APPENDIX C

TRAFFIC DATA

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

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F[63.6]

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:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0	
Volume Module:																								
Base Vol:	66	645		0		0	798		84			84	0		81			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:	66	645		0		0	798		84			84	0		81			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:	66	645		0		0	798		84			84	0		81			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:	66	645		0		0	798		84			84	0		81			0	0		0			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	66	645		0		0	798		84			84	0		81			0	0		0			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																								
Cnflict Vol:	882	xxxx	xxxxx		xxxx	xxxx	xxxxx						1617	xxxx		840		xxxx	xxxx	xxxxx				
Potent Cap.:	775	xxxx	xxxxx		xxxx	xxxx	xxxxx						115	xxxx		368		xxxx	xxxx	xxxxx				
Move Cap.:	775	xxxx	xxxxx		xxxx	xxxx	xxxxx						108	xxxx		368		xxxx	xxxx	xxxxx				
Volume/Cap:	0.09	xxxx	xxxx		xxxx	xxxx	xxxx						0.78	xxxx		0.22		xxxx	xxxx	xxxx				
Level Of Service Module:																								
2Way95thQ:	0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx						4.3	xxxx		0.8		xxxx	xxxx	xxxxx				
Control Del:	10.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx						108.1	xxxx		17.5		xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*		*	*	*						F	*		C		*	*	*				
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							63.6					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): 0.322
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						Stop Sign						Stop Sign						Yield Sign					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0	
Volume Module:																								
Base Vol:	10	0		15		0	0		0			0	184		18			16	314		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:	10	0		15		0	0		0			0	184		18			16	314		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:	10	0		15		0	0		0			0	184		18			16	314		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:	10	0		15		0	0		0			0	184		18			16	314		0			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
FinalVolume:	10	0		15		0	0		0			0	184		18			16	314		0			
Saturation Flow Module:																								
Sat/Lane:	0	0		0		0	0		0			0	0		0			0	0		0			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Lanes:	0.40	0.00		0.60		0.00	0.00		0.00			0.00	0.91		0.09			0.05	0.95		0.00			
Final Sat.:	98	0		148		0	0		0			0	841		82			50	974		0			
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.00		0.10		0.00	0.00		0.00			0.00	0.22		0.22			0.32	0.32		0.00			
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:	0.10	0.00		0.10		0.00	0.00		0.00			0.00	0.22		0.22			0.32	0.32		0.00			
Delay/Veh:	1.5	0.0		1.5		0.0	0.0		0.0			0.0	2.3		2.3			3.4	3.4		0.0			
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
AdjDel/Veh:	1.5	0.0		1.5		0.0	0.0		0.0			0.0	2.3		2.3			3.4	3.4		0.0			
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 #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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	11	0	16				0	0	0				0	131	0				0	107	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:	11	0	16				0	0	0				0	131	0				0	107	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:	11	0	16				0	0	0				0	131	0				0	107	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:	11	0	16				0	0	0				0	131	0				0	107	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	11	0	16				0	0	0				0	131	0				0	107	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:	238	xxxx		131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			160	xxxx	xxxxx									
Potent Cap.:	755	xxxx		924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1432	xxxx	xxxxx									
Move Cap.:	755	xxxx		924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1432	xxxx	xxxxx									
Volume/Cap:	0.01	xxxx	0.02		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx		0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx									
Control Del:	9.8	xxxx		9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			7.6	xxxx	xxxxx									
LOS by Move:	A	*		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									
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx									
Shared LOS:	*	*	*				*	*	*				A	*	*									
ApproachDel:	9.3						xxxxxx						xxxxxx						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 #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:	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		0	1	0	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	135	25				24	99	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	0				0	135	25				24	99	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				0	0	0				0	135	25				24	99	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	0	0	0				0	0	0				0	135	25				24	99	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				0	0	0				0	135	25				24	99	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:	295	xxxx		148	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			160	xxxx	xxxxx									
Potent Cap.:	701	xxxx		905	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1432	xxxx	xxxxx									
Move Cap.:	692	xxxx		905	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1432	xxxx	xxxxx									
Volume/Cap:	0.00	xxxx	0.00		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.02	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx									
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.6	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									
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.6	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 #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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	833		100	44	1958		0	0		0	0	51		0	54
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	833		100	44	1958		0	0		0	0	51		0	54
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	833		100	44	1958		0	0		0	0	51		0	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	833		100	44	1958		0	0		0	0	51		0	54
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	833		100	44	1958		0	0		0	0	51		0	54
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx	xxxx		xxxxx	6.8		6.5	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx	xxxx		xxxxx	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	933	xxxx		xxxxx	xxxx	xxxx		xxxxx	1624		2929	328
Potent Cap.:	xxxx	xxxx		xxxxx	742	xxxx		xxxxx	xxxx	xxxx		xxxxx	95		15	674
Move Cap.:	xxxx	xxxx		xxxxx	742	xxxx		xxxxx	xxxx	xxxx		xxxxx	91		14	674
Volume/Cap:	xxxx	xxxx		xxxx	0.06	xxxx		xxxx	xxxx	xxxx		xxxx	0.56		0.00	0.08
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		xxxx	xxxxx
Control Del:	xxxxx	xxxx		xxxxx	10.2	xxxx		xxxxx	xxxxx	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	xxxx		xxxxx	xxxx	xxxx		xxxxx	xxxx		164	xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		3.6	xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx		59.6	xxxxx
Shared LOS:	*	*		*	*	*		*	*	*		*	*		F	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				59.6			
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 #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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0		0	0	22		0	3	1		142	0	0		99	11
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	0	22		0	3	1		142	0	0		99	11
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	22		0	3	1		142	0	0		99	11
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0		0	0	22		0	3	1		142	0	0		99	11
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	0		0	0	22		0	3	1		142	0	0		99	11
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	6.4	6.5		6.2	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	249	249		105	110	xxxx		xxxxx	xxxx	xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx	744	658		956	1493	xxxx		xxxxx	xxxx	xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx	744	657		956	1493	xxxx		xxxxx	xxxx	xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx	0.03	0.00		0.00	0.00	xxxx		xxxx	xxxx	xxxx		xxxx
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx	0.0	xxxx		xxxxx	xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	7.4	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	764		xxxxx	xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx	xxxxx	0.1		xxxxx	0.0	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx	xxxxx	9.9		xxxxx	7.4	xxxx		xxxxx	xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*	*	A		*	A	*		*	*	*		*
ApproachDel:	xxxxxx				9.9				xxxxxx				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 #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				Stop Sign				Stop Sign				Yield Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	17	0	25		0	0	0		0	213	14		19	203	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:	17	0	25		0	0	0		0	213	14		19	203	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:	17	0	25		0	0	0		0	213	14		19	203	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:	17	0	25		0	0	0		0	213	14		19	203	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	17	0	25		0	0	0		0	213	14		19	203	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.40	0.00	0.60		0.00	0.00	0.00		0.00	0.94	0.06		0.09	0.91	0.00	
Final Sat.:	114	0	168		0	0	0		0	854	56		81	864	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.15		0.00	0.00	0.00		0.00	0.25	0.25		0.23	0.23	0.00	
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:	0.15	0.00	0.15		0.00	0.00	0.00		0.00	0.25	0.25		0.23	0.23	0.00	
Delay/Veh:	1.8	0.0	1.8		0.0	0.0	0.0		0.0	2.6	2.6		2.4	2.4	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.8	0.0	1.8		0.0	0.0	0.0		0.0	2.6	2.6		2.4	2.4	0.0	
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): 3.1 Worst Case Level Of Service: F[54.1]

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:	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	55	969		0		0	686		44		49		0		46	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:	55	969		0		0	686		44		49		0		46	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:	55	969		0		0	686		44		49		0		46	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:	55	969		0		0	686		44		49		0		46	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	55	969		0		0	686		44		49		0		46	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	xxxx		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	730	xxxx	xxxxx	xxxx	xxxx	xxxxx					1787	xxxx		708	xxxx	xxxx	xxxxx			
Potent Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx					90	xxxx		438	xxxx	xxxx	xxxxx			
Move Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx					86	xxxx		438	xxxx	xxxx	xxxxx			
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx					0.57	xxxx		0.10	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx					2.6	xxxx		0.3	xxxx	xxxx	xxxxx			
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx					91.6	xxxx		14.2	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*					F	*		B	*	*	*			
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	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*					*	*	*	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx							54.1					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 #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:	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		0	1	0	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		72		7		18		115		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		72		7		18		115		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0		0		72		7		18		115		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		0		0		72		7		18		115		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		0		0		0		72		7		18		115		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:	227	xxxx			76	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						79	xxxx	xxxxx					
Potent Cap.:	766	xxxx			991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1532	xxxx	xxxxx					
Move Cap.:	759	xxxx			991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1532	xxxx	xxxxx					
Volume/Cap:	0.00	xxxx	0.00		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.01	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						0.0	xxxx	xxxxx					
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						7.4	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		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						0.0	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						7.4	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 #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 2.2 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	30		0		25		0		0		0		0		70		0		0		100		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:	30		0		25		0		0		0		0		70		0		0		100		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:	30		0		25		0		0		0		0		70		0		0		100		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:	30		0		25		0		0		0		0		70		0		0		100		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	30		0		25		0		0		0		0		70		0		0		100		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	170	xxxx			70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	825	xxxx			998	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	825	xxxx			998	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Volume/Cap:	0.04	xxxx	0.03		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx			0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	9.5	xxxx			8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
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	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx										
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*										
ApproachDel:	9.2				xxxxxx				xxxxxx								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:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1765		39	18	1214		0	0		0	0	7		0	72
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1765		39	18	1214		0	0		0	0	7		0	72
Added Vol:	0	0		0	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	1765		39	18	1214		0	0		0	0	7		0	72
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	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	1765		39	18	1214		0	0		0	0	7		0	72
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1765		39	18	1214		0	0		0	0	7		0	72
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1804	xxxx	xxxxx	xxxx	xxxx	xxxxx			2225	3035		608
Potent Cap.:	xxxx	xxxx	xxxxx		346	xxxx	xxxxx	xxxx	xxxx	xxxxx			38	13		444
Move Cap.:	xxxx	xxxx	xxxxx		346	xxxx	xxxxx	xxxx	xxxx	xxxxx			36	12		444
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	xxxx	xxxx	xxxx	xxxx			0.19	0.00		0.16
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*	*	*	*			*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	222	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	1.5	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	29.9	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	D	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx					29.9		
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 #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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0		0	0	11		0	4	1		73	0	0		87	30
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	0	11		0	4	1		73	0	0		87	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	11		0	4	1		73	0	0		87	30
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0		0	0	11		0	4	1		73	0	0		87	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	0		0	0	11		0	4	1		73	0	0		87	30
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5		6.2	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		177	177		102	117	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		817	720		959	1484	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		817	720		959	1484	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	0.00		0.00	0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	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	850	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.3	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				9.3				xxxxxx				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 #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 11.5 Worst Case Level Of Service: F[136.1]

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:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	66	809		0	0	898		84	84		0	81	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	809		0	0	898		84	84		0	81	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:	66	809		0	0	898		84	84		0	81	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	809		0	0	898		84	84		0	81	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	66	809		0	0	898		84	84		0	81	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	982	xxxx	xxxxx	xxxx	xxxx	xxxxx		1881	xxxx		940	xxxx	xxxx	xxxxx		
Potent Cap.:	711	xxxx	xxxxx	xxxx	xxxx	xxxxx		79	xxxx		322	xxxx	xxxx	xxxxx		
Move Cap.:	711	xxxx	xxxxx	xxxx	xxxx	xxxxx		73	xxxx		322	xxxx	xxxx	xxxxx		
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx		1.14	xxxx		0.25	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx		6.3	xxxx		1.0	xxxx	xxxx	xxxxx		
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		248.2	xxxx		19.9	xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*	*	*	*		F	*		C	*	*	*		
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				136.1				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): 0.333
Loss Time (sec): 0 Average Delay (sec/veh): 3.2
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				Stop Sign				Stop Sign				Yield Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	10		0	15	0		0	0	0	251		18	16	319		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10		0	15	0		0	0	0	251		18	16	319		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:	10		0	15	0		0	0	0	251		18	16	319		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10		0	15	0		0	0	0	251		18	16	319		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
FinalVolume:	10		0	15	0		0	0	0	251		18	16	319		0
Saturation Flow Module:																
Sat/Lane:	0		0	0	0		0	0	0	0		0	0	0		0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.93		0.07	0.05	0.95		0.00
Final Sat.:	96		0	145	0		0	0	0	883		63	48	957		0
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.28	0.28	0.33	0.33	0.00			
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	1.00			
Volume/Cap:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.28	0.28	0.33	0.33	0.00				
Delay/Veh:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	2.9	2.9	3.5	3.5	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	2.9	2.9	3.5	3.5	0.0				
DesignQueue:	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 #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:	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		0	1	0	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		135		25		24		99		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		135		25		24		99		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0		0		135		25		24		99		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		0		0		135		25		24		99		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		0		0		0		135		25		24		99		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:	295	xxxx			148	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				160	xxxx	xxxxx							
Potent Cap.:	701	xxxx			905	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1432	xxxx	xxxxx							
Move Cap.:	692	xxxx			905	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1432	xxxx	xxxxx							
Volume/Cap:	0.00	xxxx	0.00		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx				0.02	xxxx	xxxx							
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				7.6	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		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx				7.6	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 #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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	11		0		16		0		0		0		0		131		0		0		107		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:	11		0		16		0		0		0		0		131		0		0		107		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:	11		0		16		0		0		0		0		131		0		0		107		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:	11		0		16		0		0		0		0		131		0		0		107		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	11		0		16		0		0		0		0		131		0		0		107		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	238	xxxx			131	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	755	xxxx			924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	755	xxxx			924	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Volume/Cap:	0.01	xxxx	0.02		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx			0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	9.8	xxxx			9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
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	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxx	xxxxx										
Shared LOS:	*		*		*		*		*		*		*	*										
ApproachDel:	9.3				xxxxxx				xxxxxx					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): 2.9 Worst Case Level Of Service: F[82.4]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	916	100		44	2030	0		0	0	0		51	0	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	916	100		44	2030	0		0	0	0		51	0	54	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	916	100		44	2030	0		0	0	0		51	0	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	916	100		44	2030	0		0	0	0		51	0	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	916	100		44	2030	0		0	0	0		51	0	54	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1016	xxxx	xxxxx	xxxx	xxxx	xxxxx			1731	3084	355	
Potent Cap.:	xxxx	xxxx	xxxxx		691	xxxx	xxxxx	xxxx	xxxx	xxxxx			81	12	647	
Move Cap.:	xxxx	xxxx	xxxxx		691	xxxx	xxxxx	xxxx	xxxx	xxxxx			77	11	647	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx			0.66	0.00	0.08	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.6	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	141	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.4	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	82.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				82.4			
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 #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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		22	0	3		1	142	0		0	99	11	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		22	0	3		1	142	0		0	99	11	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		22	0	3		1	142	0		0	99	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		22	0	3		1	142	0		0	99	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		22	0	3		1	142	0		0	99	11	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		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		249	249	105		110	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		744	658	956		1493	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		744	657	956		1493	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.03	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	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	764	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.9	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				9.9				xxxxxx				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 #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: F[114.3]

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:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	55	1098		0	0	857		44	49		0	46	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:	55	1098		0	0	857		44	49		0	46	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:	55	1098		0	0	857		44	49		0	46	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:	55	1098		0	0	857		44	49		0	46	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	55	1098		0	0	857		44	49		0	46	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	901	xxxx	xxxxx	xxxx	xxxx	xxxxx			2087	xxxx		879	xxxx	xxxx	xxxxx	
Potent Cap.:	763	xxxx	xxxxx	xxxx	xxxx	xxxxx			59	xxxx		350	xxxx	xxxx	xxxxx	
Move Cap.:	763	xxxx	xxxxx	xxxx	xxxx	xxxxx			56	xxxx		350	xxxx	xxxx	xxxxx	
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx			0.88	xxxx		0.13	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			3.9	xxxx		0.4	xxxx	xxxx	xxxxx	
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			205.8	xxxx		16.8	xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*	*	*	*			F	*		C	*	*	*	
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					114.3				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): 0.292
Loss Time (sec): 0 Average Delay (sec/veh): 2.8
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				Stop Sign				Stop Sign				Yield Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	17		0	25	0		0	0	0		221	14	19		264	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:	17		0	25	0		0	0	0		221	14	19		264	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:	17		0	25	0		0	0	0		221	14	19		264	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:	17		0	25	0		0	0	0		221	14	19		264	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	17		0	25	0		0	0	0		221	14	19		264	0
Saturation Flow Module:																
Sat/Lane:	0		0	0	0		0	0	0		0	0	0		0	0
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.40	0.00		0.60	0.00	0.00		0.00	0.00	0.94		0.06	0.07	0.93		0.00
Final Sat.:	110		0	162	0		0	0	0		856	54	65		903	0
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00		0.15	0.00	0.00		0.00	0.00	0.26		0.26	0.29	0.29		0.00
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:	0.15	0.00		0.15	0.00	0.00		0.00	0.00	0.26		0.26	0.29	0.29		0.00
Delay/Veh:	1.8	0.0		1.8	0.0	0.0		0.0	0.0	2.7		2.7	3.0	3.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	1.8	0.0		1.8	0.0	0.0		0.0	0.0	2.7		2.7	3.0	3.0		0.0
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 #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:	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		0	1	0	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		72		7		18		115		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		0		0		72		7		18		115		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		0		0		72		7		18		115		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		0		0		72		7		18		115		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		0		0		0		72		7		18		115		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:	227	xxxx			76	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						79	xxxx	xxxxx					
Potent Cap.:	766	xxxx			991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1532	xxxx	xxxxx					
Move Cap.:	759	xxxx			991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1532	xxxx	xxxxx					
Volume/Cap:	0.00	xxxx	0.00		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.01	xxxx	xxxx					
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx						0.0	xxxx	xxxxx					
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						7.4	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		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						0.0	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx						7.4	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 #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 2.2 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:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	30		0		25		0		0		0		0		70		0		0		100		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:	30		0		25		0		0		0		0		70		0		0		100		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:	30		0		25		0		0		0		0		70		0		0		100		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:	30		0		25		0		0		0		0		70		0		0		100		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	30		0		25		0		0		0		0		70		0		0		100		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	170	xxxx			70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	825	xxxx			998	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	825	xxxx			998	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Volume/Cap:	0.04	xxxx	0.03		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx										
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx			0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	9.5	xxxx			8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
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		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx		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		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*		*	*	*					
ApproachDel:	9.2				xxxxxx				xxxxxx								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): 1.0 Worst Case Level Of Service: E[39.8]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1912		39	18	1355		0	0		0	0	7		0	72
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1912		39	18	1355		0	0		0	0	7		0	72
Added Vol:	0	0		0	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	1912		39	18	1355		0	0		0	0	7		0	72
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1912		39	18	1355		0	0		0	0	7		0	72
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1912		39	18	1355		0	0		0	0	7		0	72
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1951	xxxx	xxxxx	xxxx	xxxx	xxxxx			2419	3323		657
Potent Cap.:	xxxx	xxxx	xxxxx		304	xxxx	xxxxx	xxxx	xxxx	xxxxx			28	8		412
Move Cap.:	xxxx	xxxx	xxxxx		304	xxxx	xxxxx	xxxx	xxxx	xxxxx			26	8		412
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx			0.26	0.00		0.17
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		17.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*	*	*	*			*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	180	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	2.0	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	39.8	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	E	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx					39.8		
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 #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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0		0	0	11		0	4	1		73	0	0		87	30
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0		0	0	11		0	4	1		73	0	0		87	30
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	0		0	0	11		0	4	1		73	0	0		87	30
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0		0	0	11		0	4	1		73	0	0		87	30
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	0		0	0	11		0	4	1		73	0	0		87	30
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5		6.2	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		177	177		102	117	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		817	720		959	1484	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		817	720		959	1484	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	0.00		0.00	0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	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	850	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.3	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx					9.3			xxxxxx					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 #1 Fair Oaks Ln/Dinlelspiel Station Ln

Cycle (sec):	1						Critical Vol./Cap.(X):						0.317										
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						Stop Sign						Stop Sign						Yield Sign				
Rights:	Include						Include						Include						Include				
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	0	1	0		0	1	0	0	0
Volume Module:																							
Base Vol:	9	0	15				0	0	0				0	184	16				15	314	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:	9	0	15				0	0	0				0	184	16				15	314	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:	9	0	15				0	0	0				0	184	16				15	314	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:	9	0	15				0	0	0				0	184	16				15	314	0		
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0		
FinalVolume:	9	0	15				0	0	0				0	184	16				15	314	0		
Saturation Flow Module:																							
Sat/Lane:	0	0	0				0	0	0				0	0	0				0	0	0		
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00		
Lanes:	0.37	0.00	0.63				0.00	0.00	0.00				0.00	0.92	0.08				0.05	0.95	0.00		
Final Sat.:	92	0	153				0	0	0				0	864	75				47	992	0		
Capacity Analysis Module:																							
Vol/Sat:	0.10	0.00	0.10				0.00	0.00	0.00				0.00	0.21	0.21				0.32	0.32	0.00		
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:	0.10	0.00	0.10				0.00	0.00	0.00				0.00	0.21	0.21				0.32	0.32	0.00		
Delay/Veh:	1.5	0.0	1.5				0.0	0.0	0.0				0.0	2.2	2.2				3.3	3.3	0.0		
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00		
AdjDel/Veh:	1.5	0.0	1.5				0.0	0.0	0.0				0.0	2.2	2.2				3.3	3.3	0.0		
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): 7.0 Worst Case Level Of Service: F[67.4]

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:	1	0	1	0	0		0	0	0	1	0		1	0	0	0	1		0	0	0	0	0
Volume Module:																							
Base Vol:	72	645	0				0	798	86				86	0	88				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:	72	645	0				0	798	86				86	0	88				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:	72	645	0				0	798	86				86	0	88				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:	72	645	0				0	798	86				86	0	88				0	0	0		
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0		
FinalVolume:	72	645	0				0	798	86				86	0	88				0	0	0		
Critical Gap Module:																							
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx		6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx		3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																							
Cnflict Vol:	884	xxxx	xxxxx	xxxx	xxxx	xxxxx							1630	xxxx		841	xxxx	xxxx	xxxxx				
Potent Cap.:	774	xxxx	xxxxx	xxxx	xxxx	xxxxx							113	xxxx		368	xxxx	xxxx	xxxxx				
Move Cap.:	774	xxxx	xxxxx	xxxx	xxxx	xxxxx							105	xxxx		368	xxxx	xxxx	xxxxx				
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx							0.82	xxxx		0.24	xxxx	xxxx	xxxx				
Level Of Service Module:																							
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx							4.6	xxxx		0.9	xxxx	xxxx	xxxxx				
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							118.1	xxxx		17.8	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*							F	*		C	*	*	*				
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									67.4			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 #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.8 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:	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		0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	134	34	33	107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	134	34	33	107	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	134	34	33	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	134	34	33	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	134	34	33	107	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:	324	xxxx	151	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	xxxx	xxxxx
Potent Cap.:	674	xxxx	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1422	xxxx	xxxxx
Move Cap.:	662	xxxx	901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1422	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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 #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 1.4 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 1	0 0		0 0	1 0	0
Volume Module:												
Base Vol:	17	0	26	0	0	0	0	130	0	0	115	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:	17	0	26	0	0	0	0	130	0	0	115	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:	17	0	26	0	0	0	0	130	0	0	115	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:	17	0	26	0	0	0	0	130	0	0	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	26	0	0	0	0	130	0	0	115	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	245	xxxx	130	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	748	xxxx	925	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	748	xxxx	925	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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:	9.4			xxxxxx			xxxxxx			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): 2.4 Worst Case Level Of Service: F[61.7]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	832	107		46	1958	0		0	0	0		52	0	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	832	107		46	1958	0		0	0	0		52	0	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	832	107		46	1958	0		0	0	0		52	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	832	107		46	1958	0		0	0	0		52	0	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	832	107		46	1958	0		0	0	0		52	0	59	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		939	xxxx	xxxxx	xxxx	xxxx	xxxxx			1630	2936	331	
Potent Cap.:	xxxx	xxxx	xxxxx		738	xxxx	xxxxx	xxxx	xxxx	xxxxx			94	15	671	
Move Cap.:	xxxx	xxxx	xxxxx		738	xxxx	xxxxx	xxxx	xxxx	xxxxx			90	14	671	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx			0.58	0.00	0.09	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.2	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	166	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.9	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	61.7	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				61.7			
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 #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.8 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		21	0	3		1	151	0		0	105	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		21	0	3		1	151	0		0	105	10	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		21	0	3		1	151	0		0	105	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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		21	0	3		1	151	0		0	105	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		21	0	3		1	151	0		0	105	10	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		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		263	263	110		115	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		730	646	949		1487	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		730	645	949		1487	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.03	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	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	752	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.9	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				9.9				xxxxxx				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 #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: F[62.2]

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:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	76	969		0 0	686		52		57		0	75	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	76	969		0 0	686		52		57		0	75	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:	76	969		0 0	686		52		57		0	75	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	76	969		0 0	686		52		57		0	75	0		0	0
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
FinalVolume:	76	969		0 0	686		52		57		0	75	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	738	xxxx	xxxxx	xxxx	xxxx	xxxxx			1833	xxxx		712	xxxx	xxxx	xxxxx	
Potent Cap.:	877	xxxx	xxxxx	xxxx	xxxx	xxxxx			85	xxxx		436	xxxx	xxxx	xxxxx	
Move Cap.:	877	xxxx	xxxxx	xxxx	xxxx	xxxxx			79	xxxx		436	xxxx	xxxx	xxxxx	
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx			0.72	xxxx		0.17	xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx			3.4	xxxx		0.6	xxxx	xxxx	xxxxx	
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			124.4	xxxx		15.0	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	*	*	*			F	*		B	*	*	*	
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					62.2				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): 0.189
Loss Time (sec): 0 Average Delay (sec/veh): 2.0
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				Stop Sign				Stop Sign				Yield Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	2	0	23		0	0	0		0	213		1	16	203		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:	2	0	23		0	0	0		0	213		1	16	203		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:	2	0	23		0	0	0		0	213		1	16	203		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	0	23		0	0	0		0	213		1	16	203		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
FinalVolume:	2	0	23		0	0	0		0	213		1	16	203		0
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0		0	0	0		0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.08	0.00	0.92	0.00	0.00	0.00			0.00	0.99	0.01		0.07	0.93	0.00	
Final Sat.:	20	0	224		0	0	0		0	1127		5	85	1073		0
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00			0.00	0.19	0.19		0.19	0.19	0.00	
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:	0.10	0.00	0.10	0.00	0.00	0.00			0.00	0.19	0.19		0.19	0.19	0.00	
Delay/Veh:	1.5	0.0	1.5	0.0	0.0	0.0			0.0	2.1	2.1		2.1	2.1	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.5	0.0	1.5	0.0	0.0	0.0			0.0	2.1	2.1		2.1	2.1	0.0	
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 #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 3.7 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:	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	0	1	0	0 0
Volume Module:																
Base Vol:	57	0	68		0	0	0		0	64	0		0	129	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:	57	0	68		0	0	0		0	64	0		0	129	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:	57	0	68		0	0	0		0	64	0		0	129	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:	57	0	68		0	0	0		0	64	0		0	129	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	57	0	68		0	0	0		0	64	0		0	129	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	193	xxxx	64	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	800	xxxx	1006	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	800	xxxx	1006	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.07	xxxx	0.07	xxxx xxxx xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	0.2	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	9.8	xxxx	8.8	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
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		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	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		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	* * *	*	*	*		*	*	*		*	*	*	
ApproachDel:	9.3			xxxxxx			xxxxxx			xxxxxx				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 #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 1.3 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:	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	0	1	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	66	43		52	137	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	66	43		52	137	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	66	43		52	137	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	66	43		52	137	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		0	0	0		0	66	43		52	137	0	
Critical Gap Module:																
Critical Gp:	6.4	xxxx	6.2	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	329	xxxx	88	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		109	xxxx	xxxxx	
Potent Cap.:	670	xxxx	976	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1494	xxxx	xxxxx	
Move Cap.:	652	xxxx	976	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1494	xxxx	xxxxx	
Volume/Cap:	0.00	xxxx	0.00	xxxx xxxx xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		0.03	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	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		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.1	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx	
Shared LOS:	*	*	*	* * *	*	*	*		*	*	*		A	*	*	
ApproachDel:	xxxxxx			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 #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: E[43.2]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1760		66	27	1208		0	0		0	0	11		0	95
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1760		66	27	1208		0	0		0	0	11		0	95
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1760		66	27	1208		0	0		0	0	11		0	95
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1760		66	27	1208		0	0		0	0	11		0	95
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1760		66	27	1208		0	0		0	0	11		0	95
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1826	xxxx	xxxxx	xxxx	xxxx	xxxxx			2250	3055		620
Potent Cap.:	xxxx	xxxx	xxxxx		339	xxxx	xxxxx	xxxx	xxxx	xxxxx			36	13		436
Move Cap.:	xxxx	xxxx	xxxxx		339	xxxx	xxxxx	xxxx	xxxx	xxxxx			34	12		436
Volume/Cap:	xxxx	xxxx	xxxx		0.08	xxxx	xxxx	xxxx	xxxx	xxxx			0.32	0.00		0.22
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		16.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*	*	*	*			*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	196	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	2.8	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	43.2	xxxxx	
Shared LOS:	*	*	*		*	*	*	*	*	*			*	E	*	
ApproachDel:	xxxxxx				xxxxxx			xxxxxx					43.2			
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 #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.4 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0		0	5	0		4	1	109		0	0	114		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	0		0	5	0		4	1	109		0	0	114		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	0		0	5	0		4	1	109		0	0	114		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	0		0	5	0		4	1	109		0	0	114		25
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
FinalVolume:	0	0		0	5	0		4	1	109		0	0	114		25
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5		6.2	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		238	238		127	139	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		755	667		929	1457	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		755	666		929	1457	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	0.00		0.00	0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	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	823	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.4	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				9.4				xxxxxx				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 #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 12.7 Worst Case Level Of Service: F[144.4]

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:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	72	809		0 0	898		86		86		0	88	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	72	809		0 0	898		86		86		0	88	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:	72	809		0 0	898		86		86		0	88	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	72	809		0 0	898		86		86		0	88	0		0	0
Reduct Vol:	0	0		0 0	0		0		0		0	0	0		0	0
FinalVolume:	72	809		0 0	898		86		86		0	88	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx xxxx xxxxx				6.4	xxxx		6.2	xxxxx xxxx xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx xxxx xxxxx				3.5	xxxx		3.3	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	984	xxxx	xxxxx	xxxx xxxx xxxxx				1894	xxxx		941	xxxx xxxx xxxxx				
Potent Cap.:	710	xxxx	xxxxx	xxxx xxxx xxxxx				78	xxxx		322	xxxx xxxx xxxxx				
Move Cap.:	710	xxxx	xxxxx	xxxx xxxx xxxxx				72	xxxx		322	xxxx xxxx xxxxx				
Volume/Cap:	0.10	xxxx	xxxx	xxxx xxxx xxxx				1.20	xxxx		0.27	xxxx xxxx xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx xxxx xxxxx				6.6	xxxx		1.1	xxxx xxxx xxxxx				
Control Del:	10.6	xxxx	xxxxx	xxxxx xxxx xxxxx				271.4	xxxx		20.3	xxxxx xxxx xxxxx				
LOS by Move:	B	*	*	* *	*			F	*		C	* *	*			
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				144.4			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): 0.327
Loss Time (sec): 0 Average Delay (sec/veh): 3.1
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				Stop Sign				Stop Sign				Yield Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	9		0	15	0		0	0	0		251	16	15		319	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	9		0	15	0		0	0	0		251	16	15		319	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:	9		0	15	0		0	0	0		251	16	15		319	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	9		0	15	0		0	0	0		251	16	15		319	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	9		0	15	0		0	0	0		251	16	15		319	0
Saturation Flow Module:																
Sat/Lane:	0		0	0	0		0	0	0		0	0	0		0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.37	0.00	0.63	0.00	0.00	0.00	0.00		0.00	0.94	0.06	0.04	0.96	0.00		
Final Sat.:	90		0	149	0		0	0	0		905	58	46		974	0
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00		0.28	0.28	0.33	0.33	0.00			
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	1.00		
Volume/Cap:	0.10	0.00	0.10	0.00	0.00	0.00	0.00		0.28	0.28	0.33	0.33	0.00			
Delay/Veh:	1.5	0.0	1.5	0.0	0.0	0.0	0.0		2.9	2.9	3.5	3.5	0.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	1.5	0.0	1.5	0.0	0.0	0.0	0.0		2.9	2.9	3.5	3.5	0.0			
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 #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 0.8 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:	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	0 1 0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	134	34	33	107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	134	34	33	107	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	134	34	33	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	134	34	33	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	134	34	33	107	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:	324	xxxx		151	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	xxxx xxxxx
Potent Cap.:	674	xxxx		901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1422	xxxx xxxxx
Move Cap.:	662	xxxx		901	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1422	xxxx xxxxx
Volume/Cap:	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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 #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 1.4 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0	1	0 0 0	0	0	0 0 1	0	0	0 0 1	0	0
Volume Module:												
Base Vol:	17	0	26	0	0	0	0	130	0	0	115	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:	17	0	26	0	0	0	0	130	0	0	115	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:	17	0	26	0	0	0	0	130	0	0	115	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:	17	0	26	0	0	0	0	130	0	0	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	26	0	0	0	0	130	0	0	115	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	245	xxxx		130	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Potent Cap.:	748	xxxx		925	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Move Cap.:	748	xxxx		925	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Volume/Cap:	0.02	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx		0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Control Del:	9.9	xxxx		9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
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:	9.4			xxxxxx			xxxxxx			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): 3.1 Worst Case Level Of Service: F[86.2]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	915	107		46	2030	0		0	0	0		52	0	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	915	107		46	2030	0		0	0	0		52	0	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	915	107		46	2030	0		0	0	0		52	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	915	107		46	2030	0		0	0	0		52	0	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	915	107		46	2030	0		0	0	0		52	0	59	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5	6.9	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1022	xxxx	xxxxx	xxxx	xxxx	xxxxx			1737	3091	359	
Potent Cap.:	xxxx	xxxx	xxxxx		687	xxxx	xxxxx	xxxx	xxxx	xxxxx			80	12	644	
Move Cap.:	xxxx	xxxx	xxxxx		687	xxxx	xxxxx	xxxx	xxxx	xxxxx			76	11	644	
Volume/Cap:	xxxx	xxxx	xxxx		0.07	xxxx	xxxx	xxxx	xxxx	xxxx			0.68	0.00	0.09	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		10.6	xxxx	xxxxx	xxxxx	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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	143	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	4.8	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	86.2	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx					86.2		
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 #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.8 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		21	0	3		1	151	0		0	105	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		21	0	3		1	151	0		0	105	10	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		21	0	3		1	151	0		0	105	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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		21	0	3		1	151	0		0	105	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		21	0	3		1	151	0		0	105	10	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5	6.2		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		263	263	110		115	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		730	646	949		1487	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		730	645	949		1487	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.03	0.00	0.00		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.4	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	752	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.1	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.9	xxxxx		7.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				9.9				xxxxxx				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 #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 8.5 Worst Case Level Of Service: F[137.5]

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:	1	0	1	0 0	0	0	0	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	76	1098		0	0	857		52	57		0	75	0		0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1098		0	0	857		52	57		0	75	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:	76	1098		0	0	857		52	57		0	75	0		0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1098		0	0	857		52	57		0	75	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	76	1098		0	0	857		52	57		0	75	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	909	xxxx	xxxxx	xxxx	xxxx	xxxxx		2133	xxxx		883	xxxx	xxxx	xxxxx		
Potent Cap.:	757	xxxx	xxxxx	xxxx	xxxx	xxxxx		55	xxxx		348	xxxx	xxxx	xxxxx		
Move Cap.:	757	xxxx	xxxxx	xxxx	xxxx	xxxxx		51	xxxx		348	xxxx	xxxx	xxxxx		
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx		1.12	xxxx		0.22	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx		5.0	xxxx		0.8	xxxx	xxxx	xxxxx		
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		294.6	xxxx		18.2	xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*	*	*	*		F	*		C	*	*	*		
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				137.5				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): 0.237
Loss Time (sec): 0 Average Delay (sec/veh): 2.3
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				Stop Sign				Stop Sign				Yield Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	2	0	23		0	0	0		0	221		1	16	264		0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	23		0	0	0		0	221		1	16	264		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:	2	0	23		0	0	0		0	221		1	16	264		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	23		0	0	0		0	221		1	16	264		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
FinalVolume:	2	0	23		0	0	0		0	221		1	16	264		0
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0		0	0	0		0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.00	0.92		0.00	0.00	0.00		0.00	0.99		0.01	0.06	0.94		0.00
Final Sat.:	19	0	219		0	0	0		0	1123		5	67	1112		0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.20	0.20	0.24	0.24	0.00				
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	1.00	1.00	1.00	1.00
Volume/Cap:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.20	0.20	0.24	0.24	0.00				
Delay/Veh:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	2.1	2.1	2.5	2.5	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	2.1	2.1	2.5	2.5	0.0				
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 #4 Watkins Ave/Park Entrance

Average Delay (sec/veh): 1.3 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:	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		0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	66	43	52	137	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	66	43	52	137	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	66	43	52	137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	66	43	52	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	66	43	52	137	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:	329	xxxx		88	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	109	xxxx xxxxx
Potent Cap.:	670	xxxx		976	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1494	xxxx xxxxx
Move Cap.:	652	xxxx		976	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1494	xxxx xxxxx
Volume/Cap:	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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 #3 Watkins Ave/Park Exit

Average Delay (sec/veh): 3.7 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 1	0 0		0 0	1 0	0
Volume Module:												
Base Vol:	57	0	68	0	0	0	0	64	0	0	129	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:	57	0	68	0	0	0	0	64	0	0	129	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:	57	0	68	0	0	0	0	64	0	0	129	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:	57	0	68	0	0	0	0	64	0	0	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	0	68	0	0	0	0	64	0	0	129	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	193	xxxx		64	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Potent Cap.:	800	xxxx		1006	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Move Cap.:	800	xxxx		1006	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Volume/Cap:	0.07	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx		0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx xxxxx
Control Del:	9.8	xxxx		8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx xxxxx
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:	9.3			xxxxxx			xxxxxx			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[66.4]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1907		66	27	1349		0	0		0	0	11		0	95
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1907		66	27	1349		0	0		0	0	11		0	95
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1907		66	27	1349		0	0		0	0	11		0	95
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1907		66	27	1349		0	0		0	0	11		0	95
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1907		66	27	1349		0	0		0	0	11		0	95
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.8	6.5		6.9
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		1973	xxxx	xxxxx	xxxx	xxxx	xxxxx			2444	3343		669
Potent Cap.:	xxxx	xxxx	xxxxx		298	xxxx	xxxxx	xxxx	xxxx	xxxxx			27	8		405
Move Cap.:	xxxx	xxxx	xxxxx		298	xxxx	xxxxx	xxxx	xxxx	xxxxx			25	7		405
Volume/Cap:	xxxx	xxxx	xxxx		0.09	xxxx	xxxx	xxxx	xxxx	xxxx			0.44	0.00		0.23
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		18.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*	*	*	*			*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	156	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	3.9	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	66.4	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	F	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				66.4			
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 #5 Watkins Ave/Dinkelspiel Station Ln

Average Delay (sec/veh): 0.4 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0		0	0	5		0	4	1	109		0	0	114		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		0	0	5		0	4	1	109		0	0	114		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		0	0	5		0	4	1	109		0	0	114		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		0	0	5		0	4	1	109		0	0	114		25
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
FinalVolume:	0		0	0	5		0	4	1	109		0	0	114		25
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	6.5		6.2	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		238	238		127	139	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		755	667		929	1457	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		755	666		929	1457	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.01	0.00		0.00	0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	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	823	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.0	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	9.4	xxxxx		7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	A	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				9.4				xxxxxx				xxxxxx			
ApproachLOS:	*				A				*				*			

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

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

Intersection #2 Watkins Ave/Middlefield Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 Average Delay (sec/veh): 6.7
Optimal Cycle: 51 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:	Protected				Protected				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	76	969	0		0	686	52		57	0	75		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:	76	969	0		0	686	52		57	0	75		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:	76	969	0		0	686	52		57	0	75		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:	76	969	0		0	686	52		57	0	75		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	969	0		0	686	52		57	0	75		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	969	0		0	686	52		57	0	75		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.93	0.07		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1750	133		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.51	0.00		0.00	0.39	0.39		0.03	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.09	0.92	0.00		0.00	0.83	0.83		0.08	0.00	0.08		0.00	0.00	0.00	
Volume/Cap:	0.47	0.56	0.00		0.00	0.47	0.47		0.38	0.00	0.56		0.00	0.00	0.00	
Uniform Del:	43.3	0.7	0.0		0.0	2.4	2.4		43.4	0.0	44.0		0.0	0.0	0.0	
IncremntDel:	2.2	0.4	0.0		0.0	0.2	0.2		1.6	0.0	5.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	45.5	1.1	0.0		0.0	2.7	2.7		45.0	0.0	49.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.5	1.1	0.0		0.0	2.7	2.7		45.0	0.0	49.1		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	3	6	0		0	7	7		2	0	3		0	0	0	

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

Intersection #2 Watkins Ave/Middlefield Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): 8.7
Optimal Cycle: 52 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:	Protected				Protected				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	72	645	0		0	798	86		86	0	88		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:	72	645	0		0	798	86		86	0	88		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:	72	645	0		0	798	86		86	0	88		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:	72	645	0		0	798	86		86	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	645	0		0	798	86		86	0	88		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	645	0		0	798	86		86	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.90	0.10		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1693	182		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.34	0.00		0.00	0.47	0.47		0.05	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****						****		****							
Green/Cycle:	0.07	0.91	0.00		0.00	0.84	0.84		0.09	0.00	0.09		0.00	0.00	0.00	
Volume/Cap:	0.56	0.37	0.00		0.00	0.56	0.56		0.56	0.00	0.64		0.00	0.00	0.00	
Uniform Del:	44.9	0.6	0.0		0.0	2.3	2.3		43.9	0.0	44.3		0.0	0.0	0.0	
IncremntDel:	5.4	0.1	0.0		0.0	0.5	0.5		4.6	0.0	9.7		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	50.3	0.7	0.0		0.0	2.8	2.8		48.5	0.0	53.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.3	0.7	0.0		0.0	2.8	2.8		48.5	0.0	53.9		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	3	3	0		0	9	9		3	0	4		0	0	0	

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

Intersection #2 Watkins Ave/Middlefield Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 Average Delay (sec/veh): 6.5
Optimal Cycle: 61 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:	Protected				Protected				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	76	1098	0		0	857	52		57	0	75		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:	76	1098	0		0	857	52		57	0	75		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:	76	1098	0		0	857	52		57	0	75		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:	76	1098	0		0	857	52		57	0	75		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	1098	0		0	857	52		57	0	75		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	1098	0		0	857	52		57	0	75		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.94	0.06		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1777	108		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.58	0.00		0.00	0.48	0.48		0.03	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.07	0.93	0.00		0.00	0.85	0.85		0.07	0.00	0.07		0.00	0.00	0.00	
Volume/Cap:	0.57	0.62	0.00		0.00	0.57	0.57		0.42	0.00	0.62		0.00	0.00	0.00	
Uniform Del:	44.7	0.7	0.0		0.0	2.1	2.1		44.2	0.0	44.9		0.0	0.0	0.0	
IncremntDel:	5.6	0.7	0.0		0.0	0.5	0.5		2.2	0.0	9.9		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	50.3	1.4	0.0		0.0	2.6	2.6		46.4	0.0	54.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.3	1.4	0.0		0.0	2.6	2.6		46.4	0.0	54.8		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	3	7	0		0	9	9		2	0	3		0	0	0	

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

Intersection #2 Watkins Ave/Middlefield Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): 8.4
Optimal Cycle: 59 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:	Protected				Protected				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 1	0	0	0	0 0	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	72	809	0		0	898	86		86	0	88		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:	72	809	0		0	898	86		86	0	88		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:	72	809	0		0	898	86		86	0	88		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:	72	809	0		0	898	86		86	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	809	0		0	898	86		86	0	88		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	809	0		0	898	86		86	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	0.99	0.99		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	0.91	0.09		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1713	164		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.43	0.00		0.00	0.52	0.52		0.05	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.07	0.92	0.00		0.00	0.86	0.86		0.08	0.00	0.08		0.00	0.00	0.00	
Volume/Cap:	0.61	0.46	0.00		0.00	0.61	0.61		0.61	0.00	0.70		0.00	0.00	0.00	
Uniform Del:	45.5	0.5	0.0		0.0	2.2	2.2		44.6	0.0	45.0		0.0	0.0	0.0	
IncremntDel:	9.1	0.2	0.0		0.0	0.7	0.7		7.7	0.0	16.1		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	54.6	0.7	0.0		0.0	2.9	2.9		52.3	0.0	61.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	54.6	0.7	0.0		0.0	2.9	2.9		52.3	0.0	61.0		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	E		A	A	A	
HCM2kAvgQ:	3	4	0		0	10	10		4	0	4		0	0	0	

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 15.2 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				2				0			
Volume Module:																
Base Vol:	76	969	0	0	686	52	57	0	75	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:	76	969	0	0	686	52	57	0	75	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:	76	969	0	0	686	52	57	0	75	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:	76	969	0	0	686	52	57	0	75	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	76	969	0	0	686	52	57	0	75	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	76	969	0	0	686	52	57	0	75	0	0	0				
PCE Module:																
AutoPCE:	76	969	0	0	686	52	57	0	75	0	0	0				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	76	969	0	0	686	52	57	0	75	0	0	0				
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	57			76			686			1102						
MaxVolume:	1169			1159			1930			xxxxxx						
PedVolume:	0			0			0			0						
AdjMaxVol:	1169			1159			1930			xxxxxx						
ApproachVol:	1045			738			132			xxxxxx						
ApproachV/C:	0.89			0.64			0.07			1.00						
ApproachDel:	21.7			8.4			2.0			xxxxxx						
ApproachLOS:	C			A			A			*						
Queue:	13.5			4.8			0.2			xxxx						

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 9.6 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:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				2				0			
Volume Module:																
Base Vol:	72	645	0	0	798	86	86	0	88	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:	72	645	0	0	798	86	86	0	88	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:	72	645	0	0	798	86	86	0	88	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:	72	645	0	0	798	86	86	0	88	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	645	0	0	798	86	86	0	88	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	645	0	0	798	86	86	0	88	0	0	0				
PCE Module:																
AutoPCE:	72	645	0	0	798	86	86	0	88	0	0	0				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	72	645	0	0	798	86	86	0	88	0	0	0				
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	86			72			798			803						
MaxVolume:	1154			1161			1849			xxxxxx						
PedVolume:	0			0			0			0						
AdjMaxVol:	1154			1161			1849			xxxxxx						
ApproachVol:	717			884			174			xxxxxx						
ApproachV/C:	0.62			0.76			0.09			1.00						
ApproachDel:	8.1			12.2			2.1			xxxxxx						
ApproachLOS:	A			B			A			*						
Queue:	4.5			7.8			0.3			xxxx						

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 27.5 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				2				0			
Volume Module:																
Base Vol:	76	1098	0	0	857	52	57	0	75	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:	76	1098	0	0	857	52	57	0	75	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:	76	1098	0	0	857	52	57	0	75	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:	76	1098	0	0	857	52	57	0	75	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	76	1098	0	0	857	52	57	0	75	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	76	1098	0	0	857	52	57	0	75	0	0	0				
PCE Module:																
AutoPCE:	76	1098	0	0	857	52	57	0	75	0	0	0				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	76	1098	0	0	857	52	57	0	75	0	0	0				
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	57				76				857				1231			
MaxVolume:	1169				1159				1807				xxxxxx			
PedVolume:	0				0				0				0			
AdjMaxVol:	1169				1159				1807				xxxxxx			
ApproachVol:	1174				909				132				xxxxxx			
ApproachV/C:	1.00				0.78				0.07				1.00			
ApproachDel:	41.3				13.3				2.1				xxxxxx			
ApproachLOS:	E				B				A				*			
Queue:	21.3				8.6				0.2				xxxx			

Level Of Service Computation Report
FHWA Roundabout Method (Future Volume Alternative)

Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 13.9 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Yield Sign				Yield Sign				Yield Sign				Yield Sign			
Lanes:	1				1				2				0			
Volume Module:																
Base Vol:	72	809	0	0	898	86	86	0	88	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:	72	809	0	0	898	86	86	0	88	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:	72	809	0	0	898	86	86	0	88	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:	72	809	0	0	898	86	86	0	88	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	809	0	0	898	86	86	0	88	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	809	0	0	898	86	86	0	88	0	0	0				
PCE Module:																
AutoPCE:	72	809	0	0	898	86	86	0	88	0	0	0				
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0				
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0				
AdjVolume:	72	809	0	0	898	86	86	0	88	0	0	0				
Delay Module: >> Time Period: 0.25 hours <<																
CircVolume:	86				72				898				967			
MaxVolume:	1154				1161				1777				xxxxxx			
PedVolume:	0				0				0				0			
AdjMaxVol:	1154				1161				1777				xxxxxx			
ApproachVol:	881				984				174				xxxxxx			
ApproachV/C:	0.76				0.85				0.10				1.00			
ApproachDel:	12.4				17.4				2.2				xxxxxx			
ApproachLOS:	B				C				A				*			
Queue:	7.9				11.1				0.3				xxxx			

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[30.0]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1760		66	27	1208		0	0		0	0	11		0	95
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1760		66	27	1208		0	0		0	0	11		0	95
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1760		66	27	1208		0	0		0	0	11		0	95
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1760		66	27	1208		0	0		0	0	11		0	95
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1760		66	27	1208		0	0		0	0	11		0	95
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1826	xxxx		xxxxx	xxxx		xxxx	xxxxx	2250	xxxx		620
Potent Cap.:	xxxx	xxxx		xxxxx	339	xxxx		xxxxx	xxxx		xxxx	xxxxx	36	xxxx		436
Move Cap.:	xxxx	xxxx		xxxxx	339	xxxx		xxxxx	xxxx		xxxx	xxxxx	34	xxxx		436
Volume/Cap:	xxxx	xxxx		xxxx	0.08	xxxx		xxxx	xxxx		xxxx	xxxx	0.32	xxxx		0.22
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxx		xxxx	xxxxx	1.1	xxxx		0.8
Control Del:	xxxxx	xxxx		xxxxx	16.5	xxxx		xxxxx	xxxxx		xxxx	xxxxx	155.3	xxxx		15.5
LOS by Move:	*	*		*	C	*		*	*		*	*	F	*		C
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				30.0			
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 #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: E[47.8]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	832		107	46	1958		0	0		0	0	52		0	59
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	832		107	46	1958		0	0		0	0	52		0	59
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	832		107	46	1958		0	0		0	0	52		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	832		107	46	1958		0	0		0	0	52		0	59
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	832		107	46	1958		0	0		0	0	52		0	59
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8	xxxx		6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5	xxxx		3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	939	xxxx		xxxxx	xxxx		xxxx	xxxxx	1630	xxxx		331
Potent Cap.:	xxxx	xxxx		xxxxx	738	xxxx		xxxxx	xxxx		xxxx	xxxxx	94	xxxx		671
Move Cap.:	xxxx	xxxx		xxxxx	738	xxxx		xxxxx	xxxx		xxxx	xxxxx	90	xxxx		671
Volume/Cap:	xxxx	xxxx		xxxx	0.06	xxxx		xxxx	xxxx		xxxx	xxxx	0.58	xxxx		0.09
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx		xxxx	xxxxx	2.6	xxxx		0.3
Control Del:	xxxxx	xxxx		xxxxx	10.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	89.7	xxxx		10.9
LOS by Move:	*	*		*	B	*		*	*		*	*	F	*		B
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				47.8			
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 #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: E[39.4]

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	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1907		66	27	1349		0	0		0	0	11		0	95
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	1907		66	27	1349		0	0		0	0	11		0	95
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	1907		66	27	1349		0	0		0	0	11		0	95
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1907		66	27	1349		0	0		0	0	11		0	95
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	1907		66	27	1349		0	0		0	0	11		0	95
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1973	xxxx		xxxxx	xxxx		xxxx	xxxxx	2444		xxxx	669
Potent Cap.:	xxxx	xxxx		xxxxx	298	xxxx		xxxxx	xxxx		xxxx	xxxxx	27		xxxx	405
Move Cap.:	xxxx	xxxx		xxxxx	298	xxxx		xxxxx	xxxx		xxxx	xxxxx	25		xxxx	405
Volume/Cap:	xxxx	xxxx		xxxx	0.09	xxxx		xxxx	xxxx		xxxx	xxxx	0.44		xxxx	0.23
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx	xxxx		xxxx	xxxxx	1.3		xxxx	0.9
Control Del:	xxxxx	xxxx		xxxxx	18.3	xxxx		xxxxx	xxxxx		xxxx	xxxxx	236.2		xxxx	16.6
LOS by Move:	*	*		*	C	*		*	*		*	*	F		*	C
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				39.4			
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 #6 Watkins Ave/El Camino Real

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: F[62.9]

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	0	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	915		107	46	2030		0	0		0	0	52		0	59
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0	915		107	46	2030		0	0		0	0	52		0	59
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	0	915		107	46	2030		0	0		0	0	52		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	915		107	46	2030		0	0		0	0	52		0	59
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	0	915		107	46	2030		0	0		0	0	52		0	59
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx		xxxxx	4.1	xxxx		xxxxx	xxxxx		xxxx	xxxxx	6.8		xxxx	6.9
FollowUpTim:	xxxxx	xxxx		xxxxx	2.2	xxxx		xxxxx	xxxxx		xxxx	xxxxx	3.5		xxxx	3.3
Capacity Module:																
Cnflict Vol:	xxxx	xxxx		xxxxx	1022	xxxx		xxxxx	xxxx		xxxx	xxxxx	1737		xxxx	359
Potent Cap.:	xxxx	xxxx		xxxxx	687	xxxx		xxxxx	xxxx		xxxx	xxxxx	80		xxxx	644
Move Cap.:	xxxx	xxxx		xxxxx	687	xxxx		xxxxx	xxxx		xxxx	xxxxx	76		xxxx	644
Volume/Cap:	xxxx	xxxx		xxxx	0.07	xxxx		xxxx	xxxx		xxxx	xxxx	0.68		xxxx	0.09
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx		xxxxx	0.2	xxxx		xxxxx	xxxx		xxxx	xxxxx	3.2		xxxx	0.3
Control Del:	xxxxx	xxxx		xxxxx	10.6	xxxx		xxxxx	xxxxx		xxxx	xxxxx	121.5		xxxx	11.2
LOS by Move:	*	*		*	B	*		*	*		*	*	F		*	B
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				62.9			
ApproachLOS:	*				*				*				F			

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

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

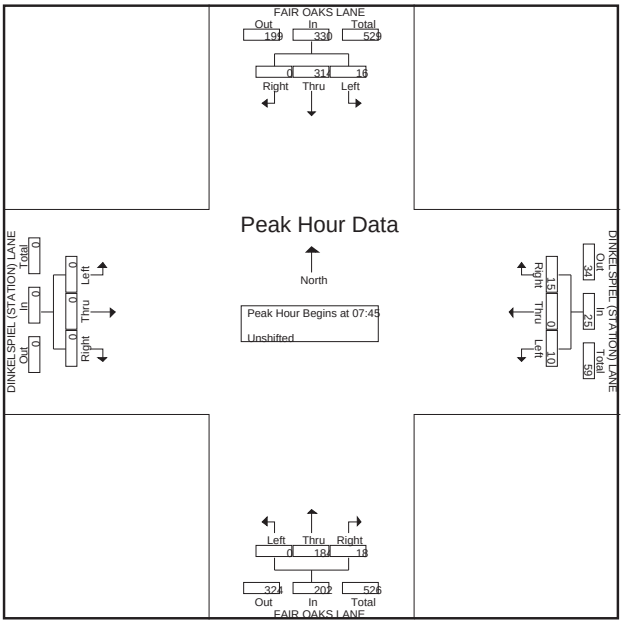
All Traffic Data

(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	

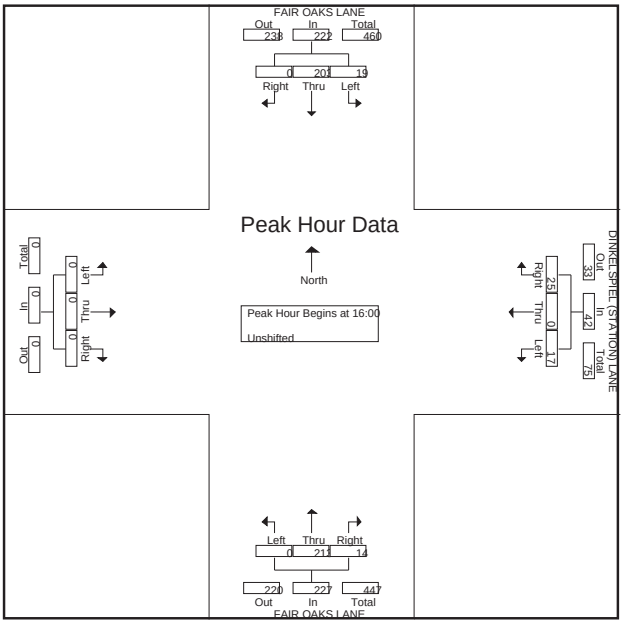
	FAIR OAKS LANE Southbound				DINKELSPIEL (STATION) LANE Westbound				FAIR OAKS LANE Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
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 : 12-7004-001 Middlefield-Watkins
Site Code : 00000000
Start Date : 1/11/2012
Page No : 1

Groups Printed- Unshifted

	Middlefield Road Southbound				Westbound				Middlefield Road Northbound				Watkins Avenue 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	112	15	127	0	0	0	0	0	56	0	56	9	0	7	16	199
07:15	0	215	13	228	0	0	0	0	9	99	0	108	9	0	9	18	354
07:30	0	234	17	251	0	0	0	0	22	111	0	133	6	0	16	22	406
07:45	0	211	18	229	0	0	0	0	11	137	0	148	13	0	30	43	420
Total	0	772	63	835	0	0	0	0	42	403	0	445	37	0	62	99	1379
08:00	0	180	17	197	0	0	0	0	13	168	0	181	27	0	18	45	423
08:15	0	206	16	222	0	0	0	0	20	165	0	185	13	0	20	33	440
08:30	0	202	32	234	0	0	0	0	19	169	0	188	19	0	24	43	465
08:45	0	210	19	229	0	0	0	0	14	143	0	157	25	0	19	44	430
Total	0	798	84	882	0	0	0	0	66	645	0	711	84	0	81	165	1758
16:00	0	149	8	157	0	0	0	0	9	227	0	236	16	0	15	31	424
16:15	0	163	11	174	0	0	0	0	15	226	0	241	15	0	19	34	449
16:30	0	148	10	158	0	0	0	0	10	244	0	254	14	0	11	25	437
16:45	0	172	2	174	0	0	0	0	13	213	0	226	12	0	14	26	426
Total	0	632	31	663	0	0	0	0	47	910	0	957	57	0	59	116	1736
17:00	0	152	12	164	0	0	0	0	19	279	0	298	8	0	12	20	482
17:15	0	176	8	184	0	0	0	0	10	222	0	232	16	0	11	27	443
17:30	0	171	12	183	0	0	0	0	14	241	0	255	12	0	10	22	460
17:45	0	187	12	199	0	0	0	0	12	227	0	239	13	0	13	26	464
Total	0	686	44	730	0	0	0	0	55	969	0	1024	49	0	46	95	1849
Grand Total	0	2888	222	3110	0	0	0	0	210	2927	0	3137	227	0	248	475	6722
Apprch %	0	92.9	7.1		0	0	0		6.7	93.3	0		47.8	0	52.2		
Total %	0	43	3.3	46.3	0	0	0	0	3.1	43.5	0	46.7	3.4	0	3.7	7.1	

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7004-001 Middlefield-Watkins
Site Code : 00000000
Start Date : 1/11/2012
Page No : 2

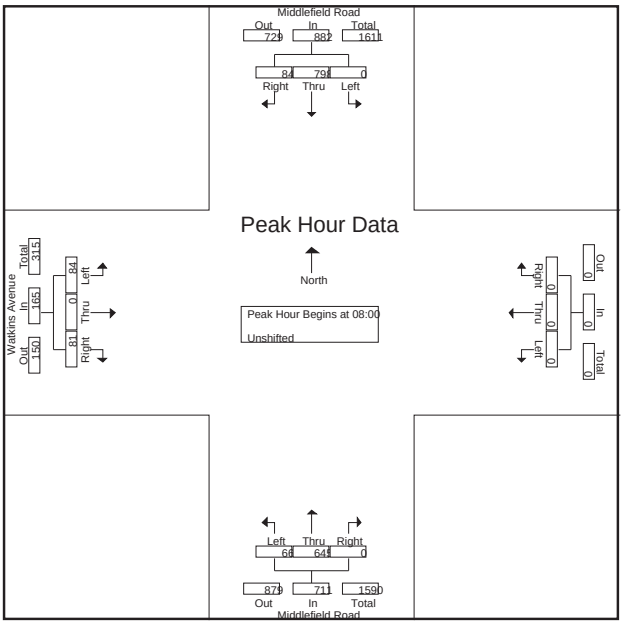
	Middlefield Road Southbound				Westbound				Middlefield Road Northbound				Watkins Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	180	17	197	0	0	0	0	13	168	0	181	**27**	0	18	**45**	423
08:15	0	206	16	222	0	0	0	0	**20**	165	0	185	13	0	20	33	440
08:30	0	202	**32**	**234**	0	0	0	0	19	**169**	0	**188**	19	0	**24**	43	**465**
08:45	0	**210**	19	229	0	0	0	0	14	143	0	157	25	0	19	44	430
Total Volume	0	798	84	882	0	0	0	0	66	645	0	711	84	0	81	165	1758
% App. Total	0	90.5	9.5		0	0	0		9.3	90.7	0		50.9	0	49.1		
PHF	.000	.950	.656	.942	.000	.000	.000	.000	.825	.954	.000	.945	.778	.000	.844	.917	.945

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7004-001 Middlefield-Watkins
Site Code : 00000000
Start Date : 1/11/2012
Page No : 3



All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7004-001 Middlefield-Watkins
Site Code : 00000000
Start Date : 1/11/2012
Page No : 4

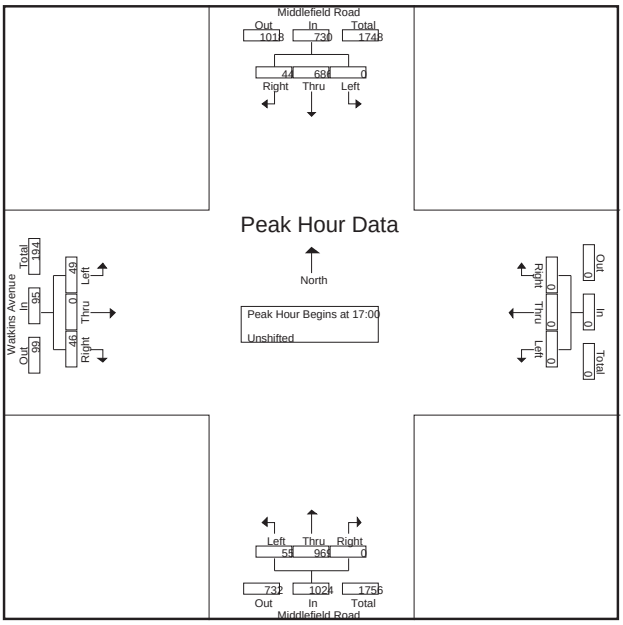
	Middlefield Road Southbound				Westbound				Middlefield Road Northbound				Watkins Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	152	**12**	164	0	0	0	0	**19**	**279**	0	**298**	8	0	12	20	**482**
17:15	0	176	8	184	0	0	0	0	10	222	0	232	**16**	0	11	**27**	443
17:30	0	171	12	183	0	0	0	0	14	241	0	255	12	0	10	22	460
17:45	0	**187**	12	**199**	0	0	0	0	12	227	0	239	13	0	**13**	26	464
Total Volume	0	686	44	730	0	0	0	0	55	969	0	1024	49	0	46	95	1849
% App. Total	0	94	6		0	0	0		5.4	94.6	0		51.6	0	48.4		
PHF	.000	.917	.917	.917	.000	.000	.000	.000	.724	.868	.000	.859	.766	.000	.885	.880	.959

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7004-001 Middlefield-Watkins
Site Code : 00000000
Start Date : 1/11/2012
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

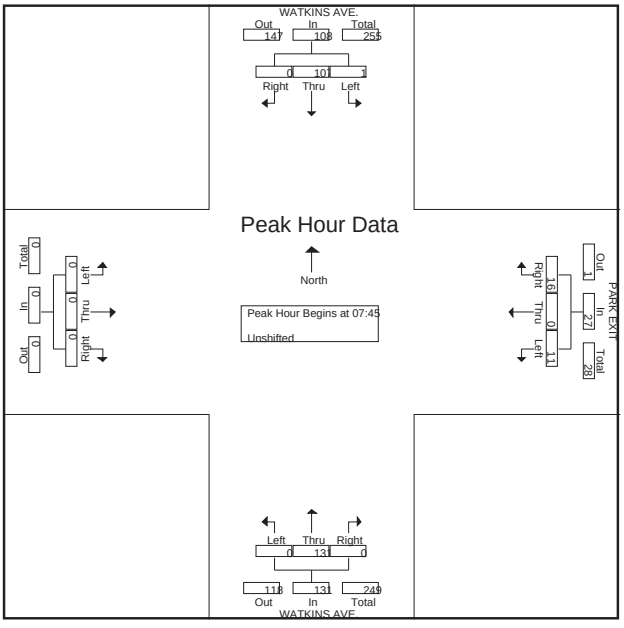
	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour 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

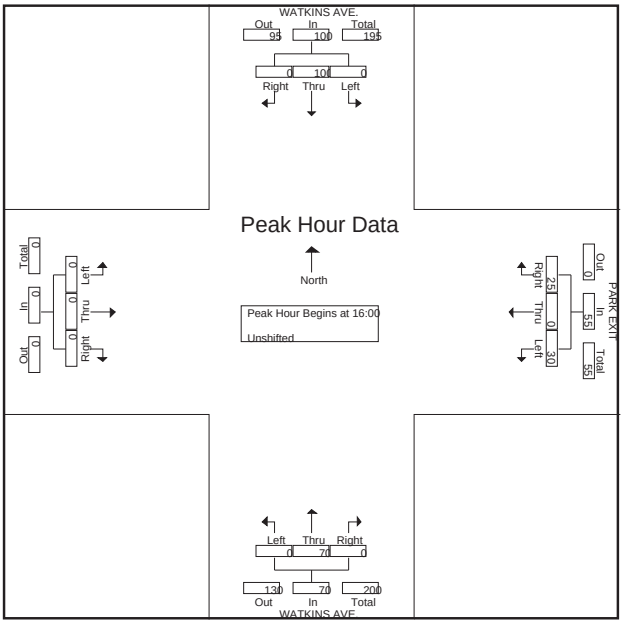
	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour 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	

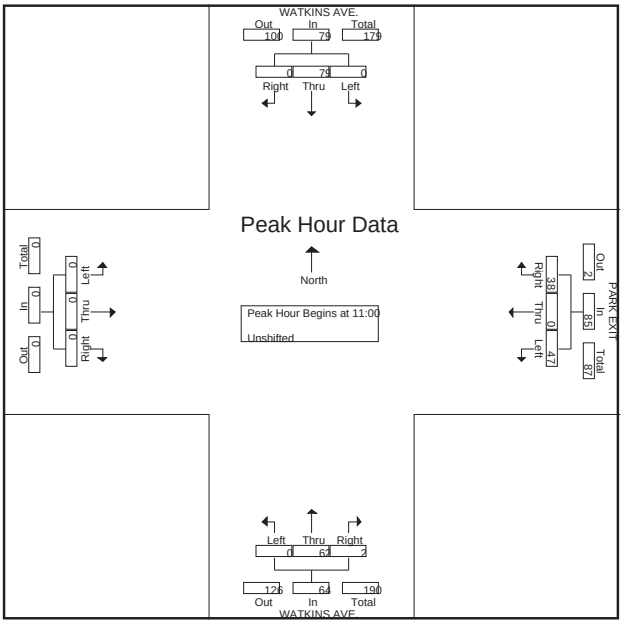
	WATKINS AVE. Southbound				PARK EXIT Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1																	
Peak Hour 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

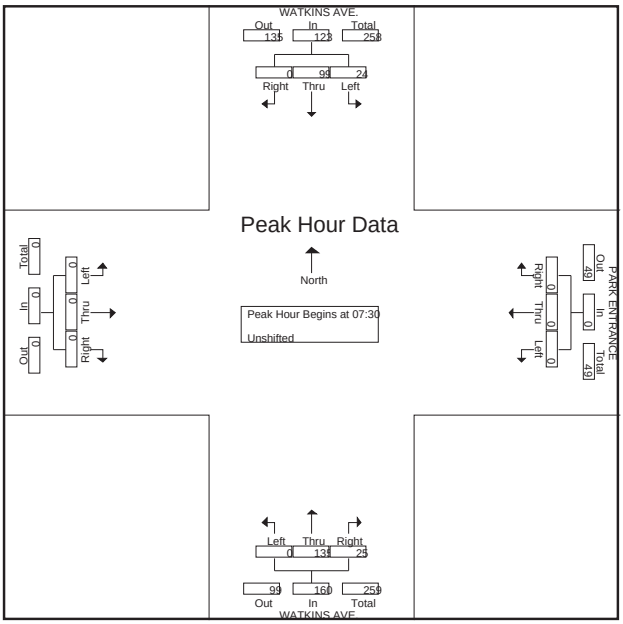
	WATKINS AVE. Southbound				PARK ENTRANCE Westbound				WATKINS AVE. Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour 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
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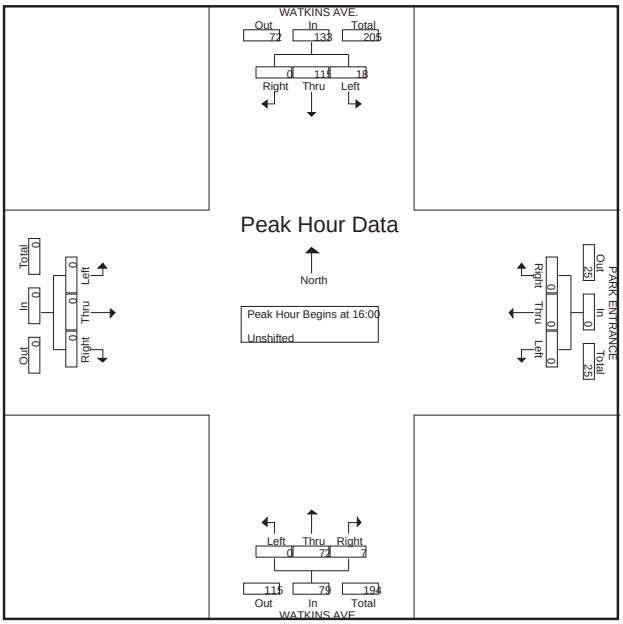

All Traffic Data

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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

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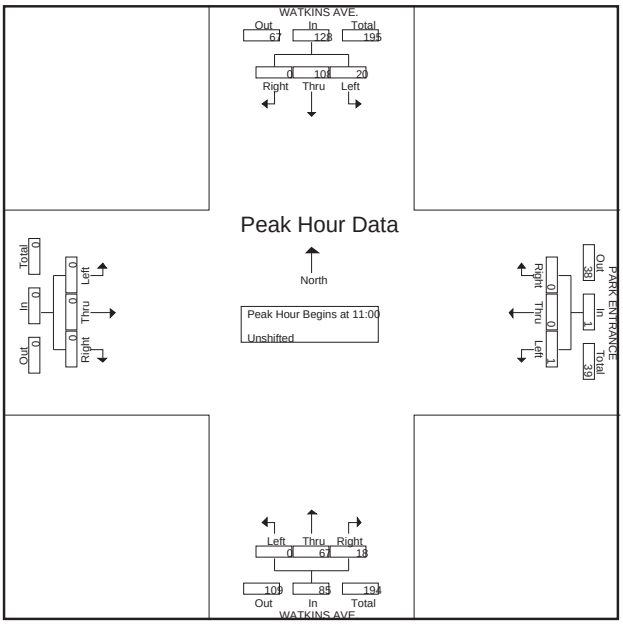
CITY OF ATHERTON

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

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CITY OF ATHERTON

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

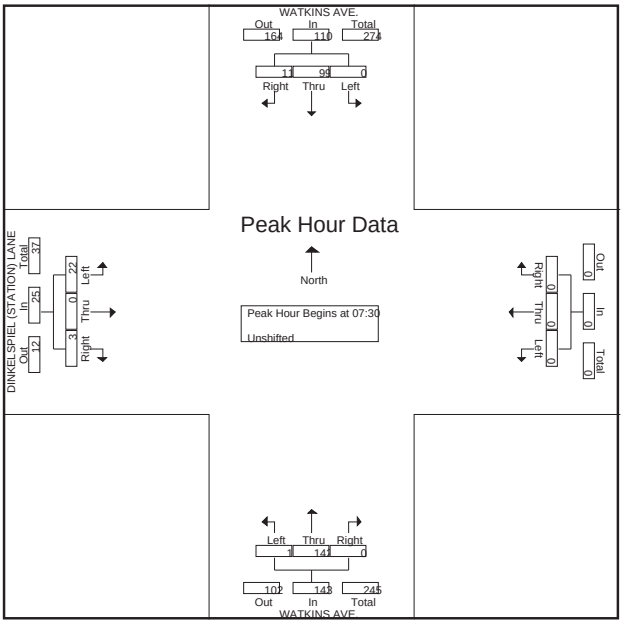
	WATKINS AVE. Southbound				Westbound				WATKINS AVE. Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
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

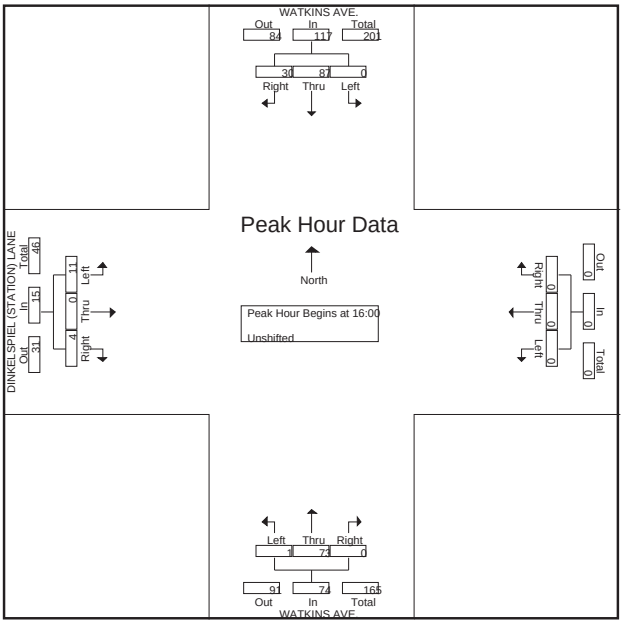
	WATKINS AVE. Southbound				Westbound				WATKINS AVE. Northbound				DINKELSPIEL (STATION) LANE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
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

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CITY OF ATHERTON

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

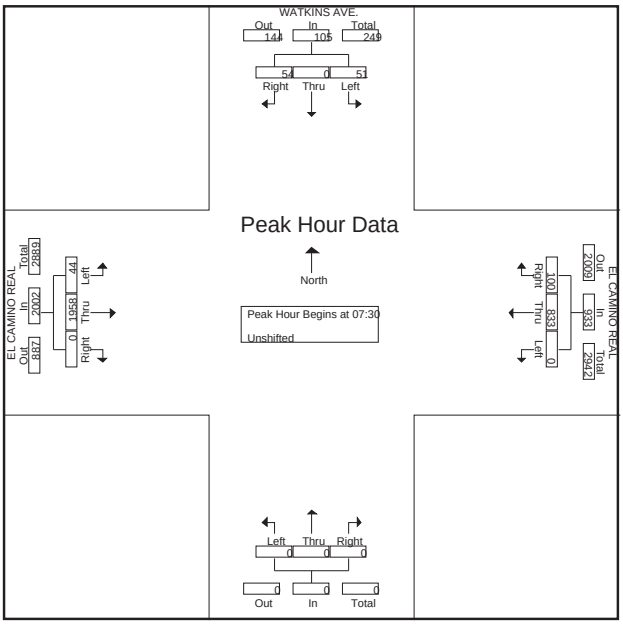
	WATKINS AVE. Southbound				EL CAMINO REAL Westbound				Northbound				EL CAMINO REAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak 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

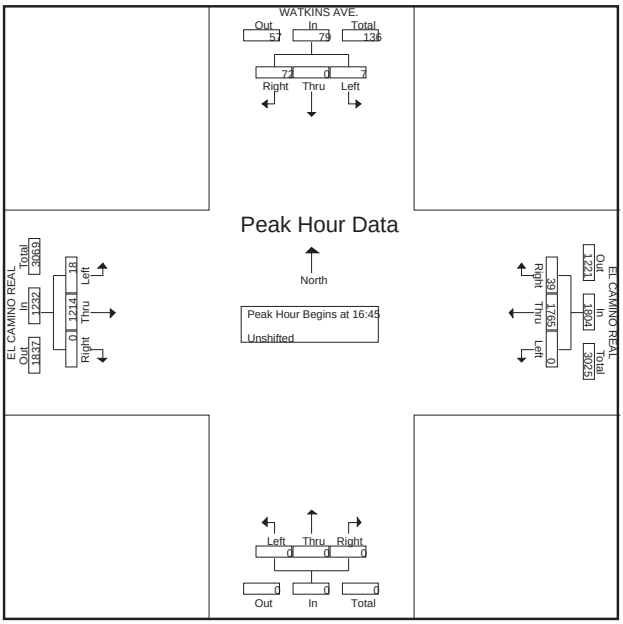
	WATKINS AVE. Southbound				EL CAMINO REAL Westbound				Northbound				EL CAMINO REAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak 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
City: Atherton

Wednesday
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
City: Atherton

Wednesday
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
City: Atherton

Saturday
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

Saturday, January 7, 2012

	Inbound	Outbound	Drop Off	Inbound + Drop Off	Outbound + Drop Off
11:00 AM	7	12	1	8	13
11:15 AM	15	10	2	17	12
11:30 AM	13	12	3	16	15
11:45 AM	13	9	3	16	12
12:00 PM	17	17	2	19	19
12:15 PM	15	17	2	17	19
12:30 PM	13	13	3	16	16
12:45 PM	15	11	2	17	13
Total	108	101	18	126	119

Tuesday, January 10, 2012

	Inbound	Outbound	Drop Off	Inbound + Drop Off	Outbound + Drop Off
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	3	3	3
8:00 AM	0	0	1	1	1
8:15 AM	1	0	5	6	5
8:30 AM	0	0	3	3	3
8:45 AM	0	0	0	0	0
Total	1	0	12	13	12
4:00 PM	8	10	2	10	12
4:15 PM	12	9	1	13	10
4:30 PM	10	12	1	11	13
4:45 PM	11	11	2	13	13
5:00 PM	12	13	2	14	15
5:15 PM	4	11	3	7	14
5:30 PM	6	14	2	8	16
5:45 PM	9	12	1	10	13
Total	72	92	14	86	106

Inbound Vehicles = Vehicles pulling into parking lot, park and use library

Outbound Vehicles = Parked vehicles using library, then leaving parking lot

Drop Off = Vehicles pulling up curbside (not a marked space inside of lot) to book drop off box, then leaving immediately. These vehicles are not included into Inbound and Outbound counts.