Park.

Alternative 3

Alternative 3 would place the new 11,100 sf library in Holbrook-Palmer Park where the northern parking lot is currently located. No impacts to study area intersections are anticipated due to this alternative. This alternative would require 26 additional parking spaces to satisfy weekend parking demand. The additional parking spaces would require that approximately 7,800 sf of currently green space be converted to parking.

CONCLUSIONS

This traffic analysis examined the potential impacts to study area intersections and parking resulting from replacing the existing library with a new 11,100 sf library. Three alternative locations for the library were examined. Additionally, impacts to Holbrook-Palmer Park on Saturday were analyzed. Based on the results of this traffic analysis, no alternative is anticipated to result in a significant impact to study area intersections. Alternative 3 would require additional parking spaces to satisfy weekday and weekend parking demand.

APPENDIX A

TRAFFIC VOLUME COUNTS

Please note that traffic counts and worksheets contained in these appendices utilize a different directional convention than the body of the report. Because the San Francisco Bay is predominantly north of the Town of Atherton, roads headed toward the bay (e.g., Fair Oaks Lane) are designated northbound-southbound in the appendices while roadways parallel to the bay (e.g., Middlefield Road) are designated eastbound-westbound in the appendices. The body of the report utilizes the same directional convention as the Town of Atherton where roadways progressing along the peninsula toward the City of San Francisco (e.g., El Camino Real) are designated northbound-southbound.

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-001 FAIR OAKS-DINKELSPIEL AM
Site Code : 00000000
Start Date : 6/1/2011
Page No : 1

Groups Printed- Unshifted

	FAIR OAKS LANE Southbound				DINKELSPIEL (STATION) LANE Westbound				FAIR OAKS LANE Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	6	46	0	52	3	0	1	4	0	25	6	31	0	0	0	0	87
07:15	6	54	0	60	8	0	0	8	0	33	2	35	0	0	0	0	103
07:30	5	87	0	92	1	0	3	4	0	40	1	41	0	0	0	0	137
07:45	5	82	0	87	1	0	3	4	0	49	1	50	0	0	0	0	141
Total	22	269	0	291	13	0	7	20	0	147	10	157	0	0	0	0	468
08:00	6	78	0	84	3	0	4	7	0	39	5	44	0	0	0	0	135
08:15	1	75	0	76	3	0	1	4	0	53	6	59	0	0	0	0	139
08:30	4	79	0	83	3	0	7	10	0	43	6	49	0	0	0	0	142
08:45	2	51	0	53	6	0	1	7	0	41	1	42	0	0	0	0	102
Total	13	283	0	296	15	0	13	28	0	176	18	194	0	0	0	0	518
Grand Total	35	552	0	587	28	0	20	48	0	323	28	351	0	0	0	0	986
Apprch %	6	94	0		58.3	0	41.7		0	92	8		0	0	0		
Total %	3.5	56	0	59.5	2.8	0	2	4.9	0	32.8	2.8	35.6	0	0	0	0	

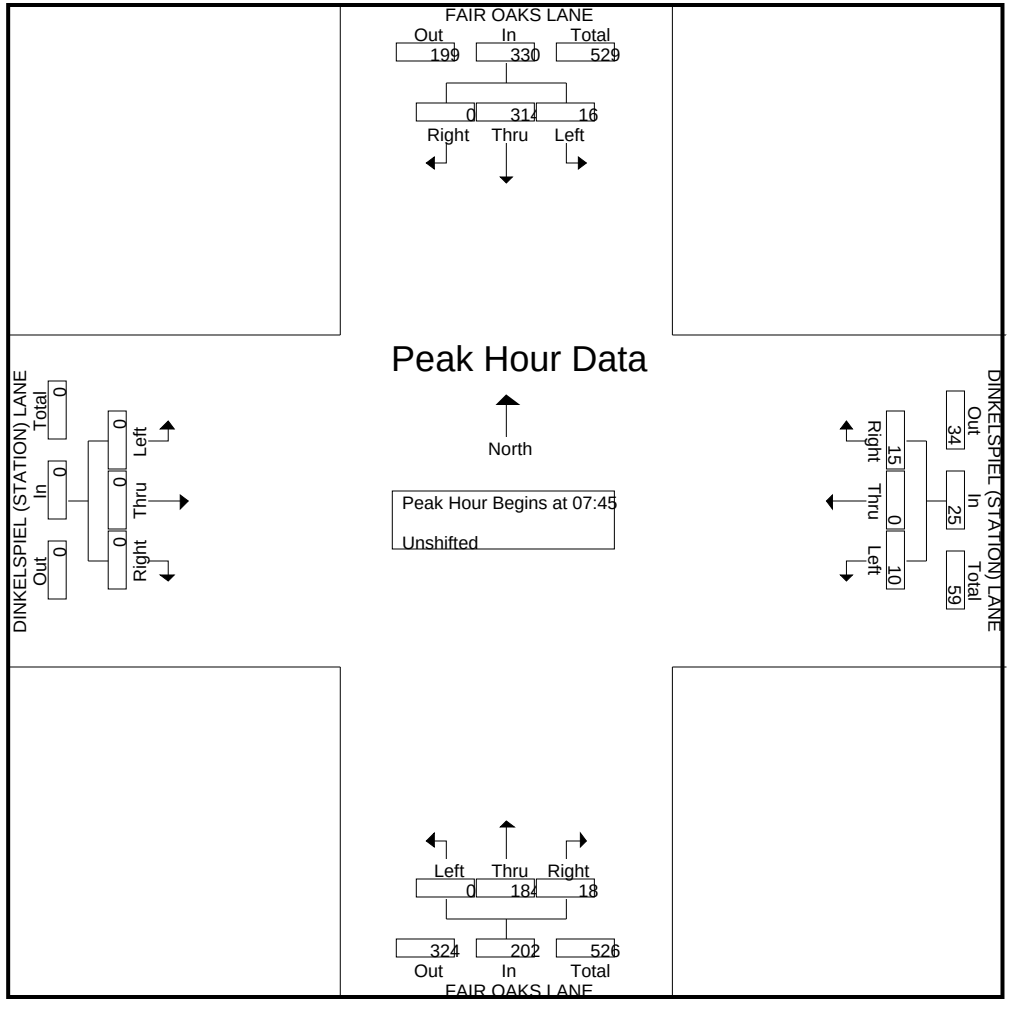
	FAIR OAKS LANE Southbound				DINKELSPIEL (STATION) LANE Westbound				FAIR OAKS LANE Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	5	**82**	0	**87**	1	0	3	4	0	49	1	50	0	0	0	0	141
08:00	**6**	78	0	84	**3**	0	4	7	0	39	5	44	0	0	0	0	135
08:15	1	75	0	76	3	0	1	4	0	**53**	**6**	**59**	0	0	0	0	139
08:30	4	79	0	83	3	0	**7**	**10**	0	43	6	49	0	0	0	0	**142**
Total Volume	16	314	0	330	10	0	15	25	0	184	18	202	0	0	0	0	557
% App. Total	4.8	95.2	0		40	0	60		0	91.1	8.9		0	0	0		
PHF	.667	.957	.000	.948	.833	.000	.536	.625	.000	.868	.750	.856	.000	.000	.000	.000	.981

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-001 FAIR OAKS-DINKELSPIEL AM
Site Code : 00000000
Start Date : 6/1/2011
Page No : 2



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-001 FAIR OAKS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/26/2011
Page No : 1

Groups Printed- Unshifted

	FAIR OAKS LANE Southbound				DINKELSPIEL (STATION) LANE Westbound				FAIR OAKS LANE Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
16:00	9	52	0	61	6	0	7	13	0	69	5	74	0	0	0	0	148
16:15	5	51	0	56	8	0	14	22	0	44	3	47	0	0	0	0	125
16:30	3	50	0	53	1	0	2	3	0	55	3	58	0	0	0	0	114
16:45	2	50	0	52	2	0	2	4	0	45	3	48	0	0	0	0	104
Total	19	203	0	222	17	0	25	42	0	213	14	227	0	0	0	0	491
17:00	1	56	0	57	5	0	6	11	0	50	4	54	0	0	0	0	122
17:15	5	59	0	64	4	0	5	9	0	45	2	47	0	0	0	0	120
17:30	9	63	0	72	3	0	2	5	0	46	1	47	0	0	0	0	124
17:45	2	54	0	56	3	0	3	6	0	37	2	39	0	0	0	0	101
Total	17	232	0	249	15	0	16	31	0	178	9	187	0	0	0	0	467
Grand Total	36	435	0	471	32	0	41	73	0	391	23	414	0	0	0	0	958
Apprch %	7.6	92.4	0		43.8	0	56.2		0	94.4	5.6		0	0	0		
Total %	3.8	45.4	0	49.2	3.3	0	4.3	7.6	0	40.8	2.4	43.2	0	0	0	0	

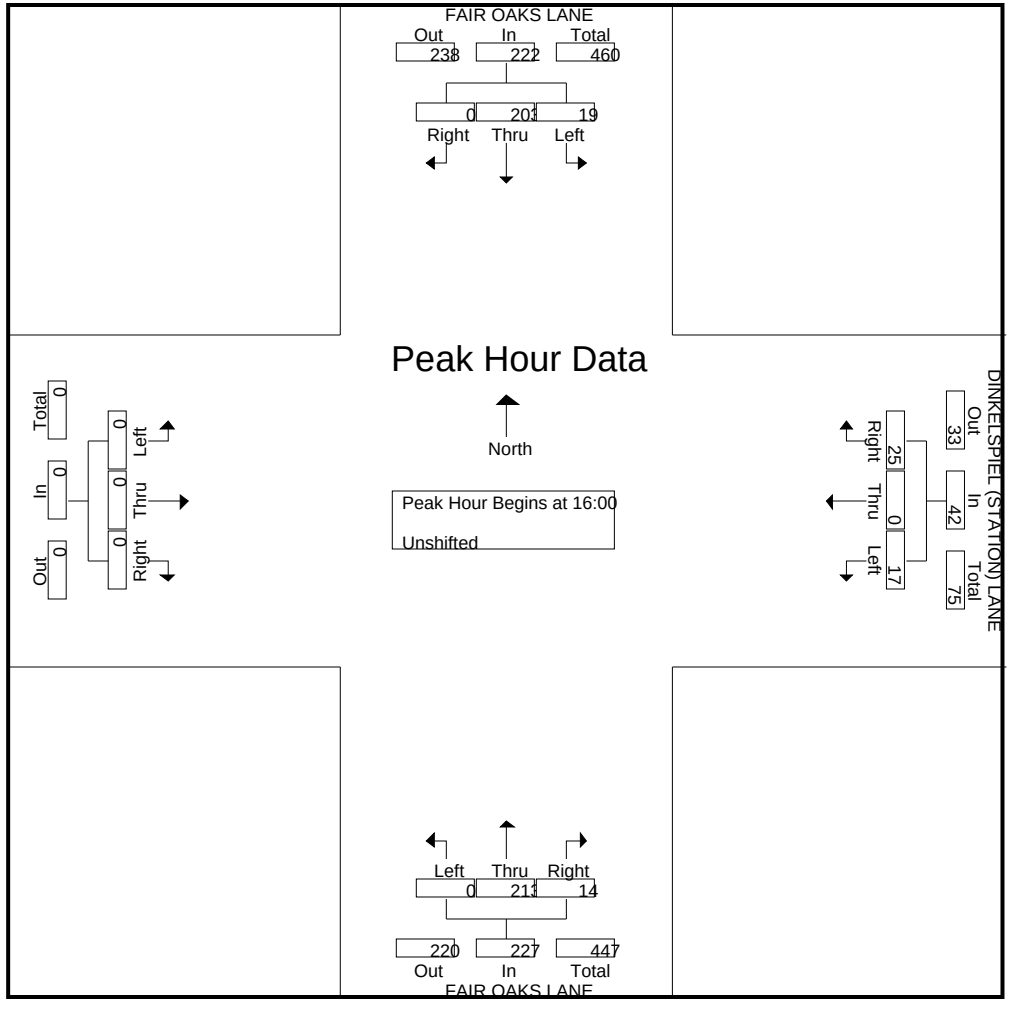
	FAIR OAKS LANE Southbound				DINKELSPIEL (STATION) LANE Westbound				FAIR OAKS LANE Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	**9**	**52**	0	**61**	6	0	7	13	0	**69**	**5**	**74**	0	0	0	0	**148**
16:15	5	51	0	56	**8**	0	**14**	**22**	0	44	3	47	0	0	0	0	125
16:30	3	50	0	53	1	0	2	3	0	55	3	58	0	0	0	0	114
16:45	2	50	0	52	2	0	2	4	0	45	3	48	0	0	0	0	104
Total Volume	19	203	0	222	17	0	25	42	0	213	14	227	0	0	0	0	491
% App. Total	8.6	91.4	0		40.5	0	59.5		0	93.8	6.2		0	0	0		
PHF	.528	.976	.000	.910	.531	.000	.446	.477	.000	.772	.700	.767	.000	.000	.000	.000	.829

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-001 FAIR OAKS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/26/2011
Page No : 2



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-003 WATKINS-MIDDLEFIELD
Site Code : 00000000
Start Date : 5/25/2011
Page No : 1

Groups Printed- Unshifted

	Southbound				MIDDLEFIELD RD. Westbound				WATKINS AVE. Northbound				MIDDLEFIELD RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	2	54	0	56	4	0	5	9	0	119	11	130	195
07:15	0	0	0	0	9	85	0	94	11	0	4	15	0	190	15	205	314
07:30	0	0	0	0	18	100	0	118	16	0	7	23	0	182	21	203	344
07:45	0	0	0	0	8	110	0	118	16	0	29	45	0	239	12	251	414
Total	0	0	0	0	37	349	0	386	47	0	45	92	0	730	59	789	1267
08:00	0	0	0	0	14	127	0	141	21	0	11	32	0	184	18	202	375
08:15	0	0	0	0	17	134	0	151	15	0	10	25	0	154	13	167	343
08:30	0	0	0	0	10	157	0	167	17	0	13	30	0	181	10	191	388
08:45	0	0	0	0	9	152	0	161	11	0	18	29	0	221	9	230	420
Total	0	0	0	0	50	570	0	620	64	0	52	116	0	740	50	790	1526
16:00	0	0	0	0	16	195	0	211	16	0	12	28	0	143	15	158	397
16:15	0	0	0	0	8	221	0	229	10	0	14	24	0	160	10	170	423
16:30	0	0	0	0	14	235	0	249	9	0	11	20	0	160	4	164	433
16:45	0	0	0	0	23	238	0	261	13	0	9	22	0	169	15	184	467
Total	0	0	0	0	61	889	0	950	48	0	46	94	0	632	44	676	1720
17:00	0	0	0	0	16	221	0	237	11	0	8	19	0	181	10	191	447
17:15	0	0	0	0	13	222	0	235	11	0	9	20	0	169	7	176	431
17:30	0	0	0	0	14	198	0	212	4	0	10	14	0	204	12	216	442
17:45	0	0	0	0	16	226	0	242	8	0	14	22	0	166	14	180	444
Total	0	0	0	0	59	867	0	926	34	0	41	75	0	720	43	763	1764
Grand Total	0	0	0	0	207	2675	0	2882	193	0	184	377	0	2822	196	3018	6277
Apprch %	0	0	0		7.2	92.8	0		51.2	0	48.8		0	93.5	6.5		
Total %	0	0	0	0	3.3	42.6	0	45.9	3.1	0	2.9	6	0	45	3.1	48.1	

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-003 WATKINS-MIDDLEFIELD
Site Code : 00000000
Start Date : 5/25/2011

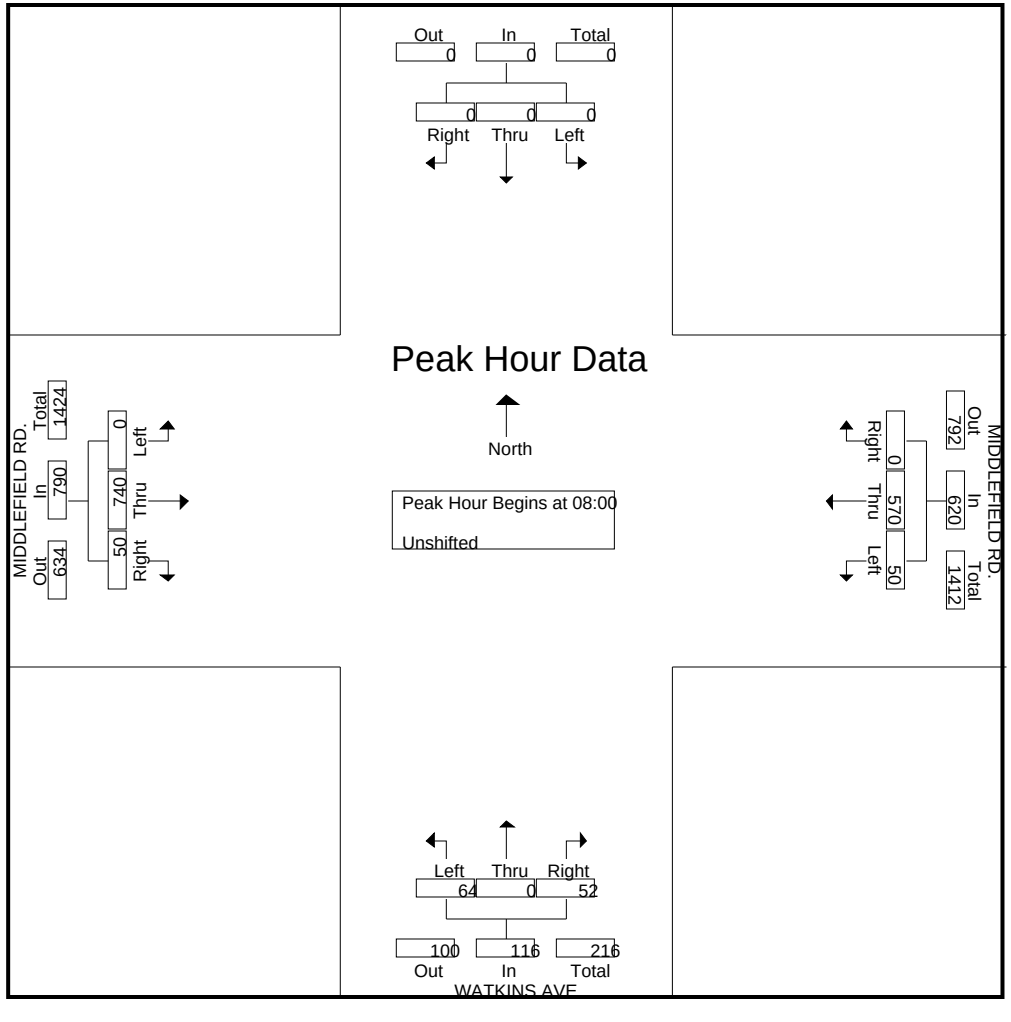
	Southbound				MIDDLEFIELD RD. Westbound				WATKINS AVE. Northbound				MIDDLEFIELD RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	14	127	0	141	**21**	0	11	**32**	0	184	**18**	202	375
08:15	0	0	0	0	**17**	134	0	151	15	0	10	25	0	154	13	167	343
08:30	0	0	0	0	10	**157**	0	**167**	17	0	13	30	0	181	10	191	388
08:45	0	0	0	0	9	152	0	161	11	0	**18**	29	0	**221**	9	**230**	**420**
Total Volume	0	0	0	0	50	570	0	620	64	0	52	116	0	740	50	790	1526
% App. Total	0	0	0		8.1	91.9	0		55.2	0	44.8		0	93.7	6.3		
PHF	.000	.000	.000	.000	.735	.908	.000	.928	.762	.000	.722	.906	.000	.837	.694	.859	.908

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-003 WATKINS-MIDDLEFIELD
Site Code : 00000000
Start Date : 5/25/2011
Page No : 3



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-003 WATKINS-MIDDLEFIELD
Site Code : 00000000
Start Date : 5/25/2011
Page No : 4

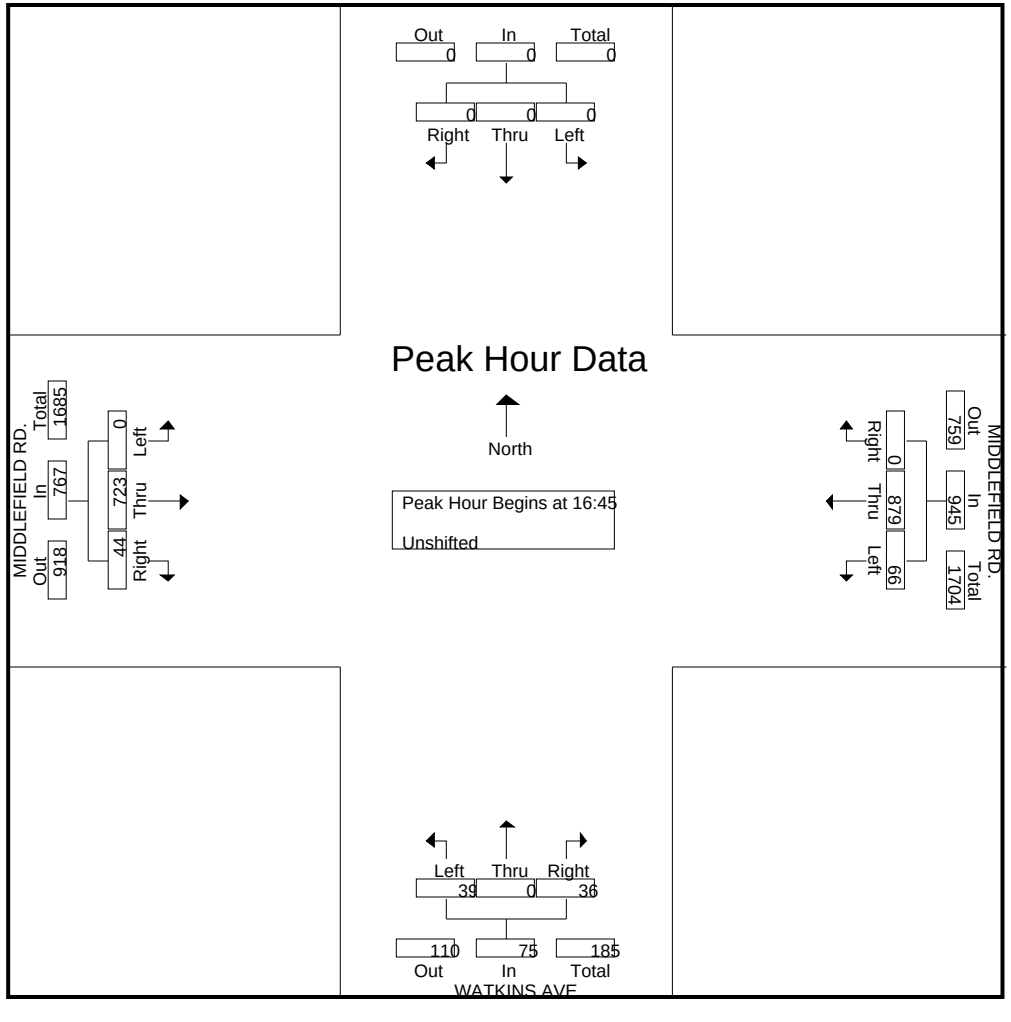
	Southbound				MIDDLEFIELD RD. Westbound				WATKINS AVE. Northbound				MIDDLEFIELD RD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	**23**	**238**	0	**261**	**13**	0	9	**22**	0	169	**15**	184	**467**
17:00	0	0	0	0	16	221	0	237	11	0	8	19	0	181	10	191	447
17:15	0	0	0	0	13	222	0	235	11	0	9	20	0	169	7	176	431
17:30	0	0	0	0	14	198	0	212	4	0	**10**	14	0	**204**	12	**216**	442
Total Volume	0	0	0	0	66	879	0	945	39	0	36	75	0	723	44	767	1787
% App. Total	0	0	0		7	93	0		52	0	48		0	94.3	5.7		
PHF	.000	.000	.000	.000	.717	.923	.000	.905	.750	.000	.900	.852	.000	.886	.733	.888	.957

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-003 WATKINS-MIDDLEFIELD
Site Code : 00000000
Start Date : 5/25/2011
Page No : 5



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/25/2011
Page No : 1

Groups Printed- Unshifted

	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	13	0	13	0	0	0	0	0	9	0	9	0	0	0	0	22
07:15	0	21	0	21	2	0	0	2	0	14	0	14	0	0	0	0	37
07:30	0	34	0	34	3	0	1	4	0	25	0	25	0	0	0	0	63
07:45	1	17	0	18	1	0	0	1	0	51	0	51	0	0	0	0	70
Total	1	85	0	86	6	0	1	7	0	99	0	99	0	0	0	0	192
08:00	0	29	0	29	2	0	2	4	0	30	0	30	0	0	0	0	63
08:15	0	38	0	38	1	0	1	2	0	26	0	26	0	0	0	0	66
08:30	0	23	0	23	7	0	13	20	0	24	0	24	0	0	0	0	67
08:45	0	18	0	18	11	0	9	20	0	16	0	16	0	0	0	0	54
Total	0	108	0	108	21	0	25	46	0	96	0	96	0	0	0	0	250
16:00	0	25	0	25	21	0	13	34	0	16	0	16	0	0	0	0	75
16:15	0	20	0	20	3	0	7	10	0	16	0	16	0	0	0	0	46
16:30	0	19	0	19	5	0	3	8	0	16	0	16	0	0	0	0	43
16:45	0	36	0	36	1	0	2	3	0	22	0	22	0	0	0	0	61
Total	0	100	0	100	30	0	25	55	0	70	0	70	0	0	0	0	225
17:00	0	26	0	26	4	0	1	5	0	13	0	13	0	0	0	0	44
17:15	1	14	0	15	1	0	4	5	0	16	0	16	0	0	0	0	36
17:30	2	25	0	27	4	0	4	8	0	8	1	9	0	0	0	0	44
17:45	2	28	0	30	1	0	6	7	0	14	1	15	0	0	0	0	52
Total	5	93	0	98	10	0	15	25	0	51	2	53	0	0	0	0	176
Grand Total	6	386	0	392	67	0	66	133	0	316	2	318	0	0	0	0	843
Apprch %	1.5	98.5	0		50.4	0	49.6		0	99.4	0.6		0	0	0		
Total %	0.7	45.8	0	46.5	7.9	0	7.8	15.8	0	37.5	0.2	37.7	0	0	0	0	

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/25/2011
Page No : 2

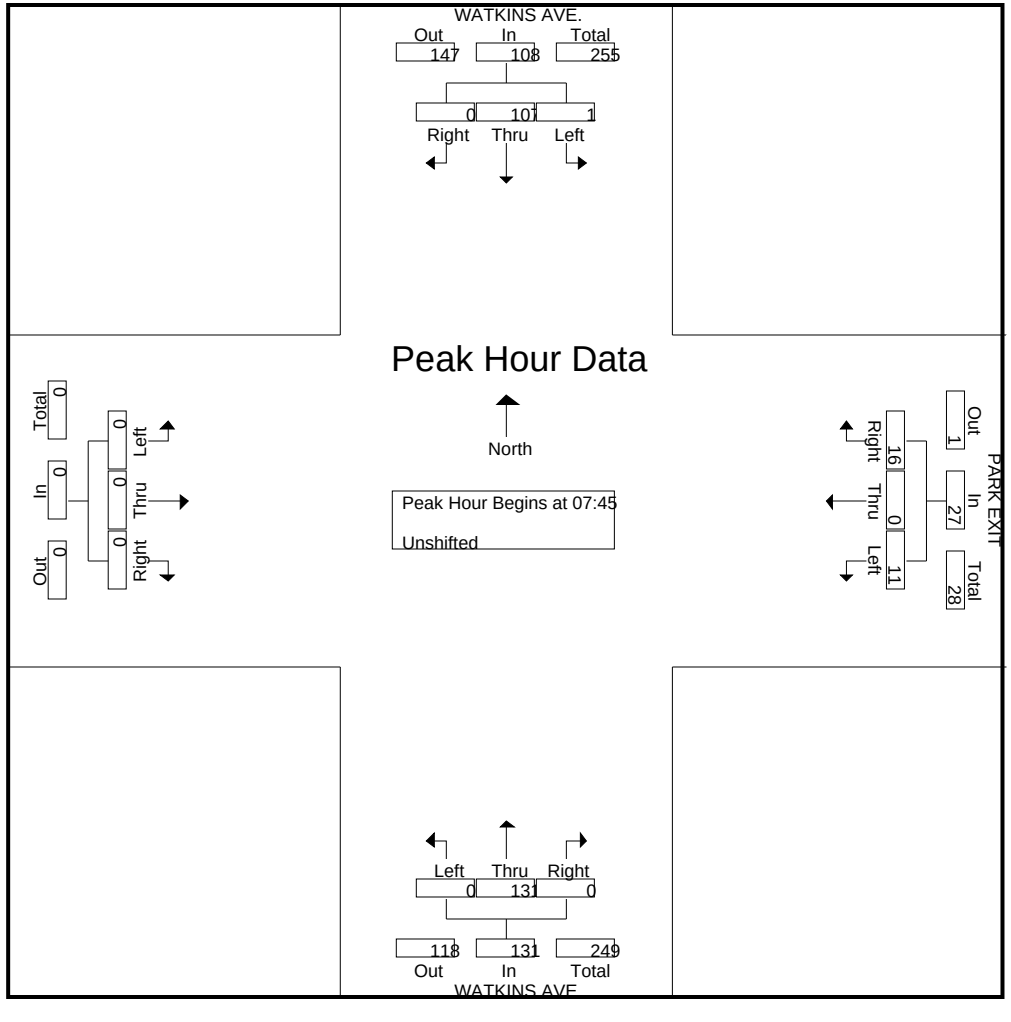
	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**1**	17	0	18	1	0	0	1	0	**51**	0	**51**	0	0	0	0	**70**
08:00	0	29	0	29	2	0	2	4	0	30	0	30	0	0	0	0	63
08:15	0	**38**	0	**38**	1	0	1	2	0	26	0	26	0	0	0	0	66
08:30	0	23	0	23	**7**	0	**13**	**20**	0	24	0	24	0	0	0	0	67
Total Volume	1	107	0	108	11	0	16	27	0	131	0	131	0	0	0	0	266
% App. Total	0.9	99.1	0		40.7	0	59.3		0	100	0		0	0	0		
PHF	.250	.704	.000	.711	.393	.000	.308	.338	.000	.642	.000	.642	.000	.000	.000	.000	.950

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/25/2011
Page No : 3



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/25/2011
Page No : 4

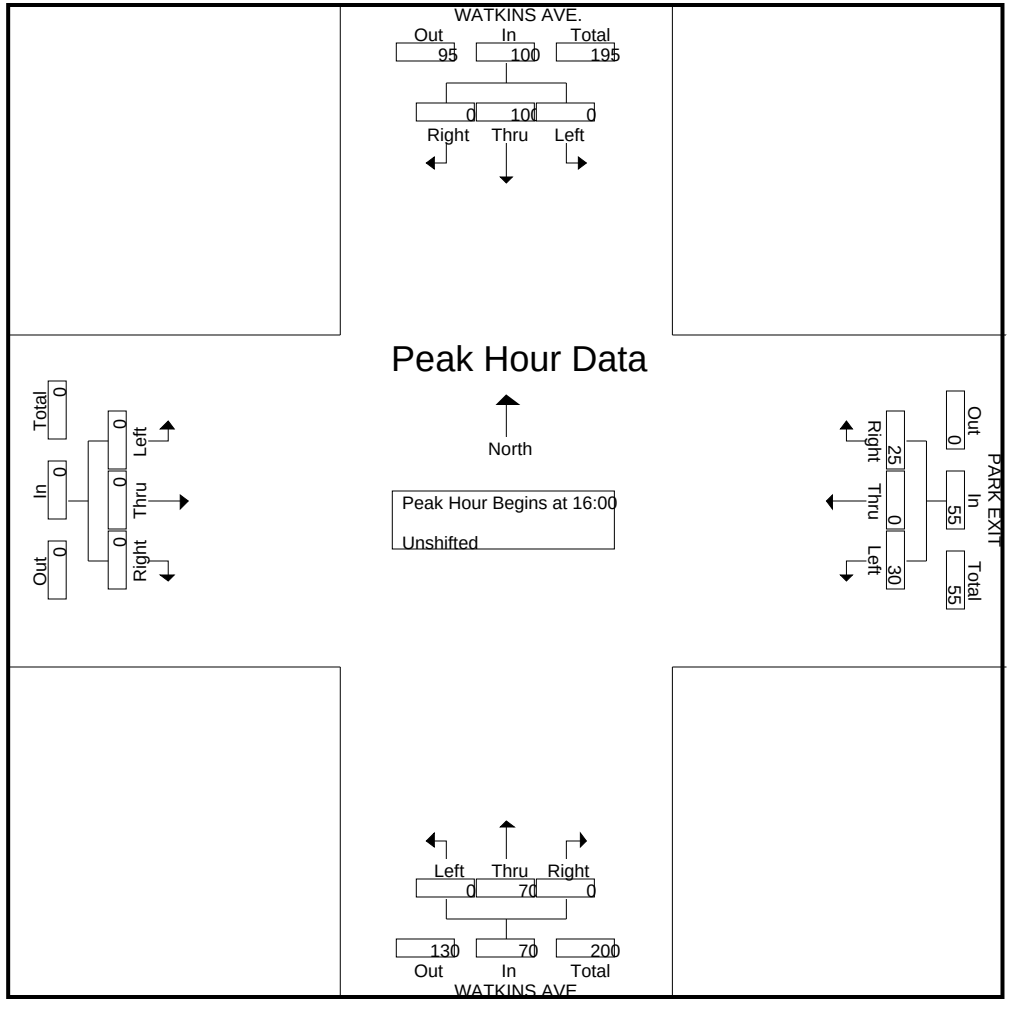
	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	25	0	25	**21**	0	**13**	**34**	0	16	0	16	0	0	0	0	**75**
16:15	0	20	0	20	3	0	7	10	0	16	0	16	0	0	0	0	46
16:30	0	19	0	19	5	0	3	8	0	16	0	16	0	0	0	0	43
16:45	0	**36**	0	**36**	1	0	2	3	0	**22**	0	**22**	0	0	0	0	61
Total Volume	0	100	0	100	30	0	25	55	0	70	0	70	0	0	0	0	225
% App. Total	0	100	0		54.5	0	45.5		0	100	0		0	0	0		
PHF	.000	.694	.000	.694	.357	.000	.481	.404	.000	.795	.000	.795	.000	.000	.000	.000	.750

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/25/2011
Page No : 5



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/21/2011
Page No : 1

Groups Printed- Unshifted

	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00	0	20	0	20	15	0	11	26	0	18	0	18	0	0	0	0	64
11:15	0	22	0	22	10	0	7	17	0	11	0	11	0	0	0	0	50
11:30	0	17	0	17	11	0	11	22	0	10	1	11	0	0	0	0	50
11:45	0	20	0	20	11	0	9	20	0	23	1	24	0	0	0	0	64
Total	0	79	0	79	47	0	38	85	0	62	2	64	0	0	0	0	228
12:00	0	21	0	21	2	0	5	7	0	10	0	10	0	0	0	0	38
12:15	0	20	0	20	3	0	1	4	0	19	0	19	0	0	0	0	43
12:30	1	18	0	19	0	0	1	1	0	11	0	11	0	0	0	0	31
12:45	0	15	0	15	2	0	2	4	0	10	0	10	0	0	0	0	29
Total	1	74	0	75	7	0	9	16	0	50	0	50	0	0	0	0	141
Grand Total	1	153	0	154	54	0	47	101	0	112	2	114	0	0	0	0	369
Apprch %	0.6	99.4	0		53.5	0	46.5		0	98.2	1.8		0	0	0		
Total %	0.3	41.5	0	41.7	14.6	0	12.7	27.4	0	30.4	0.5	30.9	0	0	0	0	

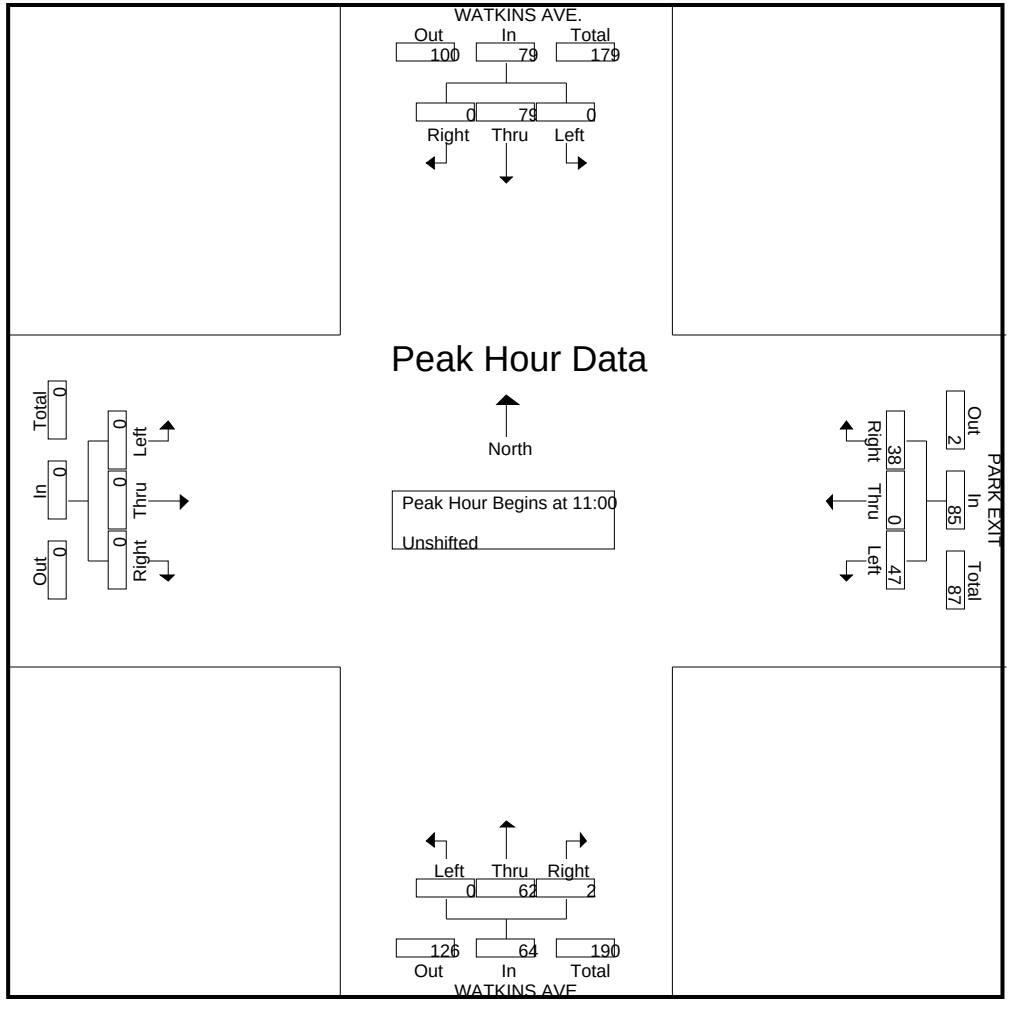
	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	0	20	0	20	**15**	0	**11**	**26**	0	18	0	18	0	0	0	0	**64**
11:15	0	**22**	0	**22**	10	0	7	17	0	11	0	11	0	0	0	0	50
11:30	0	17	0	17	11	0	11	22	0	10	**1**	11	0	0	0	0	50
11:45	0	20	0	20	11	0	9	20	0	**23**	1	**24**	0	0	0	0	64
Total Volume	0	79	0	79	47	0	38	85	0	62	2	64	0	0	0	0	228
% App. Total	0	100	0		55.3	0	44.7		0	96.9	3.1		0	0	0		
PHF	.000	.898	.000	.898	.783	.000	.864	.817	.000	.674	.500	.667	.000	.000	.000	.000	.891

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-006 WATKINS-PARK EXIT
Site Code : 00000000
Start Date : 5/21/2011
Page No : 2



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/25/2011
Page No : 1

Groups Printed- Unshifted

	WATKINS AVE. Southbound				PARK ENTRANCE Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	1	11	0	12	0	0	0	0	0	9	2	11	0	0	0	0	23
07:15	1	22	0	23	0	0	0	0	0	14	5	19	0	0	0	0	42
07:30	3	33	0	36	0	0	0	0	0	27	1	28	0	0	0	0	64
07:45	2	18	0	20	0	0	0	0	0	50	3	53	0	0	0	0	73
Total	7	84	0	91	0	0	0	0	0	100	11	111	0	0	0	0	202
08:00	1	28	0	29	0	0	0	0	0	31	5	36	0	0	0	0	65
08:15	18	20	0	38	0	0	0	0	0	27	16	43	0	0	0	0	81
08:30	12	16	0	28	0	0	0	0	0	23	11	34	0	0	0	0	62
08:45	5	27	0	32	0	0	0	0	0	15	10	25	0	0	0	0	57
Total	36	91	0	127	0	0	0	0	0	96	42	138	0	0	0	0	265
16:00	8	39	0	47	0	0	0	0	0	16	2	18	0	0	0	0	65
16:15	5	20	0	25	0	0	0	0	0	17	0	17	0	0	0	0	42
16:30	1	22	0	23	0	0	0	0	0	17	2	19	0	0	0	0	42
16:45	4	34	0	38	0	0	0	0	0	22	3	25	0	0	0	0	63
Total	18	115	0	133	0	0	0	0	0	72	7	79	0	0	0	0	212
17:00	7	22	0	29	0	0	0	0	0	13	2	15	0	0	0	0	44
17:15	3	14	0	17	0	0	0	0	0	18	3	21	0	0	0	0	38
17:30	5	21	0	26	0	0	0	0	0	6	4	10	0	0	0	0	36
17:45	8	22	0	30	0	0	0	0	0	15	3	18	0	0	0	0	48
Total	23	79	0	102	0	0	0	0	0	52	12	64	0	0	0	0	166
Grand Total	84	369	0	453	0	0	0	0	0	320	72	392	0	0	0	0	845
Apprch %	18.5	81.5	0		0	0	0		0	81.6	18.4		0	0	0		
Total %	9.9	43.7	0	53.6	0	0	0	0	0	37.9	8.5	46.4	0	0	0	0	

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/25/2011
Page No : 2

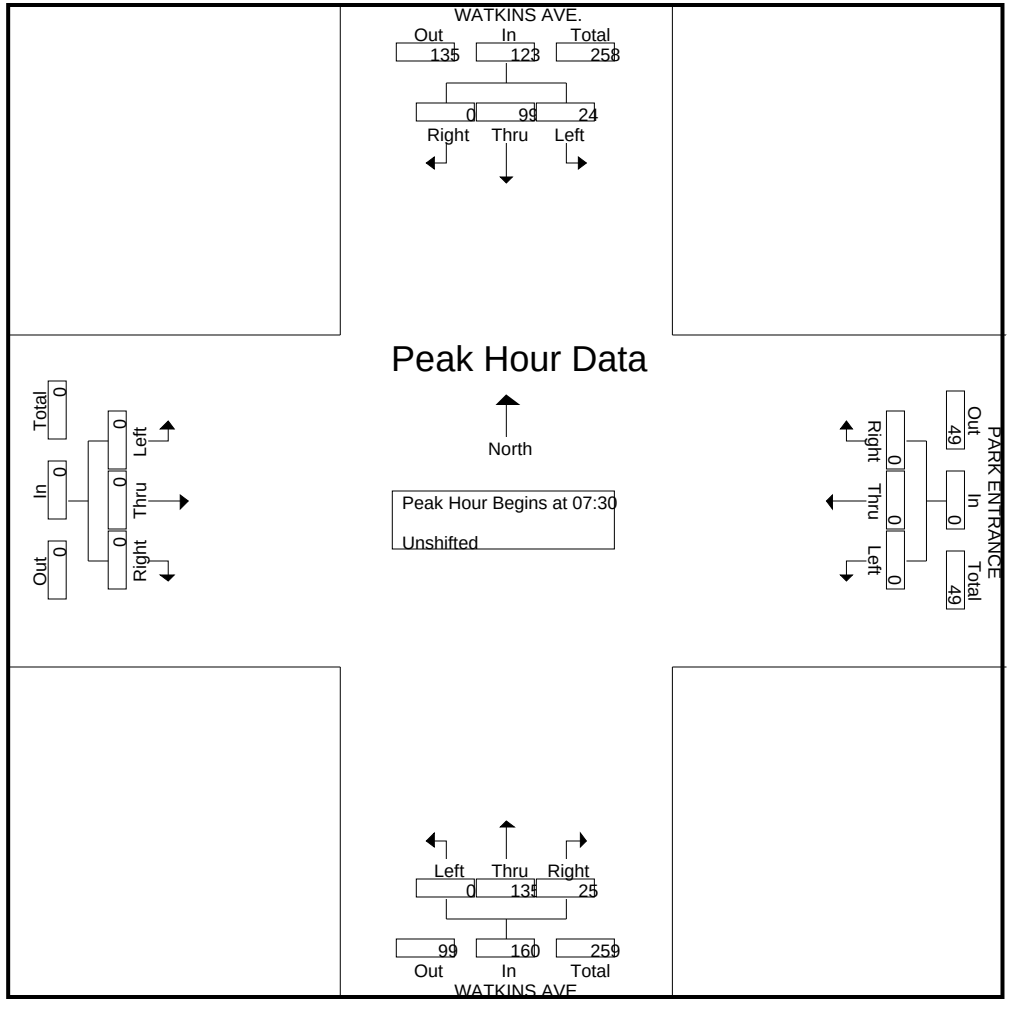
	WATKINS AVE. Southbound				PARK ENTRANCE Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	3	**33**	0	36	0	0	0	0	0	27	1	28	0	0	0	0	64
07:45	2	18	0	20	0	0	0	0	0	**50**	3	**53**	0	0	0	0	73
08:00	1	28	0	29	0	0	0	0	0	31	5	36	0	0	0	0	65
08:15	**18**	20	0	**38**	0	0	0	0	0	27	**16**	43	0	0	0	0	**81**
Total Volume	24	99	0	123	0	0	0	0	0	135	25	160	0	0	0	0	283
% App. Total	19.5	80.5	0		0	0	0		0	84.4	15.6		0	0	0		
PHF	.333	.750	.000	.809	.000	.000	.000	.000	.000	.675	.391	.755	.000	.000	.000	.000	.873

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/25/2011
Page No : 3



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/25/2011
Page No : 4

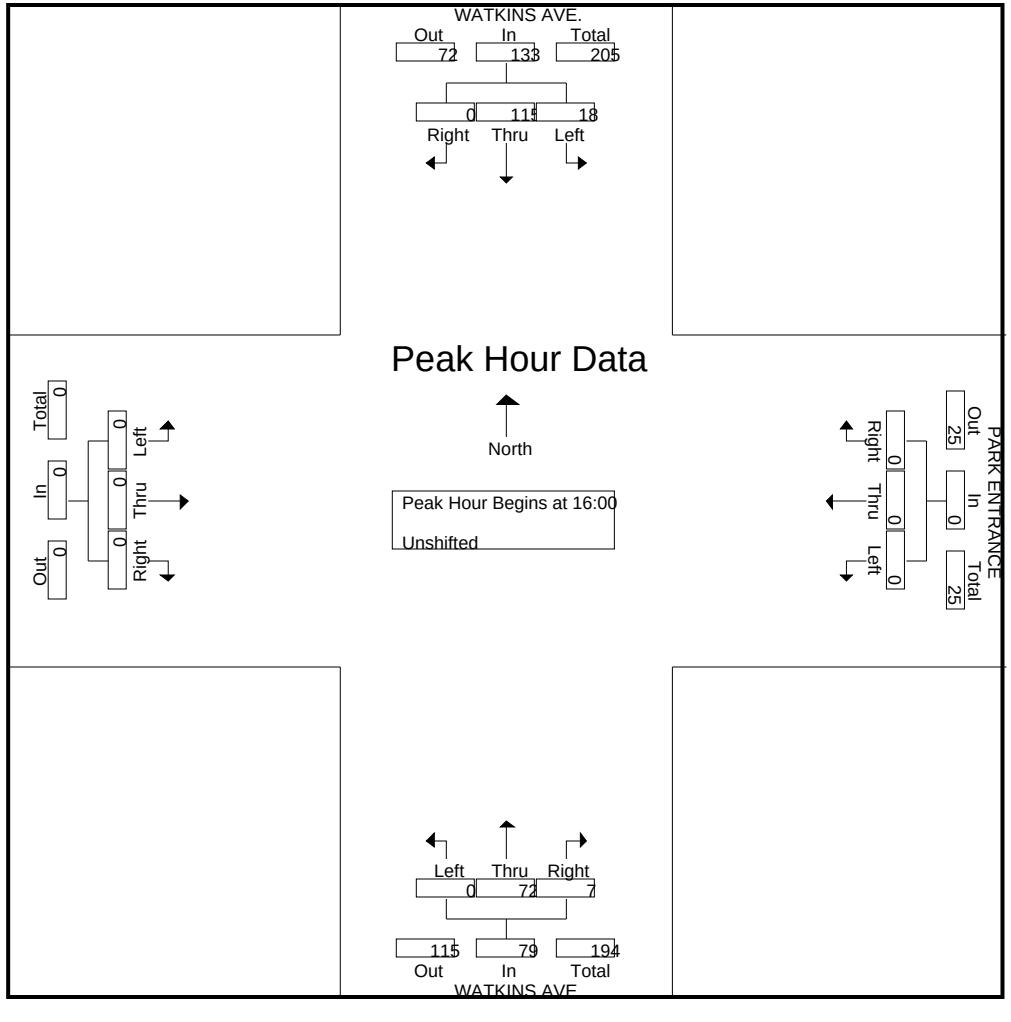
	WATKINS AVE. Southbound				PARK ENTRANCE Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	**8**	**39**	0	**47**	0	0	0	0	0	16	2	18	0	0	0	0	**65**
16:15	5	20	0	25	0	0	0	0	0	17	0	17	0	0	0	0	42
16:30	1	22	0	23	0	0	0	0	0	17	2	19	0	0	0	0	42
16:45	4	34	0	38	0	0	0	0	0	**22**	**3**	**25**	0	0	0	0	63
Total Volume	18	115	0	133	0	0	0	0	0	72	7	79	0	0	0	0	212
% App. Total	13.5	86.5	0		0	0	0		0	91.1	8.9		0	0	0		
PHF	.563	.737	.000	.707	.000	.000	.000	.000	.000	.818	.583	.790	.000	.000	.000	.000	.815

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/25/2011
Page No : 5



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/21/2011
Page No : 1

Groups Printed- Unshifted

	WATKINS AVE. Southbound				PARK ENTRANCE Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00	5	29	0	34	0	0	0	0	0	19	9	28	0	0	0	0	62
11:15	4	27	0	31	1	0	0	1	0	12	1	13	0	0	0	0	45
11:30	5	24	0	29	0	0	0	0	0	12	3	15	0	0	0	0	44
11:45	6	28	0	34	0	0	0	0	0	24	5	29	0	0	0	0	63
Total	20	108	0	128	1	0	0	1	0	67	18	85	0	0	0	0	214
12:00	3	17	0	20	0	0	0	0	0	11	3	14	0	0	0	0	34
12:15	4	20	0	24	0	0	0	0	0	14	2	16	0	0	0	0	40
12:30	4	16	0	20	0	0	0	0	0	11	1	12	0	0	0	0	32
12:45	3	17	0	20	0	0	0	0	0	10	5	15	0	0	0	0	35
Total	14	70	0	84	0	0	0	0	0	46	11	57	0	0	0	0	141
Grand Total	34	178	0	212	1	0	0	1	0	113	29	142	0	0	0	0	355
Apprch %	16	84	0		100	0	0		0	79.6	20.4		0	0	0		
Total %	9.6	50.1	0	59.7	0.3	0	0	0.3	0	31.8	8.2	40	0	0	0	0	

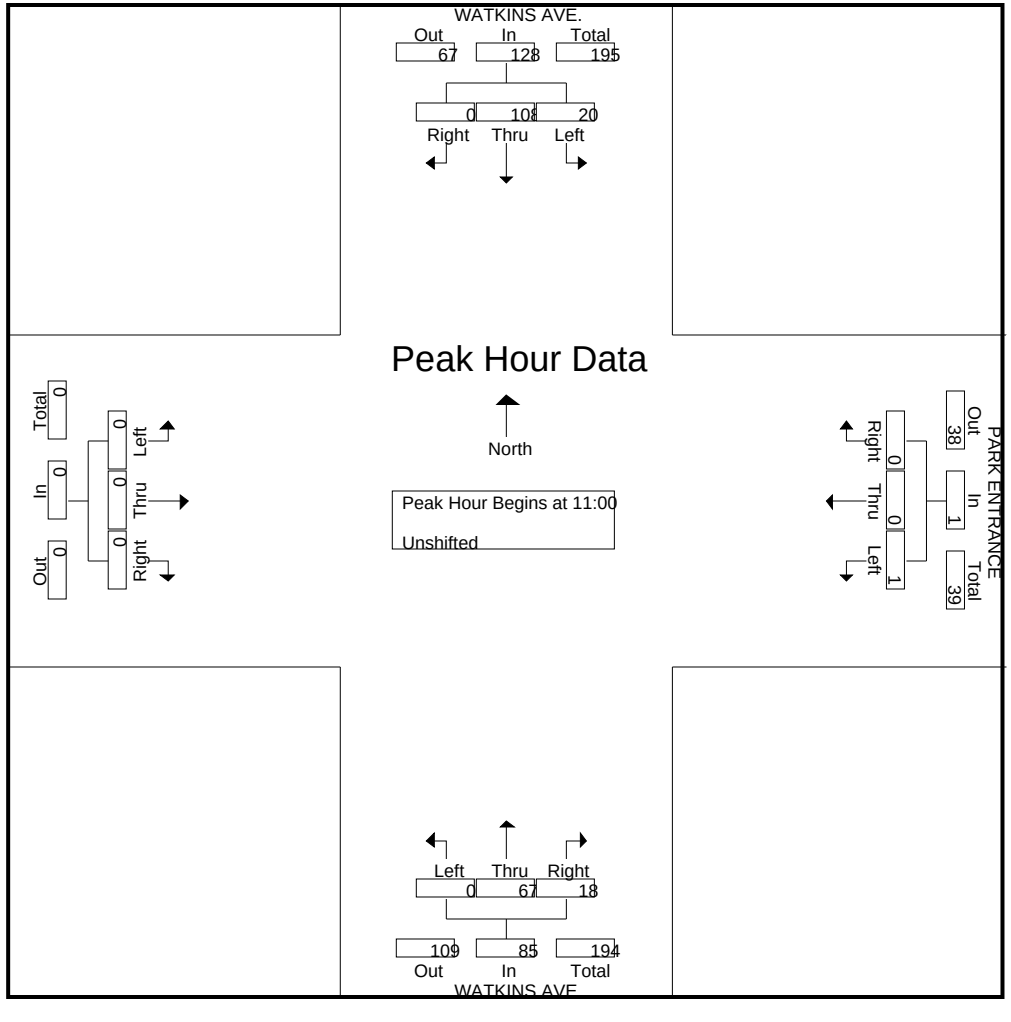
	WATKINS AVE. Southbound				PARK ENTRANCE Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00																	
11:00	5	**29**	0	**34**	0	0	0	0	0	19	**9**	28	0	0	0	0	62
11:15	4	27	0	31	**1**	0	0	**1**	0	12	1	13	0	0	0	0	45
11:30	5	24	0	29	0	0	0	0	0	12	3	15	0	0	0	0	44
11:45	**6**	28	0	34	0	0	0	0	0	**24**	5	**29**	0	0	0	0	**63**
Total Volume	20	108	0	128	1	0	0	1	0	67	18	85	0	0	0	0	214
% App. Total	15.6	84.4	0		100	0	0		0	78.8	21.2		0	0	0		
PHF	.833	.931	.000	.941	.250	.000	.000	.250	.000	.698	.500	.733	.000	.000	.000	.000	.849

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-005 WATKINS-PARK ENTRANCE
Site Code : 00000000
Start Date : 5/21/2011
Page No : 2



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-002 WATKINS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 1

Groups Printed- Unshifted

	WATKINS AVE. Southbound				Westbound				WATKINS AVE. Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	12	0	12	0	0	0	0	0	11	0	11	2	0	0	2	25
07:15	0	22	2	24	0	0	0	0	0	19	0	19	0	0	0	0	43
07:30	0	37	1	38	0	0	0	0	0	27	0	27	4	0	1	5	70
07:45	0	17	1	18	0	0	0	0	0	45	0	45	6	0	1	7	70
Total	0	88	4	92	0	0	0	0	0	102	0	102	12	0	2	14	208
08:00	0	31	1	32	0	0	0	0	1	37	0	38	6	0	0	6	76
08:15	0	14	8	22	0	0	0	0	0	33	0	33	6	0	1	7	62
08:30	0	18	1	19	0	0	0	0	0	33	0	33	1	0	0	1	53
08:45	0	25	1	26	0	0	0	0	1	23	0	24	5	0	0	5	55
Total	0	88	11	99	0	0	0	0	2	126	0	128	18	0	1	19	246
16:00	0	28	12	40	0	0	0	0	0	20	0	20	1	0	2	3	63
16:15	0	16	4	20	0	0	0	0	0	14	0	14	2	0	1	3	37
16:30	0	12	6	18	0	0	0	0	0	16	0	16	5	0	1	6	40
16:45	0	31	8	39	0	0	0	0	1	23	0	24	3	0	0	3	66
Total	0	87	30	117	0	0	0	0	1	73	0	74	11	0	4	15	206
17:00	0	19	3	22	0	0	0	0	1	13	0	14	3	0	0	3	39
17:15	0	14	2	16	0	0	0	0	1	14	0	15	6	0	0	6	37
17:30	0	14	5	19	0	0	0	0	1	7	0	8	2	0	0	2	29
17:45	0	18	6	24	0	0	0	0	1	20	0	21	1	0	0	1	46
Total	0	65	16	81	0	0	0	0	4	54	0	58	12	0	0	12	151
Grand Total	0	328	61	389	0	0	0	0	7	355	0	362	53	0	7	60	811
Apprch %	0	84.3	15.7		0	0	0		1.9	98.1	0		88.3	0	11.7		
Total %	0	40.4	7.5	48	0	0	0	0	0.9	43.8	0	44.6	6.5	0	0.9	7.4	

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-002 WATKINS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 2

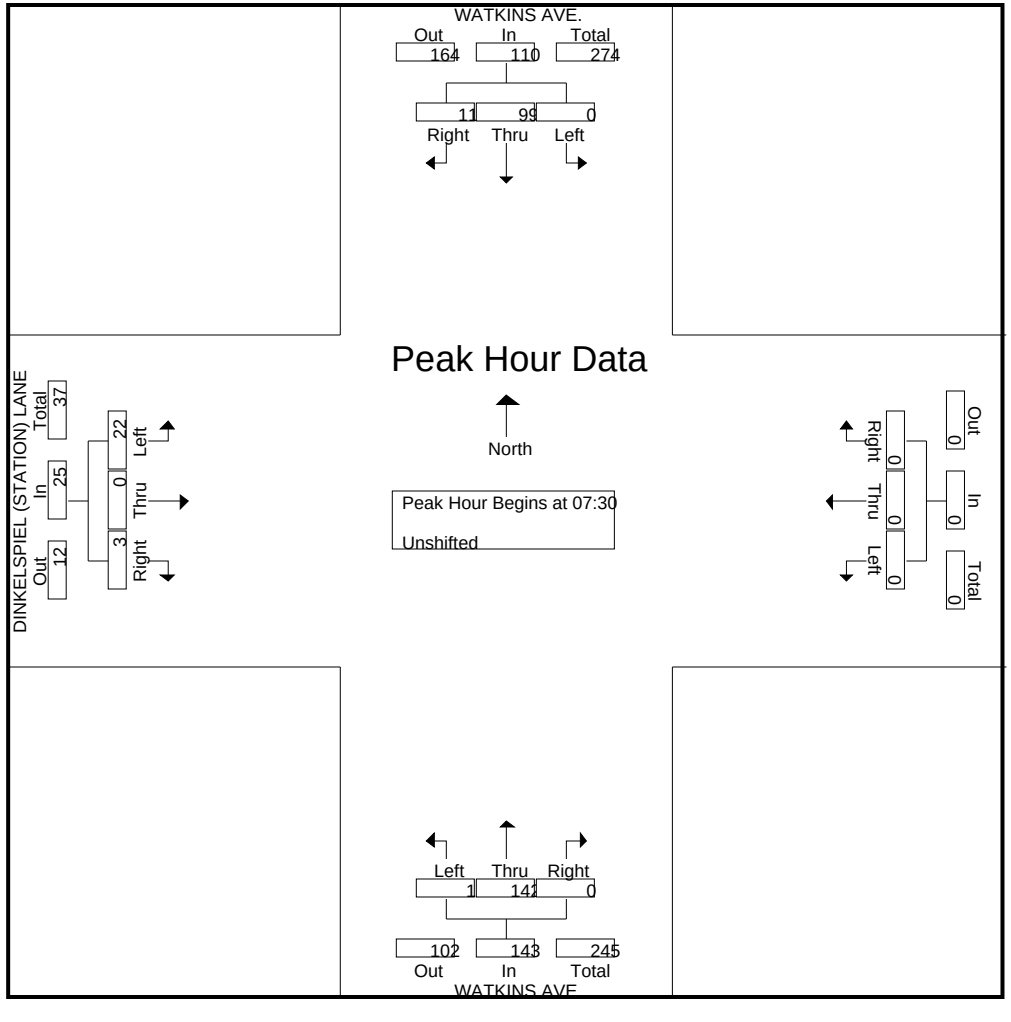
	WATKINS AVE. Southbound				Westbound				WATKINS AVE. Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	**37**	1	**38**	0	0	0	0	0	27	0	27	4	0	**1**	5	70
07:45	0	17	1	18	0	0	0	0	0	**45**	0	**45**	**6**	0	1	**7**	70
08:00	0	31	1	32	0	0	0	0	**1**	37	0	38	6	0	0	6	**76**
08:15	0	14	**8**	22	0	0	0	0	0	33	0	33	6	0	1	7	62
Total Volume	0	99	11	110	0	0	0	0	1	142	0	143	22	0	3	25	278
% App. Total	0	90	10		0	0	0		0.7	99.3	0		88	0	12		
PHF	.000	.669	.344	.724	.000	.000	.000	.000	.250	.789	.000	.794	.917	.000	.750	.893	.914

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-002 WATKINS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 3



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-002 WATKINS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 4

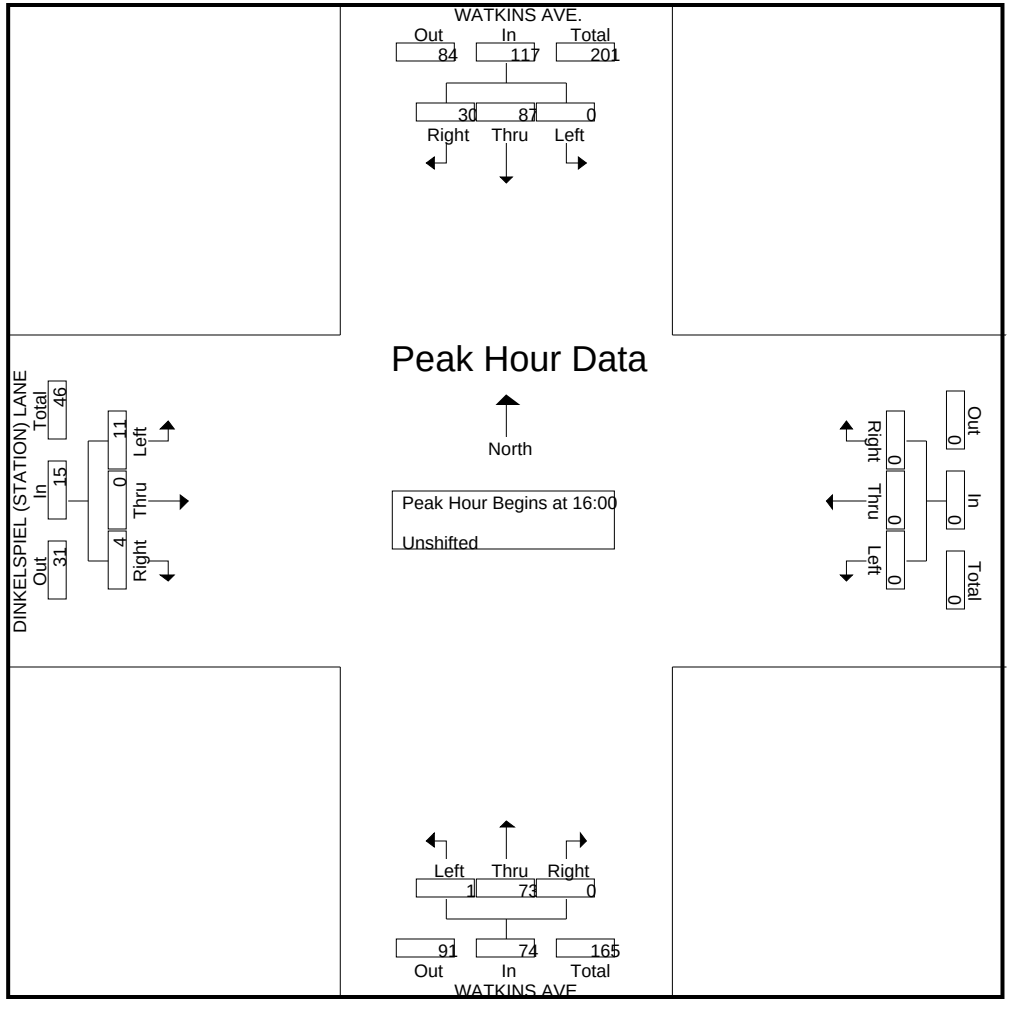
	WATKINS AVE. Southbound				Westbound				WATKINS AVE. Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	28	**12**	**40**	0	0	0	0	0	20	0	20	1	0	**2**	3	63
16:15	0	16	4	20	0	0	0	0	0	14	0	14	2	0	1	3	37
16:30	0	12	6	18	0	0	0	0	0	16	0	16	**5**	0	1	**6**	40
16:45	0	**31**	8	39	0	0	0	0	**1**	**23**	0	**24**	3	0	0	3	**66**
Total Volume	0	87	30	117	0	0	0	0	1	73	0	74	11	0	4	15	206
% App. Total	0	74.4	25.6		0	0	0		1.4	98.6	0		73.3	0	26.7		
PHF	.000	.702	.625	.731	.000	.000	.000	.000	.250	.793	.000	.771	.550	.000	.500	.625	.780

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-002 WATKINS-DINKELSPIEL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 5



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-004 WATKINS-EL CAMINO REAL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 1

Groups Printed- Unshifted

	WATKINS AVE. Southbound				EL CAMINO REAL Westbound				Northbound				EL CAMINO REAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	10	0	3	13	0	89	6	95	0	0	0	0	6	236	0	242	350
07:15	18	0	4	22	0	103	14	117	0	0	0	0	4	329	0	333	472
07:30	20	0	20	40	0	168	18	186	0	0	0	0	9	543	0	552	778
07:45	6	0	14	20	0	231	28	259	0	0	0	0	19	535	0	554	833
Total	54	0	41	95	0	591	66	657	0	0	0	0	38	1643	0	1681	2433
08:00	17	0	15	32	0	226	26	252	0	0	0	0	8	438	0	446	730
08:15	8	0	5	13	0	208	28	236	0	0	0	0	8	442	0	450	699
08:30	8	0	8	16	0	195	26	221	0	0	0	0	9	490	0	499	736
08:45	10	0	13	23	0	190	19	209	0	0	0	0	4	406	0	410	642
Total	43	0	41	84	0	819	99	918	0	0	0	0	29	1776	0	1805	2807
16:00	0	0	27	27	0	404	14	418	0	0	0	0	8	284	0	292	737
16:15	1	0	15	16	0	392	11	403	0	0	0	0	5	279	0	284	703
16:30	0	0	11	11	0	421	11	432	0	0	0	0	7	269	0	276	719
16:45	3	0	26	29	0	384	15	399	0	0	0	0	8	305	0	313	741
Total	4	0	79	83	0	1601	51	1652	0	0	0	0	28	1137	0	1165	2900
17:00	0	0	20	20	0	449	12	461	0	0	0	0	2	324	0	326	807
17:15	2	0	15	17	0	470	6	476	0	0	0	0	7	297	0	304	797
17:30	2	0	11	13	0	462	6	468	0	0	0	0	1	288	0	289	770
17:45	2	0	15	17	0	440	15	455	0	0	0	0	8	252	0	260	732
Total	6	0	61	67	0	1821	39	1860	0	0	0	0	18	1161	0	1179	3106
Grand Total	107	0	222	329	0	4832	255	5087	0	0	0	0	113	5717	0	5830	11246
Apprch %	32.5	0	67.5		0	95	5		0	0	0		1.9	98.1	0		
Total %	1	0	2	2.9	0	43	2.3	45.2	0	0	0	0	1	50.8	0	51.8	

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-004 WATKINS-EL CAMINO REAL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 2

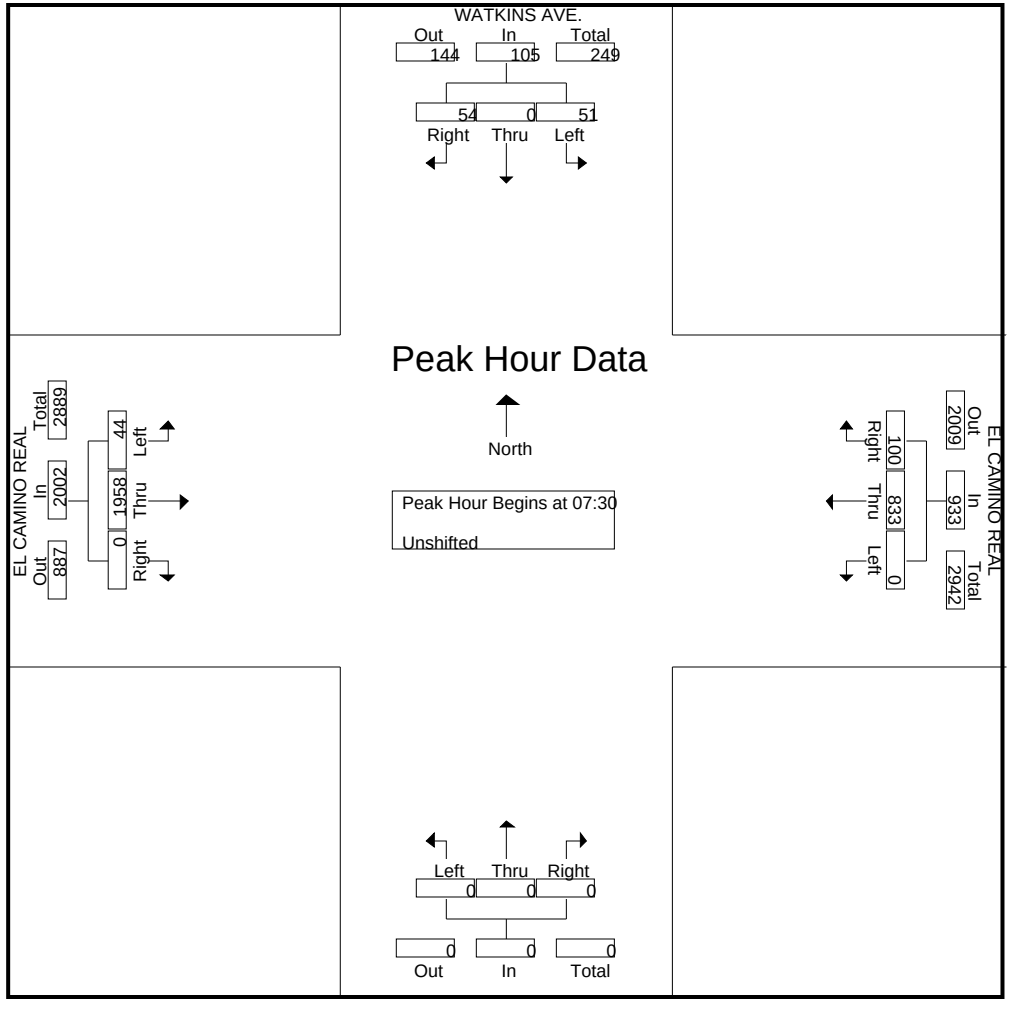
	WATKINS AVE. Southbound				EL CAMINO REAL Westbound								EL CAMINO REAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	**20**	0	**20**	**40**	0	168	18	186	0	0	0	0	9	**543**	0	552	778
07:45	6	0	14	20	0	**231**	**28**	**259**	0	0	0	0	**19**	535	0	**554**	**833**
08:00	17	0	15	32	0	226	26	252	0	0	0	0	8	438	0	446	730
08:15	8	0	5	13	0	208	28	236	0	0	0	0	8	442	0	450	699
Total Volume	51	0	54	105	0	833	100	933	0	0	0	0	44	1958	0	2002	3040
% App. Total	48.6	0	51.4		0	89.3	10.7		0	0	0		2.2	97.8	0		
PHF	.638	.000	.675	.656	.000	.902	.893	.901	.000	.000	.000	.000	.579	.901	.000	.903	.912

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-004 WATKINS-EL CAMINO REAL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 3



All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-004 WATKINS-EL CAMINO REAL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 4

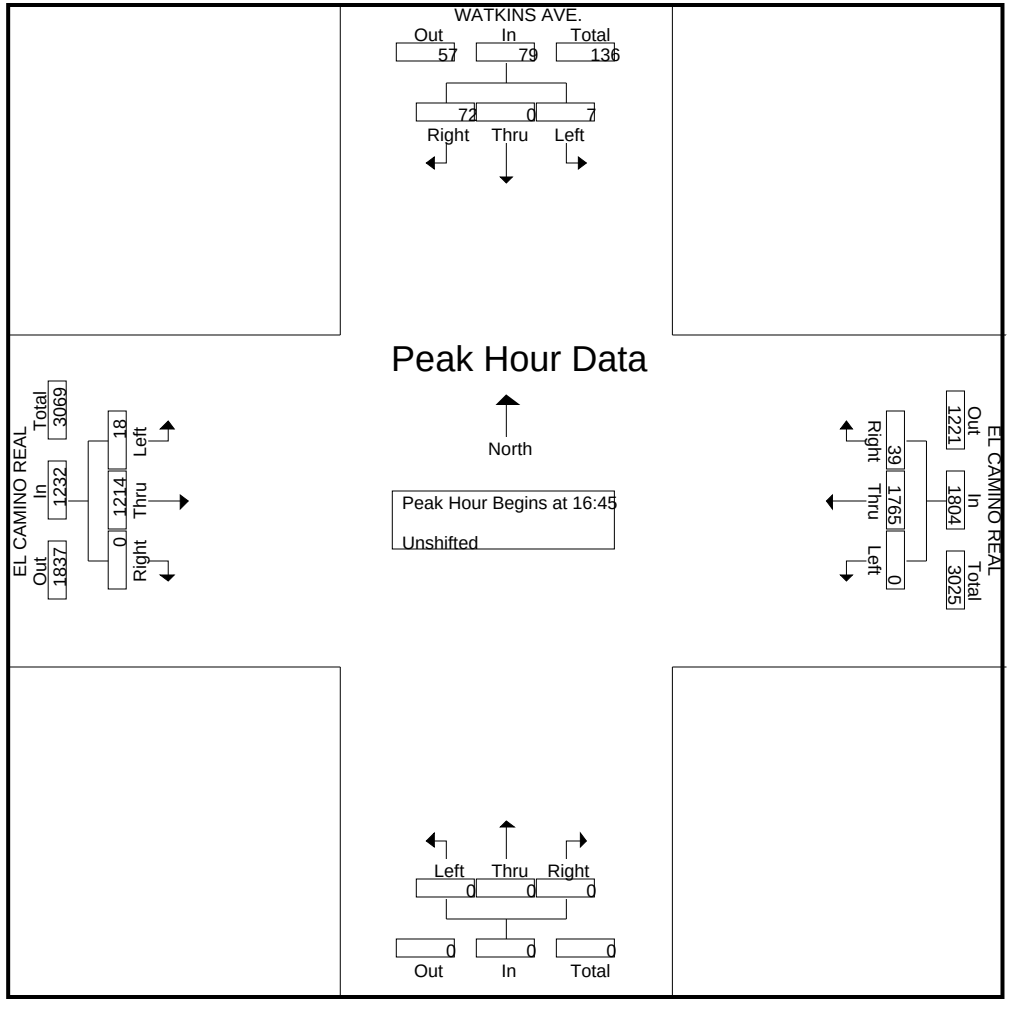
	WATKINS AVE. Southbound				EL CAMINO REAL Westbound								EL CAMINO REAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	**3**	0	**26**	**29**	0	384	**15**	399	0	0	0	0	**8**	305	0	313	741
17:00	0	0	20	20	0	449	12	461	0	0	0	0	2	**324**	0	**326**	**807**
17:15	2	0	15	17	0	**470**	6	**476**	0	0	0	0	7	297	0	304	797
17:30	2	0	11	13	0	462	6	468	0	0	0	0	1	288	0	289	770
Total Volume	7	0	72	79	0	1765	39	1804	0	0	0	0	18	1214	0	1232	3115
% App. Total	8.9	0	91.1		0	97.8	2.2		0	0	0		1.5	98.5	0		
PHF	.583	.000	.692	.681	.000	.939	.650	.947	.000	.000	.000	.000	.563	.937	.000	.945	.965

All Traffic Data

(916) 771-8700

CITY OF ATHERTON

File Name : 11-7239-004 WATKINS-EL CAMINO REAL
Site Code : 00000000
Start Date : 5/25/2011
Page No : 5



Atherton Library

Project # **11-7240**
Location: **Atherton Library** Wednesday
City: **Atherton** 5/25/2011

TIME	Parking Lot Perpendicular to the Street		On Street North Side		On Street South Side		TOTAL
	Reg.	♿	2 Hour	♿	Reg.	♿	
Spaces	11	1	5	None		None	17+
10:00 AM	2	1	3		2		8
11:00 AM	4	0	4		2		10
12:00 PM	3	0	3		3		9
1:00 PM	2	0	2		5		9
2:00 PM	5	0	3		4		12
3:00 PM	4	1	3		6		14
4:00 PM	4	1	3		1		9
5:00 PM	3	0	1		1		5
6:00 PM	4	0	0		5		9
7:00 PM	4	0	0		2		6
8:00 PM	4	0	0		2		6

Holbrook-Palmer Park

Project # **11-7240**
Location: **Holbrook-Palmer Park** Wednesday
City: **Atherton** 5/25/2011

TIME	Lot A		Lot B		Lot C			TOTAL
	Reg.	♿	Reg.	♿	Reg.	15 Min	♿	
Spaces	58	None	21	1	35	6	3	124
10:00 AM	3		18	0	10	0	0	31
11:00 AM	2		17	0	11	0	0	30
12:00 PM	2		17	0	18	6	0	43
1:00 PM	4		20	0	19	6	0	49
2:00 PM	4		19	0	4	0	0	27
3:00 PM	7		20	0	8	0	1	36
4:00 PM	11		4	0	6	0	0	21
5:00 PM	14		2	0	4	0	0	20
6:00 PM	11		5	0	11	4	0	31
7:00 PM	11		15	0	31	6	1	64
8:00 PM	10		13	0	19	6	1	49

Holbrook-Palmer Park

Project # **11-7240**
Location: **Holbrook-Palmer Park** Saturday
City: **Atherton** 5/21/2011

TIME	Lot A		Lot B		Lot C			TOTAL
	Reg.	♿	Reg.	♿	Reg.	15 Min	♿	
Spaces	58	None	21	1	35	6	3	124
10:00 AM	19		15	0	33	5	3	75
11:00 AM	12		13	1	33	6	2	67
12:00 PM	5		18	0	21	5	0	49
1:00 PM	4		3	0	24	4	1	36
2:00 PM	16		11	0	9	2	0	38
3:00 PM	21		11	0	6	0	0	38
4:00 PM	15		4	0	5	0	0	24
5:00 PM	9		0	0	6	0	0	15

APPENDIX B

LOS CALCULATION WORKSHEETS

Please note that traffic counts and worksheets contained in these appendices utilize a different directional convention than the body of the report. Because the San Francisco Bay is predominantly north of the Town of Atherton, roads headed toward the bay (e.g., Fair Oaks Lane) are designated northbound-southbound in the appendices while roadways parallel to the bay (e.g., Middlefield Road) are designated eastbound-westbound in the appendices. The body of the report utilizes the same directional convention as the Town of Atherton where roadways progressing along the peninsula toward the City of San Francisco (e.g., El Camino Real) are designated northbound-southbound.

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

Intersection #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	2.9
Optimal Cycle:	0	Level Of Service:	A

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			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	184	18	16	314	0	0	0	0	10	0	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:	0	184	18	16	314	0	0	0	0	10	0	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:	0	184	18	16	314	0	0	0	0	10	0	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:	0	184	18	16	314	0	0	0	0	10	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	184	18	16	314	0	0	0	0	10	0	15
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	0.91	0.09	0.05	0.95	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	841	82	50	974	0	0	0	0	98	0	148
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.32	0.32	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:			****	****					****			****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.22	0.22	0.32	0.32	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	2.3	2.3	3.4	3.4	0.0	0.0	0.0	0.0	1.5	0.0	1.5
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	2.3	2.3	3.4	3.4	0.0	0.0	0.0	0.0	1.5	0.0	1.5
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[34.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	64	0	52	0	0	0	0	740	50	50	570	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:	64	0	52	0	0	0	0	740	50	50	570	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:	64	0	52	0	0	0	0	740	50	50	570	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:	64	0	52	0	0	0	0	740	50	50	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	0	52	0	0	0	0	740	50	50	570	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1435	xxxx	765	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	790	xxxx	xxxxx
Potent Cap.:	149	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	839	xxxx	xxxxx
Move Cap.:	142	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	839	xxxx	xxxxx
Volume/Cap:	0.45	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.0	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	49.6	xxxx	15.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	E	*	C	*	*	*	*	*	*	A	*	*
Movement:	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:	34.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	131	0	0	107	0	0	0	0	11	0	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:	0	131	0	0	107	0	0	0	0	11	0	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:	0	131	0	0	107	0	0	0	0	11	0	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:	0	131	0	0	107	0	0	0	0	11	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	131	0	0	107	0	0	0	0	11	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	238	xxxx	131
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	755	xxxx	924
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	755	xxxx	924
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	9.0
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	A
Movement:	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			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[7.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	135		25			24	99		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	135		25			24	99		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	135		25			24	99		0			0	0		0			0	0		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	135		25			24	99		0			0	0		0			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	135		25			24	99		0			0	0		0			0	0		0		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx		6.2		
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			160	xxxx		xxxxx			xxxx	xxxx		xxxxx			295	xxxx		148		
Potent Cap.:	xxxx	xxxx		xxxxx			1432	xxxx		xxxxx			xxxx	xxxx		xxxxx			701	xxxx		905		
Move Cap.:	xxxx	xxxx		xxxxx			1432	xxxx		xxxxx			xxxx	xxxx		xxxxx			692	xxxx		905		
Volume/Cap:	xxxx	xxxx		xxxx			0.02	xxxx		xxxx			xxxx	xxxx		xxxx			0.00	xxxx		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx			7.6	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
LOS by Move:	*	*		*			A	*		*			*	*		*			*	*		*		
Movement:	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			0.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			7.6	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			A	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

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

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

Intersection #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1 142	0	0	99	11	22	0	3	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:	1 142	0	0	99	11	22	0	3	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:	1 142	0	0	99	11	22	0	3	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:	1 142	0	0	99	11	22	0	3	0	0	0	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	1 142	0	0	99	11	22	0	3	0	0	0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	110 xxxx xxxxx	xxxx	xxxx	xxxxx	249	249	105	xxxx	xxxx	xxxxx		
Potent Cap.:	1493 xxxx xxxxx	xxxx	xxxx	xxxxx	744	658	956	xxxx	xxxx	xxxxx		
Move Cap.:	1493 xxxx xxxxx	xxxx	xxxx	xxxxx	744	657	956	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00 xxxx xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A *	*	*	*	*	*	*	*	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx	xxxx	764	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.0 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4 xxxx xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A *	*	*	*	*	*	A	*	*	*		
ApproachDel:	xxxxxx		xxxxxx			9.9		xxxxxx				
ApproachLOS:	*		*			A		*				

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

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

Intersection #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: F[59.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	51	0	54	44	1958	0	0	833	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:	0	0	0	51	0	54	44	1958	0	0	833	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:	0	0	0	51	0	54	44	1958	0	0	833	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:	0	0	0	51	0	54	44	1958	0	0	833	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	51	0	54	44	1958	0	0	833	100
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1624	2929	328	933	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	95	15	674	742	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	91	14	674	742	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.56	0.00	0.08	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	164	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	59.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			59.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	2.4
Optimal Cycle:	0	Level Of Service:	A

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			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	213	14	19	203	0	0	0	0	17	0	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:	0	213	14	19	203	0	0	0	0	17	0	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:	0	213	14	19	203	0	0	0	0	17	0	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:	0	213	14	19	203	0	0	0	0	17	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	213	14	19	203	0	0	0	0	17	0	25
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	0.94	0.06	0.09	0.91	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	854	56	81	864	0	0	0	0	114	0	168
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.23	0.23	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:		****			****				****			****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.25	0.25	0.23	0.23	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Delay/Veh:	0.0	2.6	2.6	2.4	2.4	0.0	0.0	0.0	0.0	1.8	0.0	1.8
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	2.6	2.6	2.4	2.4	0.0	0.0	0.0	0.0	1.8	0.0	1.8
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: E[45.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	39	0	36				0	0	0				0	723	44				66	879	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:	39	0	36				0	0	0				0	723	44				66	879	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:	39	0	36				0	0	0				0	723	44				66	879	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	39	0	36				0	0	0				0	723	44				66	879	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	39	0	36				0	0	0				0	723	44				66	879	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1756	xxxx	745	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										767	xxxx	xxxxx			
Potent Cap.:	95	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										856	xxxx	xxxxx			
Move Cap.:	89	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										856	xxxx	xxxxx			
Volume/Cap:	0.44	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										0.08	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	1.8	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										0.3	xxxx	xxxxx			
Control Del:	73.9	xxxx	14.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										9.6	xxxx	xxxxx			
LOS by Move:	F	*	B	*	*	*	*	*	*										A	*	*			
Movement:	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:	45.3			xxxxxx			xxxxxx												xxxxxx					
ApproachLOS:	E			*			*												*					

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	170		0			0	100		0			0	0		0			30		0		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:	0	170		0			0	100		0			0	0		0			30		0		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:	0	170		0			0	100		0			0	0		0			30		0		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:	0	170		0			0	100		0			0	0		0			30		0		25	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	170		0			0	100		0			0	0		0			30		0		25	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx			6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			270	xxxx			170	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			724	xxxx			879	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			724	xxxx			879	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.04	xxxx			0.03	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.1	xxxx			0.1	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			10.2	xxxx			9.2	
LOS by Move:	*		*		*		*		*		*		*		*		*		B		*		A	
Movement:	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			xxxxxx			xxxxxx						9.7											
ApproachLOS:	*			*			*						A											

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[7.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	72	7	18	115	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	72	7	18	115	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	72	7	18	115	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	72	7	18	115	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	72	7	18	115	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	79	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	xxxx	76
Potent Cap.:	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx	xxxx	xxxx	xxxxx	766	xxxx	991
Move Cap.:	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx	xxxx	xxxx	xxxxx	759	xxxx	991
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[9.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	1	73	0				0	87	30				11	0	4				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:	1	73	0				0	87	30				11	0	4				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:	1	73	0				0	87	30				11	0	4				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:	1	73	0				0	87	30				11	0	4				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	1	73	0				0	87	30				11	0	4				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	117	xxxx	xxxxx	xxxx	xxxx	xxxxx							177	177	102	xxxx	xxxx	xxxxx						
Potent Cap.:	1484	xxxx	xxxxx	xxxx	xxxx	xxxxx							817	720	959	xxxx	xxxx	xxxxx						
Move Cap.:	1484	xxxx	xxxxx	xxxx	xxxx	xxxxx							817	720	959	xxxx	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.01	0.00	0.00	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	850	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx				9.3			xxxxxx													
ApproachLOS:	*			*				A			*													

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

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

Intersection #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[29.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	7	0	72	18	1214	0	0	1765	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:	0	0	0	7	0	72	18	1214	0	0	1765	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:	0	0	0	7	0	72	18	1214	0	0	1765	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:	0	0	0	7	0	72	18	1214	0	0	1765	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	72	18	1214	0	0	1765	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2225	3035	608	1804	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	38	13	444	346	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	36	12	444	346	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.16	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	222	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			29.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[9.1]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	62		0			0	79		0			0	0		0			47		0		38	
Growth Adj:	1.00	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	62		0			0	79		0			0	0		0			47		0		38	
Added Vol:	0	0		0			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	62		0			0	79		0			0	0		0			47		0		38	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	1.00	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	62		0			0	79		0			0	0		0			47		0		38	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	62		0			0	79		0			0	0		0			47		0		38	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx			6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			141	xxxx			62	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			857	xxxx			1009	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			857	xxxx			1009	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.05	xxxx			0.04	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.2	xxxx			0.1	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			9.4	xxxx			8.7	
LOS by Move:	*	*		*			*	*		*			*	*		*			A	*			A	
Movement:	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			xxxxxx			xxxxxx						9.1											
ApproachLOS:	*			*			*						A											

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[7.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	67	18	20	108	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	67	18	20	108	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	67	18	20	108	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	67	18	20	108	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	67	18	20	108	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	85	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	76
Potent Cap.:	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx	xxxx	xxxx	xxxxx	769	xxxx	991
Move Cap.:	xxxx	xxxx	xxxxx	1524	xxxx	xxxxx	xxxx	xxxx	xxxxx	761	xxxx	991
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	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	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	0	Average Delay (sec/veh):	2.9
Optimal Cycle:	0	Level Of Service:	A

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			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	184	18	16	314	0	0	0	0	10	0	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:	0	184	18	16	314	0	0	0	0	10	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	2	1	0	0	0	0	0	2	0	0
Initial Fut:	0	184	20	17	314	0	0	0	0	12	0	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:	0	184	20	17	314	0	0	0	0	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	184	20	17	314	0	0	0	0	12	0	15
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	0.90	0.10	0.05	0.95	0.00	0.00	0.00	0.00	0.44	0.00	0.56
Final Sat.:	0	833	90	53	971	0	0	0	0	109	0	137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.32	0.32	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:		****			****				****	****		
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.22	0.22	0.32	0.32	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Delay/Veh:	0.0	2.3	2.3	3.4	3.4	0.0	0.0	0.0	0.0	1.5	0.0	1.5
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	2.3	2.3	3.4	3.4	0.0	0.0	0.0	0.0	1.5	0.0	1.5
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: D[34.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	64	0	52				0	0	0				0	740	50				50	570	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:	64	0	52				0	0	0				0	740	50				50	570	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	0	0	0				0	0	0				0	0	0				1	0	0			
Initial Fut:	64	0	52				0	0	0				0	740	50				51	570	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:	64	0	52				0	0	0				0	740	50				51	570	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	64	0	52				0	0	0				0	740	50				51	570	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	1437	xxxx	765	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				790	xxxx	xxxxx									
Potent Cap.:	148	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				839	xxxx	xxxxx									
Move Cap.:	141	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				839	xxxx	xxxxx									
Volume/Cap:	0.45	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.06	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	2.0	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx									
Control Del:	49.9	xxxx	15.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				9.6	xxxx	xxxxx									
LOS by Move:	E	*	C	*	*	*	*	*	*				A	*	*									
Movement:	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:	34.3			xxxxxx			xxxxxx						xxxxxx											
ApproachLOS:	D			*			*						*											

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	131		0			0	107		0			0	0		0			11		0		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:	0	131		0			0	107		0			0	0		0			11		0		16	
Added Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Project:	0	0		0			0	1		0			0	0		0			0		0		0	
Initial Fut:	0	131		0			0	108		0			0	0		0			11		0		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:	0	131		0			0	108		0			0	0		0			11		0		16	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	131		0			0	108		0			0	0		0			11		0		16	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx			6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			239	xxxx			131	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			754	xxxx			924	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			754	xxxx			924	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.01	xxxx			0.02	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.0	xxxx			0.1	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			9.8	xxxx			9.0	
LOS by Move:	*	*		*			*	*		*			*	*		*			A	*			A	
Movement:	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				xxxxxx					xxxxxx							9.3							
ApproachLOS:	*				*					*							A							

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[7.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	135		25			24	99		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	135		25			24	99		0			0	0		0			0	0		0		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Project:	0	0		0			0	1		0			0	0		0			0	0		0		
Initial Fut:	0	135		25			24	100		0			0	0		0			0	0		0		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	135		25			24	100		0			0	0		0			0	0		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
FinalVolume:	0	135		25			24	100		0			0	0		0			0	0		0		
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx		6.2		
FollowUpTim:	xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			160	xxxx		xxxxx			xxxx	xxxx		xxxxx			296	xxxx		148		
Potent Cap.:	xxxx	xxxx		xxxxx			1432	xxxx		xxxxx			xxxx	xxxx		xxxxx			700	xxxx		905		
Move Cap.:	xxxx	xxxx		xxxxx			1432	xxxx		xxxxx			xxxx	xxxx		xxxxx			691	xxxx		905		
Volume/Cap:	xxxx	xxxx		xxxx			0.02	xxxx		xxxx			xxxx	xxxx		xxxx			0.00	xxxx		0.00		
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			0.1	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx			7.6	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
LOS by Move:	*	*		*			A	*		*			*	*		*			*	*		*		
Movement:	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			0.1	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx			7.6	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		
Shared LOS:	*	*		*			A	*		*			*	*		*			*	*		*		
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

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

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

Intersection #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	142	0	0	99	11	22	0	3	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:	1	142	0	0	99	11	22	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	1	0	0	0	0	0	0
Initial Fut:	1	142	0	0	99	12	22	0	3	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:	1	142	0	0	99	12	22	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	142	0	0	99	12	22	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	111	xxxx	xxxxx	xxxx	xxxx	xxxxx	249	249	105	xxxx	xxxx	xxxxx
Potent Cap.:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	744	657	955	xxxx	xxxx	xxxxx
Move Cap.:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	743	657	955	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.00	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	764	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: F[59.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	1!	0	0		1	0	3	0	0		0	0	2	1	0	
Volume Module:																								
Base Vol:	0	0	0				51	0	54				44	1958	0				0	833	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:	0	0	0				51	0	54				44	1958	0				0	833	100			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	0	0	0				0	0	0				0	1	0				0	1	0			
Initial Fut:	0	0	0				51	0	54				44	1959	0				0	834	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:	0	0	0				51	0	54				44	1959	0				0	834	100			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				51	0	54				44	1959	0				0	834	100			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.8	6.5	6.9				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				1625	2931	328				934	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				95	15	674				741	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				91	14	674				741	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.56	0.00	0.08				0.06	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				10.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	*				B	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	164	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	3.6	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	59.8	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	F	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						59.8						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

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

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

Intersection #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1	Critical Vol./Cap.(X):	0.258
Loss Time (sec):	0	Average Delay (sec/veh):	2.5
Optimal Cycle:	0	Level Of Service:	A

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			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	213	14	19	203	0	0	0	0	17	0	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:	0	213	14	19	203	0	0	0	0	17	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	8	3	0	0	0	0	0	15	0	3
Initial Fut:	0	213	22	22	203	0	0	0	0	32	0	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:	0	213	22	22	203	0	0	0	0	32	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	213	22	22	203	0	0	0	0	32	0	28
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	0.91	0.09	0.10	0.90	0.00	0.00	0.00	0.00	0.53	0.00	0.47
Final Sat.:	0	825	85	92	853	0	0	0	0	150	0	132
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.24	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:		****			****				****			****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.26	0.26	0.24	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Delay/Veh:	0.0	2.7	2.7	2.5	2.5	0.0	0.0	0.0	0.0	2.2	0.0	2.2
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:	0.0	2.7	2.7	2.5	2.5	0.0	0.0	0.0	0.0	2.2	0.0	2.2
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E[44.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	39	0	36	0	0	0	0	723	44	66	879	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:	39	0	36	0	0	0	0	723	44	66	879	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	6	0	0	0	0	0	0	5	0	0
Initial Fut:	39	0	42	0	0	0	0	723	44	71	879	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	42	0	0	0	0	723	44	71	879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	0	42	0	0	0	0	723	44	71	879	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1766	xxxx	745	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	xxxx	xxxxx
Potent Cap.:	93	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	xxxxx
Move Cap.:	87	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	xxxxx
Volume/Cap:	0.45	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	76.0	xxxx	14.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	A	*	*
Movement:	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:	44.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	170		0			0	100		0			0	0		0			30		0		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:	0	170		0			0	100		0			0	0		0			30		0		25	
Added Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Project:	0	6		0			0	5		0			0	0		0			0		0		0	
Initial Fut:	0	176		0			0	105		0			0	0		0			30		0		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:	0	176		0			0	105		0			0	0		0			30		0		25	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	176		0			0	105		0			0	0		0			30		0		25	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx			6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			281	xxxx			176	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			713	xxxx			872	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			713	xxxx			872	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.04	xxxx			0.03	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.1	xxxx			0.1	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			10.3	xxxx			9.2	
LOS by Move:	*	*		*			*	*		*			*	*		*			B	*			A	
Movement:	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				xxxxxx					xxxxxx							9.8							
ApproachLOS:	*				*					*							A							

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A[7.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	1	0		0	1	0	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	72	7				18	115	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	72	7				18	115	0				0	0	0				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	0	6	0				0	5	0				0	0	0				0	0	0			
Initial Fut:	0	78	7				18	120	0				0	0	0				0	0	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	78	7				18	120	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	78	7				18	120	0				0	0	0				0	0	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx				6.4	xxxx	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				85	xxxx	xxxxx				xxxx	xxxx	xxxxx				238	xxxx	82			
Potent Cap.:	xxxx	xxxx	xxxxx				1524	xxxx	xxxxx				xxxx	xxxx	xxxxx				755	xxxx	984			
Move Cap.:	xxxx	xxxx	xxxxx				1524	xxxx	xxxxx				xxxx	xxxx	xxxxx				748	xxxx	984			
Volume/Cap:	xxxx	xxxx	xxxx				0.01	xxxx	xxxx				xxxx	xxxx	xxxx				0.00	xxxx	0.00			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				A	*	*				*	*	*				*	*	*			
Movement:	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				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				A	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

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

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

Intersection #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	1	73	0				0	87	30				11	0	4				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:	1	73	0				0	87	30				11	0	4				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	0	0	0				0	0	5				6	0	0				0	0	0			
Initial Fut:	1	73	0				0	87	35				17	0	4				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:	1	73	0				0	87	35				17	0	4				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	1	73	0				0	87	35				17	0	4				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	122	xxxx	xxxxx	xxxx	xxxx	xxxxx							180	180	105	xxxx	xxxx	xxxxx						
Potent Cap.:	1478	xxxx	xxxxx	xxxx	xxxx	xxxxx							815	718	956	xxxx	xxxx	xxxxx						
Move Cap.:	1478	xxxx	xxxxx	xxxx	xxxx	xxxxx							814	717	956	xxxx	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	0.00	0.00	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	838	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx				9.4			xxxxxx													
ApproachLOS:	*			*				A			*													

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

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

Intersection #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[30.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	7	0	72	18	1214	0	0	1765	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:	0	0	0	7	0	72	18	1214	0	0	1765	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	6	0	0	6	0
Initial Fut:	0	0	0	7	0	72	18	1220	0	0	1771	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:	0	0	0	7	0	72	18	1220	0	0	1771	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	72	18	1220	0	0	1771	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2233	3047	610	1810	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	37	13	442	344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	36	12	442	344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.16	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	220	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			30.3			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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

Intersection #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0	Average Delay (sec/veh):	2.9
Optimal Cycle:	0	Level Of Service:	A

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			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	184	18	16	314	0	0	0	0	10	0	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:	0	184	18	16	314	0	0	0	0	10	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	-2	0	0	0	0	0	0	-1	0	0
Initial Fut:	0	184	16	16	314	0	0	0	0	9	0	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:	0	184	16	16	314	0	0	0	0	9	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	184	16	16	314	0	0	0	0	9	0	15
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	0.92	0.08	0.05	0.95	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	849	74	50	974	0	0	0	0	92	0	154
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.32	0.32	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:			****	****					****			****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.22	0.22	0.32	0.32	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	2.3	2.3	3.4	3.4	0.0	0.0	0.0	0.0	1.4	0.0	1.4
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	2.3	2.3	3.4	3.4	0.0	0.0	0.0	0.0	1.4	0.0	1.4
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: D[34.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	64	0	52				0	0	0				0	740	50				50	570	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:	64	0	52				0	0	0				0	740	50				50	570	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	0	0	1				0	0	0				0	0	0				2	0	0			
Initial Fut:	64	0	53				0	0	0				0	740	50				52	570	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:	64	0	53				0	0	0				0	740	50				52	570	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	64	0	53				0	0	0				0	740	50				52	570	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	1439	xxxx	765	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				790	xxxx	xxxxx									
Potent Cap.:	148	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				839	xxxx	xxxxx									
Move Cap.:	141	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				839	xxxx	xxxxx									
Volume/Cap:	0.45	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.06	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	2.1	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.2	xxxx	xxxxx									
Control Del:	50.2	xxxx	15.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				9.6	xxxx	xxxxx									
LOS by Move:	F	*	C	*	*	*	*	*	*				A	*	*									
Movement:	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:	34.3			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	D			*			*			*														

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	131		0			0	107		0			0	0		0			11		0		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:	0	131		0			0	107		0			0	0		0			11		0		16	
Added Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Project:	0	0		0			0	2		0			0	0		0			2		0		1	
Initial Fut:	0	131		0			0	109		0			0	0		0			13		0		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	131		0			0	109		0			0	0		0			13		0		17	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	131		0			0	109		0			0	0		0			13		0		17	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx			6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			240	xxxx			131	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			753	xxxx			924	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			753	xxxx			924	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.02	xxxx			0.02	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.1	xxxx			0.1	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			9.9	xxxx			9.0	
LOS by Move:	*	*		*			*	*		*			*	*		*			A	*			A	
Movement:	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				xxxxxx					xxxxxx							9.4							
ApproachLOS:	*				*					*							A							

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[7.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	135	25	24	99	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	135	25	24	99	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	5	3	1	0	0	0	0	0	0	0
Initial Fut:	0	135	30	27	100	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	135	30	27	100	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	135	30	27	100	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	165	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	xxxx	150
Potent Cap.:	xxxx	xxxx	xxxxx	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	692	xxxx	902
Move Cap.:	xxxx	xxxx	xxxxx	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	682	xxxx	902
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	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	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0 1	0		0 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	1 142	0		0 99	11		22	0		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	
Initial Bse:	1 142	0		0 99	11		22	0		3	0 0	
Added Vol:	0 0	0		0 0	0		0	0		0	0 0	
Project:	0 5	0		0 2	-1		0	0		0	0 0	
Initial Fut:	1 147	0		0 101	10		22	0		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	
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:	1 147	0		0 101	10		22	0		3	0 0	
Reduct Vol:	0 0	0		0 0	0		0	0		0	0 0	
FinalVolume:	1 147	0		0 101	10		22	0		3	0 0	
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		6.4	6.5		6.2	xxxxx xxxx	xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		3.5	4.0		3.3	xxxxx xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	111 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		255	255		106	xxxx xxxx	xxxxx
Potent Cap.:	1492 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		738	652		954	xxxx xxxx	xxxxx
Move Cap.:	1492 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		738	652		954	xxxx xxxx	xxxxx
Volume/Cap:	0.00 xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.03	0.00		0.00	xxxx xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0 xxxx xxxxx	xxxx		xxxx xxxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A *	*		* *	*		*	*		*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx	758	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4 xxxx xxxxx	xxxxx		xxxx xxxxx	xxxxx		xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A *	*		* *	*		*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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

Intersection #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[60.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	51	0	54	44	1958	0	0	833	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:	0	0	0	51	0	54	44	1958	0	0	833	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	2	2	-1	0	0	-1	3
Initial Fut:	0	0	0	51	0	56	46	1957	0	0	832	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	51	0	56	46	1957	0	0	832	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	51	0	56	46	1957	0	0	832	103
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1628	2933	329	935	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	95	15	673	741	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	90	14	673	741	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.57	0.00	0.08	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	165	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	60.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			60.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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

Intersection #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1	Critical Vol./Cap.(X):	0.241
Loss Time (sec):	0	Average Delay (sec/veh):	2.4
Optimal Cycle:	0	Level Of Service:	A

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			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	213	14	19	203	0	0	0	0	17	0	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:	0	213	14	19	203	0	0	0	0	17	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	-8	0	0	0	0	0	0	-11	0	-3
Initial Fut:	0	213	6	19	203	0	0	0	0	6	0	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:	0	213	6	19	203	0	0	0	0	6	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	213	6	19	203	0	0	0	0	6	0	22
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	0.97	0.03	0.09	0.91	0.00	0.00	0.00	0.00	0.21	0.00	0.79
Final Sat.:	0	885	25	81	864	0	0	0	0	60	0	222
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.23	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****			****				****	****		
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.24	0.24	0.23	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	0.0	2.5	2.5	2.4	2.4	0.0	0.0	0.0	0.0	1.5	0.0	1.5
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	2.5	2.5	2.4	2.4	0.0	0.0	0.0	0.0	1.5	0.0	1.5
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: E[45.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	39	0	36				0	0	0				0	723	44				66	879	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:	39	0	36				0	0	0				0	723	44				66	879	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	4	0	17				0	0	0				0	0	0				10	0	0			
Initial Fut:	43	0	53				0	0	0				0	723	44				76	879	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	43	0	53				0	0	0				0	723	44				76	879	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	43	0	53				0	0	0				0	723	44				76	879	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	1776	xxxx	745				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				767	xxxx	xxxxx			
Potent Cap.:	92	xxxx	417				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				856	xxxx	xxxxx			
Move Cap.:	86	xxxx	417				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				856	xxxx	xxxxx			
Volume/Cap:	0.50	xxxx	0.13				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx				0.09	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	2.2	xxxx	0.4				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.3	xxxx	xxxxx			
Control Del:	83.5	xxxx	14.9				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				9.6	xxxx	xxxxx			
LOS by Move:	F	*	B				*	*	*				*	*	*				A	*	*			
Movement:	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:	45.6						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	E						*						*						*					

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: A[9.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:																								
Base Vol:	0	170		0			0	100		0			0	0		0			30		0		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:	0	170		0			0	100		0			0	0		0			30		0		25	
Added Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Project:	0	-4		0			0	10		0			0	0		0			17		0		25	
Initial Fut:	0	166		0			0	110		0			0	0		0			47		0		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	166		0			0	110		0			0	0		0			47		0		50	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
FinalVolume:	0	166		0			0	110		0			0	0		0			47		0		50	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			6.4	xxxx			6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			276	xxxx			166	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			718	xxxx			884	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			718	xxxx			884	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.07	xxxx			0.06	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			0.2	xxxx			0.2	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			10.4	xxxx			9.3	
LOS by Move:	*	*		*			*	*		*			*	*		*			B	*			A	
Movement:	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				xxxxxx					xxxxxx							9.8							
ApproachLOS:	*				*					*							A							

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[7.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	72	7	18	115	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	72	7	18	115	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	-4	25	14	13	0	0	0	0	0	0	0
Initial Fut:	0	68	32	32	128	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	68	32	32	128	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	68	32	32	128	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	100	xxxx	xxxxx	xxxx	xxxx	xxxxx	276	xxxx	84
Potent Cap.:	xxxx	xxxx	xxxxx	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx	718	xxxx	981
Move Cap.:	xxxx	xxxx	xxxxx	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx	706	xxxx	981
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	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	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.4]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	1	73	0				0	87	30				11	0	4				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:	1	73	0				0	87	30				11	0	4				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Project:	0	25	0				0	17	-4				-4	0	0				0	0	0			
Initial Fut:	1	98	0				0	104	26				7	0	4				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:	1	98	0				0	104	26				7	0	4				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	1	98	0				0	104	26				7	0	4				0	0	0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	6.5	6.2	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	4.0	3.3	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	130	xxxx	xxxxx	xxxx	xxxx	xxxxx							217	217	117	xxxx	xxxx	xxxxx						
Potent Cap.:	1468	xxxx	xxxxx	xxxx	xxxx	xxxxx							776	685	941	xxxx	xxxx	xxxxx						
Move Cap.:	1468	xxxx	xxxxx	xxxx	xxxx	xxxxx							775	684	941	xxxx	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.01	0.00	0.00	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*												
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	828	xxxxx	xxxx	xxxx	xxxxx												
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx												
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*												
ApproachDel:	xxxxxx			xxxxxx				9.4			xxxxxx													
ApproachLOS:	*			*				A			*													

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

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

Intersection #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[30.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	7	0	72	18	1214	0	0	1765	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:	0	0	0	7	0	72	18	1214	0	0	1765	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	17	10	0	0	0	-5	15
Initial Fut:	0	0	0	7	0	89	28	1214	0	0	1760	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:	0	0	0	7	0	89	28	1214	0	0	1760	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	7	0	89	28	1214	0	0	1760	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2248	3057	614	1814	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	36	13	440	343	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	34	12	440	343	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	0.00	0.20	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	235	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			30.5			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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

Intersection #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[9.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	62	0	0	79	0	0	0	0	47	0	38
Growth Adj:	1.00	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	62	0	0	79	0	0	0	0	47	0	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	16	0	0	0	0	14	0	21
Initial Fut:	0	62	0	0	95	0	0	0	0	61	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	62	0	0	95	0	0	0	0	61	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	62	0	0	95	0	0	0	0	61	0	59
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	157	xxxx	62
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	839	xxxx	1009
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	839	xxxx	1009
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	8.8
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	A
Movement:	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			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

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

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

Intersection #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[7.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	67	18	20	108	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	67	18	20	108	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	24	16	14	0	0	0	0	0	0	0
Initial Fut:	0	67	42	36	122	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	67	42	36	122	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	67	42	36	122	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	109	xxxx	xxxxx	xxxx	xxxx	xxxxx	282	xxxx	88
Potent Cap.:	xxxx	xxxx	xxxxx	1494	xxxx	xxxxx	xxxx	xxxx	xxxxx	712	xxxx	976
Move Cap.:	xxxx	xxxx	xxxxx	1494	xxxx	xxxxx	xxxx	xxxx	xxxxx	699	xxxx	976
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	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	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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