

APPENDIX E

FOCUSED TRANSPORTATION
IMPACT ANALYSIS

MEMORANDUM

Date: June 23, 2015
To: Paul Scheidegger, Scheidegger & Associates
From: Kevin Chen and Franziska Church, Fehr & Peers
Subject: Focused Transportation Impact Analysis for the Digester and Thickener Facilities Upgrade Project in the City of San José, California

SJ15-1580

This memorandum presents the results of the focused Transportation Impact Analysis (TIA) conducted for the proposed Digester and Thickener Facilities Upgrade Project (the Project) located within the San José-Santa Clara Regional Wastewater Facility (RWF) in San José, California. Formerly known as the San José-Santa Clara Water Pollution Control Plant, the RWF site is generally bounded by the bay to the north, State Route 237 (SR 237) to the south, Interstate 880 (I-880) to the east, and the community of Alviso to the west.

The purpose of this analysis is to evaluate the potential transportation impacts related to construction traffic generated by the Project. Specifically, pursuant to Appendix G of the 2015 California Environmental Quality Act (CEQA) Guidelines, this analysis assesses whether the project will:

1. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit.
2. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.



The focused TIA was prepared according to guidelines of the City of San José and the Santa Clara Valley Transportation Authority (VTA), the Congestion Management Agency (CMP) for Santa Clara County. A detailed site plan and areas of disturbance due to the Project are displayed on **Figure E1**.

BACKGROUND

The City of San Jose adopted and certified the San Jose/ Santa Clara Water Pollution Control Plant Master Plan (PMP) and the Environmental Impact Report (EIR) in November 2013. Part of the PMP's purpose was to identify improvement projects needed to address aging infrastructure, reduce odors, accommodate planned industrial growth in the RWF's service area, comply with changing regulations that affect the RWF; and develop a comprehensive land use plan for the entire site. Improvements include retrofitting existing facilities, constructing new facilities, changing processes, and demolishing outdated structures. The proposed Project as well as various other Capital Improvement Projects (CIPs) were not included in the Project Description of the PMP Draft EIR. In general, these projects which are all within the RWF main operations area, involve repair or replacement of existing plant facilities and equipment and were intended to undergo separate environmental review pursuant to CEQA.

SUMMARY OF FINDINGS

This section presents a summary of key findings, each of which is discussed in more detail in the main body of this memorandum.

- The Project would generate 80 morning and evening peak hour trips (50 passenger trips and 30 truck trips). Converting all of the truck trips to passenger car equivalent vehicles¹ would result in 110 morning and evening peak hour trips (50 passenger trips and 60 converted passenger trips).
- The Project would not result in intersection impacts under future study scenarios.
- The Project would not disrupt or conflict with existing or planned existing vehicular/bicycle/pedestrian/transit transportation networks.

¹ A passenger car equivalents (PCE) factor is applied to account for the relative effect of heavy vehicles (i.e., buses and trucks) on the transportation network by converting them into equivalent passenger cars.



EXISTING SURROUNDING ROADWAY FACILITIES

Regional access to the RWF site is provided by SR 237 and I-880, while local access is primarily provided via Zanker Road and Los Esteros Road. Along the perimeter of the RWF site, both Zanker Road and Los Esteros Road are signed bike routes that connect with a paved bike path that runs parallel to SR 237 starting at the Zanker Road / SR 237 Westbound ramp intersection, and continuing east towards the northern stretch of Coyote Creek Trail/Bay Trail. The bicycle facilities along the stretch of Zanker Road and Los Esteros Road are part of the San Francisco Bay Trail. No sidewalks and transit services are provided along the perimeter of the RWF site.

PROJECT DESCRIPTION

The Project includes upgrades and improvements to digesters 5-8, Dissolved Air Flotation Thickness (DAFTs) 1-6, and digester gas system; conversion of the digester process; odor control system; and replacement of existing flairs. Construction activity is expected to commence in June 2016 and complete in April 2019. Construction activities are expected to occur on site without lane closure along Zanker Road and Los Esteros Road. As a result, there would be no capacity reduction to the existing adjacent and surrounding vehicular/bicycle/pedestrian/transit transportation networks during construction activities. Construction of the Project would overlap with other construction activities related to other RWF PMP CIPs.

CONSTRUCTION TRAFFIC ESTIMATES

The amount of traffic added to the roadway facility due to the Project construction activities is estimated using a three-step process:

1. **Trip Generation** – The *amount* of construction traffic volumes arriving and departing the site due to construction activities was estimated.
2. **Trip Distribution** – The *direction* these trips use to arrive and depart the site was projected.
3. **Trip Assignment** – Trips were then *assigned* to the study roadway facilities.

Trip Generation

At the time of this study, the RWF was in the process of developing a comprehensive Traffic Management Plan (TMP) to manage the construction traffic generated by all the individual CIP projects anticipated to be constructed before the end of Year 2020. Development of a TMP was a



mitigation measure included in the PMP EIR and has been incorporated into the proposed Project as a control measure. Construction trip generation estimates were developed both for the Project and all other CIP projects identified in the TMP using available construction activity data (construction duration, number of construction workers, number of trucks, etc.) provided by RWF staff. The detailed description of the trip generation methodology is documented in **Attachment A**.

In general, during typical construction activities each CIP project is estimated to generate some level of peak hour construction traffic throughout the entire construction period. For the purpose of this analysis, it was assumed that all construction workers would arrive to the site in single occupancy passenger vehicles during the typical morning peak period and depart from the site during the typical evening commute peak period. Typical truck traffic was assumed to be evenly distributed throughout a construction work day with short dwell times on site.

Each CIP project is assumed to need additional construction workers and trucks to complete a short-term, high-intensity construction activity within their construction period. These short-term, high-intensity construction activities are assumed to have the same arrival/departure patterns as the typical construction periods described in the previous paragraph. Compared to typical construction periods, these activities would generate the maximum number of construction trips during the peak hours. Based on the initial TMP assumption, only one of the CIP projects would be permitted to have high-intensity construction activities at a given time, regardless of the number of concurrent CIP projects.

Of all the concurrent CIP projects between June 2016 and April 2019 (the Project's construction schedule), the Project was determined to have the greatest amount of short-term, high-intensity construction activity. Thus, the maximum construction activity from the Project was assumed for the Project's trip generation estimates and impact assessment. The maximum construction trips generated by the Project are shown in **Table E1**. The Project is expected to generate 80 morning peak hour (65 inbound / 15 outbound) and 80 evening peak hour (15 inbound / 65 outbound) trips. Detailed trip generation tables for both typical and maximum vehicle trips of each concurrent CIP projects can be found in **Attachment B**.



**TABLE E1: DIGESTER AND THICKENER FACILITIES UPGRADE PROJECT
 TRIP GENERATION ESTIMATES**

Vehicle Trip Type	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Maximum Peak Hour Passenger Vehicle Trips ¹	50	0	50	0	50	50
Maximum Peak Hour Truck Trips ²	15	15	30	15	15	30
Total	65	15	80	15	65	80

Notes:

1. Maximum Peak Hour Passenger Vehicle Trips represents all construction workers arriving the site during the morning peak hour and departing the site during the evening peak hour in single occupancy vehicles as a result of short-term, high-intensity construction activities.
2. Maximum peak hour Truck Trips represents all construction related trucks resulted from the same short-term, high-intensity construction activities that would arrive and then depart during the same typical commute periods.

Source: Fehr & Peers, June 2015

According to the *Highway Capacity Manual (HCM)*, a passenger car equivalents (PCE) factor should be applied in technical analysis to account for the relative effect of heavy vehicles (i.e., buses and trucks) by converting them into equivalent passenger cars. The HCM specifies a PCE range of 1.5 for level terrains to 4.5 for mountainous terrains for trucks. A PCE of 2.0 was chosen for this study to be consistent with the RWF Master Plan EIR study. **Table E2** demonstrates the conversion of truck trips illustrated in **Table E1** into passenger car equivalents. The trip generation estimates in **Table E2** are used in subsequent technical analysis because they measure the effect of the heavy vehicles on traffic conditions more accurately.

As shown in **Table E2**, the Project is projected to generate 110 morning peak hour (80 inbound/30 outbound) and 110 evening peak hour (30 inbound/80 outbound) equivalent passenger vehicle trips.

Trip Distribution

Trip distribution is defined as the directions of travel that vehicles would use to arrive at and depart from the site. Trip distribution percentages were developed based on existing traffic patterns at the study roadway facilities and the locations of complementary land uses. Trip distribution is summarized in **Table E3**. In general, most of the construction Project trips are assumed to access the site via SR 237, with approximately five percent of the trips accessing the



site via Zanker Road south of SR 237. These values are consistent with the RWF Master Plan EIR study.

**TABLE E2: DIGESTER AND THICKENER FACILITIES UPGRADE PROJECT
 TRIP GENERATION ESTIMATES (WITH PCE)**

<i>Vehicle Trip Type</i>	<i>Morning Peak Hour</i>			<i>Evening Peak Hour</i>		
	<i>Inbound</i>	<i>Outbound</i>	<i>Total</i>	<i>Inbound</i>	<i>Outbound</i>	<i>Total</i>
Maximum Peak Hour Passenger Vehicle Trips ¹	50	0	50	0	50	50
Maximum Peak Hour Truck Trips with PCE ²	30	30	60	30	30	60
Total	80	30	110	30	80	110

Notes:

1. Maximum Peak Hour Passenger Vehicle Trips represents all construction workers arriving the site during the morning peak hour and departing the site during the evening peak hour in single occupancy vehicles as a result of short-term, high-intensity construction activities.
2. Maximum peak hour Truck Trips represents all construction related trucks resulted from the same short-term, high-intensity construction activities that would arrive and then depart during the same typical commute periods, with a PCE of 2.0 applied to the truck trips presented in **Table E1**.

Source: Fehr & Peers, June 2015

TABLE E3: TRIP DISTRIBUTION

<i>Direction</i>	<i>Morning Peak Hour</i>	<i>Evening Peak Hour</i>
SR 237 East of Zanker Road	65%	15%
SR 237 West of Zanker Road	30%	80%
Zanker Road south of SR 237	5%	5%
Total	100%	100%

Source: Fehr & Peers, June 2015

Trip Assignment

Trips generated by the Project were assigned to the roadway facility based on the directions of arrival and departure discussed above. **Figure E2** shows the morning and evening peak-hour Project construction trips assigned to each turning movement at the study roadway facilities.



INTERSECTION LOS EVALUATION

Consistent with the RWF Master Plan EIR, intersection analyses were conducted using the 2000 HCM methodology and trip generation results shown in **Table E2**, via the TRAFFIX 8.0 software at the following two signalized intersections:

- Zanker Road / SR 237 Westbound Ramps
- Zanker Road / SR 237 Eastbound Ramps

Regulatory Setting and LOS Standards

While both study intersections are county CMP designated intersections, the City of San José has established a minimum acceptable operating level for all intersections including CMP designated intersections. The City of San José's *2040 General Plan* defines LOS D as the minimum acceptable LOS operations. Therefore, both intersections were analyzed based on the City's LOS standard.

Significance Criteria

A significant project impact to a signalized intersection occurs if the Project results in one of the following:

- Operations degrade from an acceptable level (LOS D or better) under without Project Conditions to an unacceptable level (LOS E or F) under with Project Conditions.
- Unacceptable operations (LOS E or F) are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.²

Based on the analysis, only the first impact criterion is applicable for the purpose of this study.

² Generally, critical movements are a pair of conflicting movements for each street that have the highest volume-to-saturation ratio or green time-to-cycle length ratio. As volumes at intersections change, the critical movements can change.



Study Scenarios

The same study scenarios identified in the RWF Master Plan EIR were evaluated for this analysis:

- Scenario 1:** *Background Conditions* - Existing volumes plus traffic from “approved but not yet built or occupied” developments near the Project site (obtained from the RWF Master Plan EIR) and other concurrent RWF CIP construction projects.
- Scenario 2:** *Background plus Project Conditions* – Scenario 1 volumes plus construction traffic generated by the Project.

Background Conditions

This section presents the results of the LOS calculations under Background Conditions with and without the Project.

Background Traffic Volumes

To obtain Background Conditions volumes, traffic generated by a) approved but not yet built or occupied developments, and b) overlapping RWF construction activities were estimated and added to existing traffic volumes.

Approved Projects

The same list of approved developments, including the North San José Development, as applied in the RWF Master Plan EIR was assumed for this analysis, which was based on information provided by San José City staff. The approved trip inventory (ATI) is included in **Attachment C**.

Concurrent Construction Activity

In addition to the ATI, construction trips related to other RWF CIP projects were added to the existing volumes to account for Background growth. Specifically, other RWF CIP projects with overlapping construction schedules between June 2016 and April 2019 (the Project’s construction schedule) were extracted from a RWF CIP Project Activities Schedule provided by RWF staff (dated 03/31/2015). The same construction trip generation methodology as discussed above was applied to these additional CIP projects to obtain the “worst case” construction period, which is defined as the highest morning and evening peak hour trip generation periods between June 2016 and April 2019. Through this approach, it was determined that the highest peak hour construction traffic



volumes would occur in July 2016. At that point in time, seven different RWF CIP projects would be active. A schedule reflecting the concurrent RWF CIP projects is included in **Attachment D**.

As noted above, only one project would be permitted to have its short-term, high-intensity construction activity and associated maximum construction trips on a given work day, regardless of the number of concurrent CIP projects. Since the Project generates the highest maximum construction trips in July 2016 amongst all concurrent CIP projects, only typical construction traffics from those other concurrent CIP projects were included in the Background No Project Conditions and the total volumes are presented in **Table E4**.

**TABLE E4: OTHER CONCURRENT RWF PROJECTS
 TRIP GENERATION ESTIMATES**

Vehicle Trip Type	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour Passenger Vehicle Trips in a Typical Work Day ¹	57	0	57	0	57	57
Peak Hour Truck Trips in a Typical Work Day ²	2	2	4	2	2	4
Total	59	2	61	2	59	61

Notes:

1. Peak Hour Passenger Vehicle Trips in a Typical Work Day represents all construction workers arriving the site during the morning peak hour and departing the site during the evening peak hour in single occupancy vehicles.
2. Peak Hour Truck Trips in a Typical Work Day on a typical day with a passenger car equivalent (PCE) of 2.0.

Source: Fehr & Peers, June 2015

Background Volumes

Background Condition traffic volumes are shown on **Figure E3**. Project construction trips (**Figure E2**) were added to the Background Condition traffic volumes (**Figure E3**) to establish Background plus Project Conditions volumes, as shown on **Figure E4**.

Impact Determination

LOS calculations were conducted for the study intersections to evaluate their operations under Background with and without the Project Conditions. Based on the analyses and impact criteria identified in the Significance Criteria section above, both study intersections would continue to



operate at acceptable levels (LOS D or better) with the Project. Thus, the Project would result in less-than-significant intersection impacts, and would not exceed the existing circulation system capacity or conflict with the county CMP.

The Background LOS analysis results are presented in **Table E5**. The TRAFFIX LOS calculation sheets are included in **Attachment E**.

TABLE E5: BACKGROUND AND BACKGROUND PLUS PROJECT INTERSECTION LOS

Intersection	Peak Hour	Background		Background Plus Project			
		Delay ¹	LOS ²	Delay ¹	LOS ²	Δ Crit. V/C ³	Δ Crit. Delay ⁴
1. Zanker Road / SR 237 WB Ramps	AM	13.3	B	13.9	B	0.050	0.6
	PM	17.4	B	17.6	B	0.010	0.5
2. Zanker Road / SR 237 EB Ramps	AM	15.8	B	16.1	B	0.014	0.5
	PM	15.7	B	16.0	B	0.024	0.3

Notes:

1. Whole intersection weighted average stopped delay expressed in seconds per vehicle for both signalized intersections using the 2000 Highway Capacity Manual (HCM) methodology via the TRAFFIX 8.0 software, with adjusted VTA parameters to reflect Santa Clara County Conditions.
2. LOS = level of service.
3. Change in the critical volume-to-capacity ratio (V/C) between Background and Background plus Project Conditions.
4. Change in critical movement delay between Background and Background plus Project Conditions.

Source: Fehr & Peers, June 2015.

Attachments:

Attachment A: RWF Trip Generation Analysis Technical Memorandum

Attachment B: Detailed Concurrent CIP Project Trip Generation Tables

Attachment C: City of San José ATI

Attachment D: Concurrent RWF CIP Projects Schedule

Attachment E: TRAFFIX LOS Calculation Work Sheets

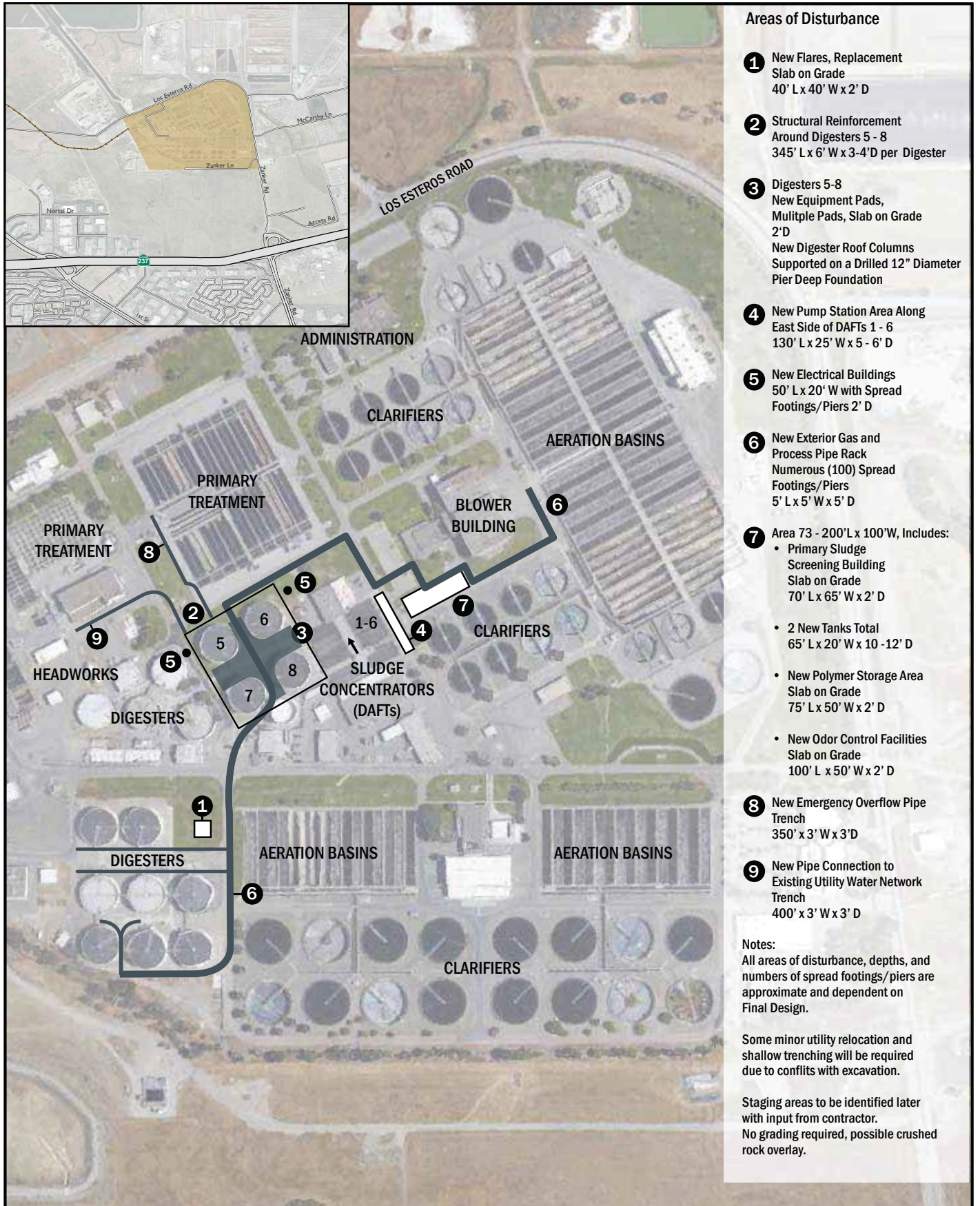


Figure E1

Digester and Thickener Facilities Upgrade Project Site Plan and Areas of Disturbance





Figure E2





Figure E3

Background No Project Lane Geometries, Traffic Controls, and Peak-Hour Volumes





Figure E4

Background Plus Project Lane Geometries, Traffic Controls, and Peak-Hour Volumes



**Attachment A: RWF Trip Generation Analysis Technical
Memorandum**

MEMORANDUM

Date: May 29, 2015

To: Milton Wong and Scott Katric,
City of San José – Santa Clara Regional Wastewater Facility

From: Steve Davis, Kevin Chen, and Lindsey Hilde – Fehr & Peers

Subject: RWF Trip Generation Analysis Technical Memorandum No. 1

SJ15-1564

The purpose of this memorandum is to document the anticipated trip generation for the San José – Santa Clara Regional Wastewater Facility (RWF) Construction Traffic Management Plan. Overall, the construction effort will be comprised of 32 individual Capital Improvement Plan (CIP) projects phased over the course of 15 years. However, through discussions with RWF Staff, it was determined that land use developments surrounding the RWF and along Zanker Road could change significantly after Year 2020 and present forecasting challenges for future volumes (beyond Year 2020). As a result, this trip generation analysis only considers CIP project construction activities that will occur at the RWF site before the end of Year 2020.

The RWF facility is located north of SR-237, west of Zanker Road, and south of Los Esteros Road. As part of this analysis, traffic counts were conducted to capture existing morning and evening peak hour traffic volumes adjacent to the RWF site. Next, using construction data provided by the City of San José, the “worst case” construction period, defined as the one peak hour period between 2015 and 2020 where construction activity would be highest due to simultaneous CIP projects, was identified. This memorandum explains the methodology and results for the trip generation analysis.

EXISTING TRAFFIC CONDITIONS

Traffic volume counts were conducted at the RWF site on Thursday, March 19, 2015 in order to determine typical weekday traffic volumes. There were no special events such as training or an on-site conference that would have attracted more employee trips to/from the site than on an



average day. Based upon discussions with RWF staff, counts were conducted 5:30 to 8:30 a.m. and 2:30 to 5:30 p.m. in order to determine the single busiest morning and evening peak hours. These time periods were selected in order to capture typical commute traffic entering and leaving the RWF site, while still reflecting likely start and end times for typical future construction activities on the site.

Based upon input provided by RWF staff, data was collected at four distinct locations surrounding the site, as shown in **Figure 1**:

1. Los Esteros Road & West Driveway
2. Los Esteros Road & ZWED Driveway
3. Zanker Road & McCarthy Lane / North Driveway
4. Zanker Road & South Driveway / 4190 Zanker Road Driveway

Raw traffic count data at each count location is included in **Attachment A** and a summary of the existing inbound (entering) and outbound (exiting) traffic at the RWF site is shown in **Table 1**. Overall, it was found that 7:15 to 8:15 a.m. and 2:30 to 3:30 p.m. represented the respective morning and evening peak hours for traffic on roadways and entering/exiting the site.

TABLE 1: SUMMARY OF EXISTING INBOUND/OUTBOUND TRAFFIC VOLUMES FOR RWF SITE

Count Location	Morning Peak Hour (7:15-8:15 AM)			Evening Peak Hour (2:30-3:30 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. Los Esteros Road & West Driveway	51	9	60	8	29	37
2. Los Esteros Road & ZWED Driveway ¹	N/A	N/A	N/A	N/A	N/A	N/A
3. Zanker Road & McCarthy Lane / North Driveway	1	3	4	0	20	20
4. Zanker Road & South Driveway / 4190 Zanker Road Driveway	2	0	2	2	0	2
Total	54	12	66	10	49	59

Note

1. No access to the RWF site is provided at Count Location 2

Source: Fehr & Peers, May 2015



Figure 1
Traffic Count Locations (March 19, 2015)



Though the existing traffic volumes are not directly utilized in the trip generation calculations, they serve as the basis for comparison with forecasted traffic levels in the Traffic Management Plan. The identified morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours will be utilized as the two respective peak hours under consideration for the trip generation analyses as well as access evaluations and capacity analyses to be completed in future phases of this project.

TRIP GENERATION METHODOLOGY

This section explains the methodology used to calculate trip generation estimates. This effort only evaluated the 24 projects with active construction periods between 2015 and 2020. Trips were estimated for the site using the following process:

1. Fehr & Peers receives data/spreadsheets from RWF staff that document the estimated construction activity for the 24 active CIP projects.
2. Fehr & Peers reviews data to understand the estimated construction schedule and level of activity for each CIP project.
3. Fehr & Peers utilizes the data to estimate the maximum a.m. peak hour and p.m. peak hour trip generation for small vehicle trips (construction worker trips) and truck trips (construction activity) for each quarter of the 2015-2020 construction period.
4. Fehr & Peers determines the trip generation results for the quarter with the highest total trip generation during the morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours based upon a review of activity during all quarters of the 2015-2020 construction period.

The data and trip generation is described in more detail in the following subsections.

Trip Generation Data References

The following construction data sources provided by RWF staff were utilized in this effort in order to understand the timing and number of trips associated with each RWF project:

- Construction Field Schedule (dated April 2, 2015): This Gantt chart, displays all 32 CIP projects, with some detail on phasing within each CIP project, depending on the length and intensity of the project. The start and end dates for each project are shown for first quarter (three calendar months) 2015 through third quarter 2029 in quarterly intervals. Each project has a unique ID number (Activity ID).
- Traffic Flow Estimates and Construction Employee Count (dated May 7, 2015): This Excel based document includes detailed information on the project packages, including



estimated project costs, construction schedules, and anticipated traffic generated. A copy of the data provided in this document is shown in **Attachment B**. The traffic for each project package is separated into the following four categories:

- Number of small vehicle trips in a typical work day
- Number of truck trips in a typical work day
- Maximum number of one-way small vehicle trips in a single hour
- Maximum number of one-way truck trips in a single hour

These data sources were reviewed for consistency and to understand schedule overlap of the individual projects. Data from the Construction Field Schedule for projects active before 2020 was matched with construction worker count and truck trip data from the Traffic Flow Estimates and Construction Employee Count spreadsheet. The estimates number of trips related to construction activities was applied to each project throughout its active construction schedule.

Small Vehicle Trips in a Typical Work Day

Small vehicle trips generated in a typical work day by each CIP project are detailed in the Traffic Flow Estimates and Construction Employee Count spreadsheet provided by the RWF staff. Specifically, the number of construction workers in a typical work day (Column K in the Excel document) was identified for all applicable CIP projects.

In order to be conservative, it was assumed that all construction workers would arrive to the site in single occupancy passenger vehicles during the morning (7:15-8:15 a.m.) peak hour and depart from the site during the evening (2:30-3:30 p.m.) peak hour as identified through the traffic volume counts.

A detailed trip generation table for forecasted small vehicle trips in a typical work day for each project included in the CIP can be found in **Attachment C, Table C1**. The resulting trip generation for the morning and evening peak hours is referred to as the Peak Hour Small Vehicle Trips in a Typical Work Day.

Truck Trips in a Typical Work Day

The Traffic Flow Estimates and Construction Employee Count spreadsheet also identifies the number of one-way truck trips in a typical work day (Column L in the Excel document) for the applicable CIP projects.



Given that truck traffic for construction activities includes the delivery and/or removal of materials throughout the work day, it was assumed that typical truck traffic would be evenly distributed throughout the construction work day. As such, it is anticipated that approximately ten percent of the typical truck traffic would occur during each of the morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours.

A passenger car equivalent (PCE) of two (2) was applied to the truck traffic. PCEs are used in capacity analysis to convert heavy vehicle traffic (i.e., trucks) into the equivalent passenger car flow to account for their relative impact. A PCE of 2 is consistent with *The Plant Master Plan (2013)*.

A detailed trip generation table for forecasted truck trips in a typical work day (including the PCE) for each project included in the CIP can be found in **Attachment C, Table C2**. The resulting trip generation for the morning and evening peak hours is referred to as the Peak Hour Truck Trips in a Typical Work Day.

Maximum One-Way Small Vehicle Trips in a Single Hour

In addition to the typical construction traffic flow, each CIP project is likely to generate a temporary increase in small vehicle traffic during a relatively small portion of their schedules due to specific labor or equipment intensive construction tasks. An estimated maximum single-hour, one-way volume of small vehicle trips (Column N in the Excel document) was provided for each relevant CIP project.

The temporary increase in small vehicle trips is assumed to represent additional construction workers related to short-term, high-intensity construction activities. In order to be conservative, it was assumed that all construction workers would arrive to the site during the morning (7:15-8:15 a.m.) peak hour and depart from the site during the evening (2:30-3:30 p.m.) peak hour as identified through the traffic volume counts.

Given that the maximum one-way volume of small vehicles would include the small vehicle trips in a typical work day occurring in the respective peak hours, the difference between these two values was identified as the Maximum Additional Peak Hour Small Vehicle Trips and utilized for the purposes of the trip generation analysis. A detailed trip generation table for the maximum additional one-way small vehicle trips in a single hour for each project included in the CIP can be found in **Attachment C, Table C3**.



Due to the anticipated short duration and estimated high traffic volumes of these construction activities, it is assumed that only one project would generate maximum one-way small vehicle trips on a given day, regardless of the number of concurrent CIP projects. In order to be conservative, only the project with the highest number of combined additional one-way peak hour small vehicle trips and truck trips during the busiest quarter of activity was selected for inclusion in the trip generation results. The Maximum Additional Peak Hour Small Vehicle Trips for this project are assumed to travel inbound to the site during the morning (7:15-8:15 a.m.) peak hour and outbound from the site during the evening (2:30-3:30 p.m.) peak hour.

Maximum One-Way Truck Trips in a Single Hour

Each CIP project is also likely to generate a temporary increase in truck traffic during a relatively small portion of their schedules due to specific labor or equipment intensive construction tasks. An estimated maximum single-hour, one-way volume of truck trips (Column O in the Excel document) was provided for each relevant CIP project. The temporary increase in truck trips is assumed to represent additional material deliveries and/or removals related to short-term, high-intensity construction activities.

A passenger car equivalent (PCE) of two (2) was applied to the truck traffic. Given that the maximum one-way volume of truck trips would include the truck trips in a typical work day occurring in the respective peak hours, the difference between these two values was identified as the Maximum Additional Peak Hour Truck Trips and utilized for the purposes of the trip generation analysis. A detailed trip generation table for the maximum additional peak hour truck trips for each project included in the CIP can be found in **Attachment C, Table C4**.

Due to the anticipated short duration and estimated high traffic volumes of these construction activities, it is assumed that only one project would generate maximum one-way truck trips on a given day, regardless of the number of concurrent CIP projects. In order to be conservative, only the project with the highest number of combined additional one-way peak hour small vehicle trips and truck trips during the busiest quarter of activity was selected for inclusion in the trip generation results. The Maximum Additional Peak Hour Truck Trips for this project are assumed to occur during each of the morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours.



TRIP GENERATION RESULTS

The total morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hour trip generation for each quarter was determined by aggregating the following four trip generation characteristics:

- Peak Hour Small Vehicle Trips in a Typical Work Day
- Peak Hour Truck Trips in a Typical Work Day
- Maximum Additional Peak Hour Small Vehicle Trips
- Maximum Additional Peak Hour Truck Trips

Using the total trip generation related to the construction activity by quarter, it was determined that the highest peak hour construction traffic volumes would occur during the third quarter (July - September) of Year 2020. At that point in time, 11 different RWF projects would be active. As shown in **Table 2**, during the busiest period of construction, construction activities at the RWF site would be expected to generate a total of 259 hourly trips during each of the morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours.

Given that small vehicle trips would be concentrated during the morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours, the overall trip generation shown in **Table 2** is greater than the maximum additional trip generation that may occur during any single off-peak hour (between 8:15 a.m. and 2:30 p.m.) on a given work day. Additionally, given that these peak hours represent the times of day with the highest traffic on the adjacent roadways, it can be assumed that they represent the most critical periods for future analyses.

The results of the trip generation analyses will ultimately be used to analyze the effects of project construction on the nearby roadway network. The generated trips shown in **Table 2** will be added to the existing traffic volumes to create a forecast of the total anticipated traffic volumes. This forecast will serve as the basis for access evaluations and capacity analyses, which will in turn be used to evaluate the potential requirements for geometric improvements and traffic control plan guidelines.



TABLE 2: PEAK HOUR CONSTRUCTION TRIP GENERATION ESTIMATES^{1,2}

Vehicle Trip Origin	Morning Peak Hour (7:15-8:15 AM)			Evening Peak Hour (2:30-3:30 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour Small Vehicle Trips in a Typical Work Day ³	139	0	139	0	139	139
Peak Hour Truck Trips in a Typical Work Day ⁴	7	7	14	7	7	14
Maximum Additional Peak Hour Small Vehicle Trips ⁵	50	0	50	0	50	50
Maximum Additional Peak Hour Truck Trips ⁶	28	28	56	28	28	56
Total	224	35	259	35	224	259

Note

1. Represents the highest one-hour construction traffic flow based on RWF construction schedule from Years 2015 to 2020, which falls in the third quarter (July - September) of Year 2020.
2. Refer to Appendix C, Tables C1-C4 for detailed analyses and assumptions made for each vehicle trip category.
3. Peak Hour Small Vehicle Trips in a Typical Work Day represents all construction workers entering the site during the morning peak hour and departing the site during the evening peak hour in single occupancy vehicles.
4. Peak Hour Truck Trips in a Typical Work Day represents 10% of daily truck traffic on a typical day with a passenger car equivalent (PCE) of 2.0.
5. Maximum Additional Small Vehicle Peak Hour Trips represents additional construction workers entering the site during the morning peak hour and departing the site during the evening peak hour in single occupancy vehicles as a result of short-term, high-intensity construction activities due to the single project with the highest number of combined additional small vehicle and truck trips (New Headworks Package).
6. Maximum Additional Truck Peak Hour Trips represents additional trucks entering and exiting the site during each peak hour as a result of short-term, high-intensity construction activities due to the single project with the highest number of combined additional small vehicle and truck trips (New Headworks Package). A passenger car equivalent (PCE) of 2.0 was applied to this volume.

Source: Fehr & Peers, May 2015

Attachment A: Existing Traffic Count Data

Attachment B: Traffic Flow Estimates and Construction Employee Count

Attachment C: Detailed Trip Generation Tables

Attachment A: Existing Traffic Count Data

Traffic Data Service

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File Name : 1AM FINAL
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Groups Printed- Vehicles

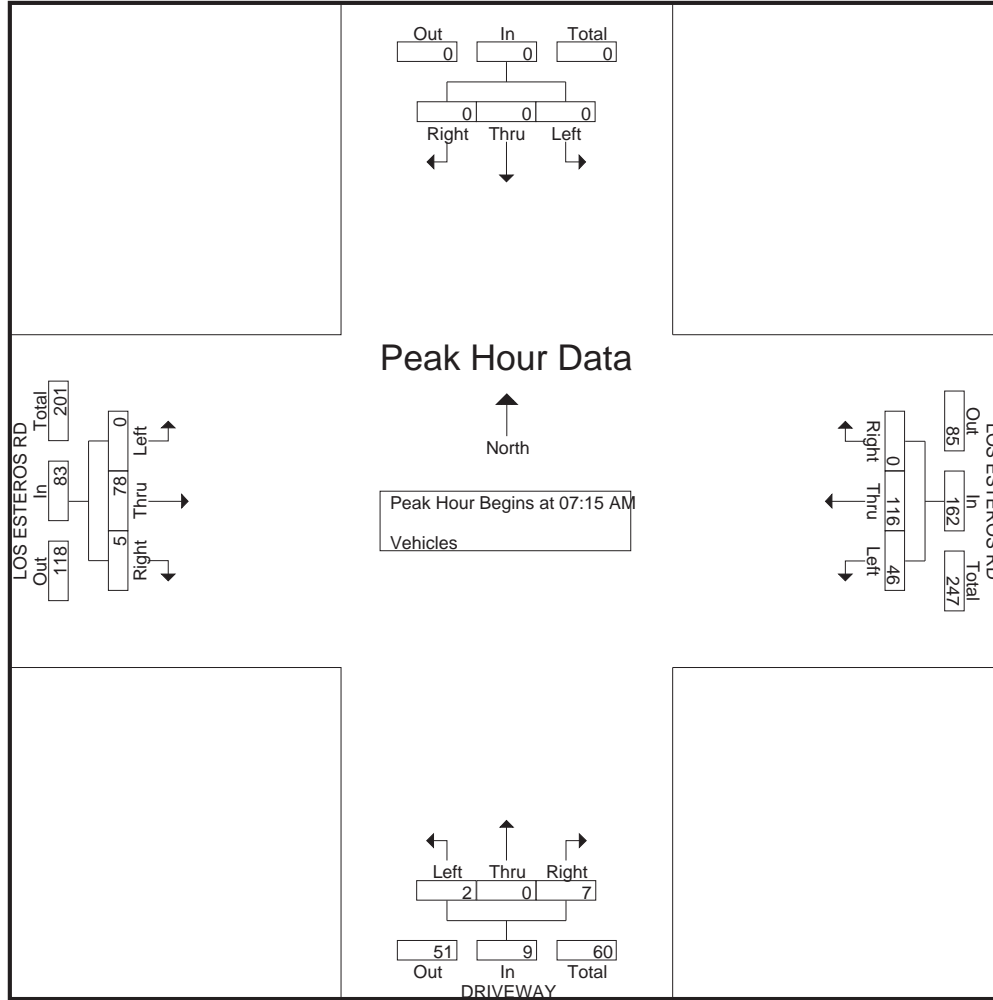
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	15	18	0	33	1	0	0	0	1	1	6	0	0	7	41
05:45 AM	0	0	0	0	0	0	17	35	0	52	0	0	0	0	0	0	5	0	0	5	57
Total	0	0	0	0	0	0	32	53	0	85	1	0	0	0	1	1	11	0	0	12	98
06:00 AM	0	0	0	0	0	0	20	29	0	49	3	0	0	0	3	1	12	0	0	13	65
06:15 AM	0	0	0	0	0	0	19	15	0	34	0	0	0	0	0	1	14	0	0	15	49
06:30 AM	0	0	0	0	0	0	26	11	0	37	3	0	0	0	3	0	27	0	0	27	67
06:45 AM	0	0	0	0	0	0	31	13	0	44	2	0	0	0	2	3	14	0	0	17	63
Total	0	0	0	0	0	0	96	68	0	164	8	0	0	0	8	5	67	0	0	72	244
07:00 AM	0	0	0	0	0	0	24	9	0	33	2	0	0	0	2	1	20	0	0	21	56
07:15 AM	0	0	0	0	0	0	31	8	0	39	3	0	1	0	4	0	20	0	0	20	63
07:30 AM	0	0	0	0	0	0	34	9	0	43	2	0	0	0	2	3	20	0	0	23	68
07:45 AM	0	0	0	0	0	0	22	14	0	36	2	0	0	0	2	0	19	0	0	19	57
Total	0	0	0	0	0	0	111	40	0	151	9	0	1	0	10	4	79	0	0	83	244
08:00 AM	0	0	0	0	0	0	29	15	0	44	0	0	1	0	1	2	19	0	0	21	66
08:15 AM	0	0	0	0	0	0	17	10	0	27	3	0	0	0	3	1	22	0	0	23	53
Grand Total	0	0	0	0	0	0	285	186	0	471	21	0	2	0	23	13	198	0	0	211	705
Apprch %	0	0	0	0	0	0	60.5	39.5	0		91.3	0	8.7	0		6.2	93.8	0	0		
Total %	0	0	0	0	0	0	40.4	26.4	0	66.8	3	0	0.3	0	3.3	1.8	28.1	0	0	29.9	

Start Time	Southbound					LOS ESTEROS RD Westbound					DRIVEWAY Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	31	8	0	39	3	0	1	0	4	0	20	0	0	20	63
07:30 AM	0	0	0	0	0	0	34	9	0	43	2	0	0	0	2	3	20	0	0	23	68
07:45 AM	0	0	0	0	0	0	22	14	0	36	2	0	0	0	2	0	19	0	0	19	57
08:00 AM	0	0	0	0	0	0	29	15	0	44	0	0	1	0	1	2	19	0	0	21	66
Total Volume	0	0	0	0	0	0	116	46	0	162	7	0	2	0	9	5	78	0	0	83	254
% App. Total	0	0	0	0	0	0	71.6	28.4	0		77.8	0	22.2	0		6	94	0	0		
PHF	.000	.000	.000	.000	.000	.000	.853	.767	.920		.583	.000	.500	.563		.417	.975	.000	.902		.934

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Groups Printed- Bikes

Start Time	Southbound					LOS ESTEROS RD Westbound					DRIVEWAY Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	

Start Time	Southbound					LOS ESTEROS RD Westbound					DRIVEWAY Northbound					LOS ESTEROS RD Eastbound					Int. Total
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Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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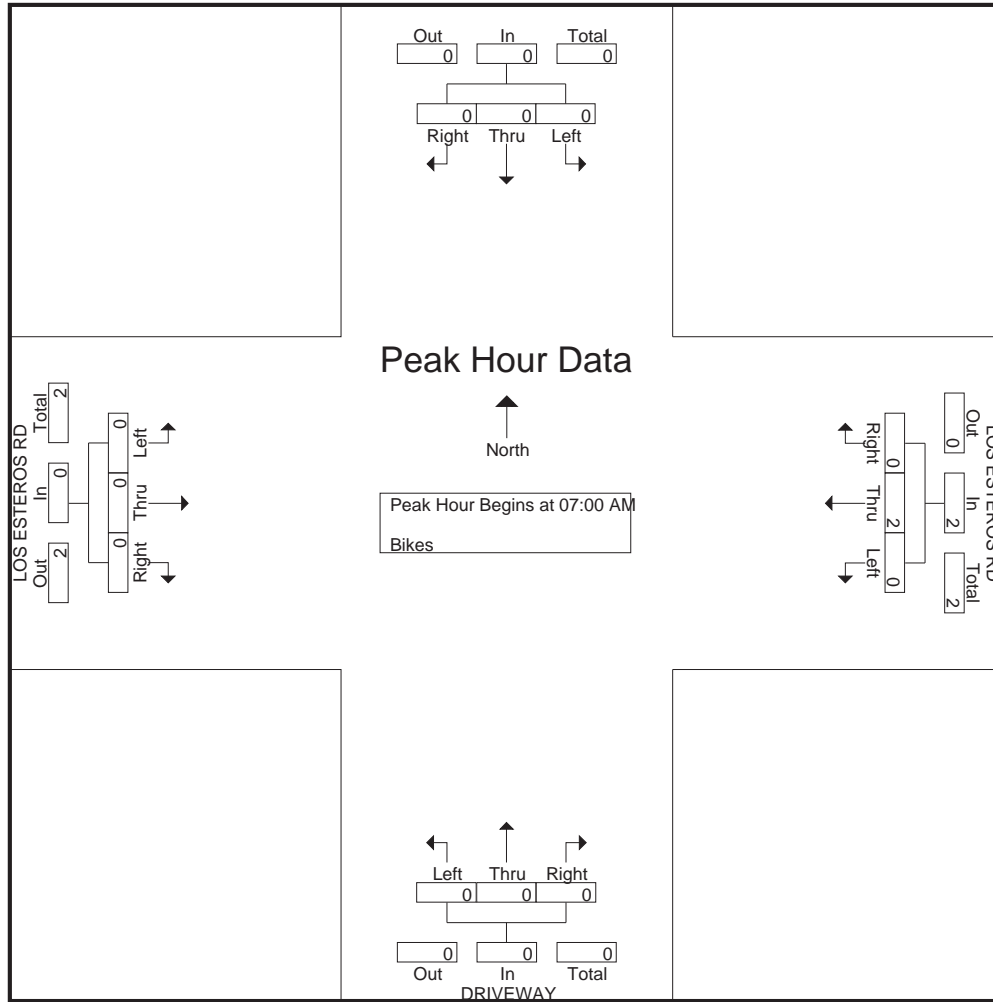
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idsbay@cs.com

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Site Code : 00000001

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Groups Printed- Vehicles

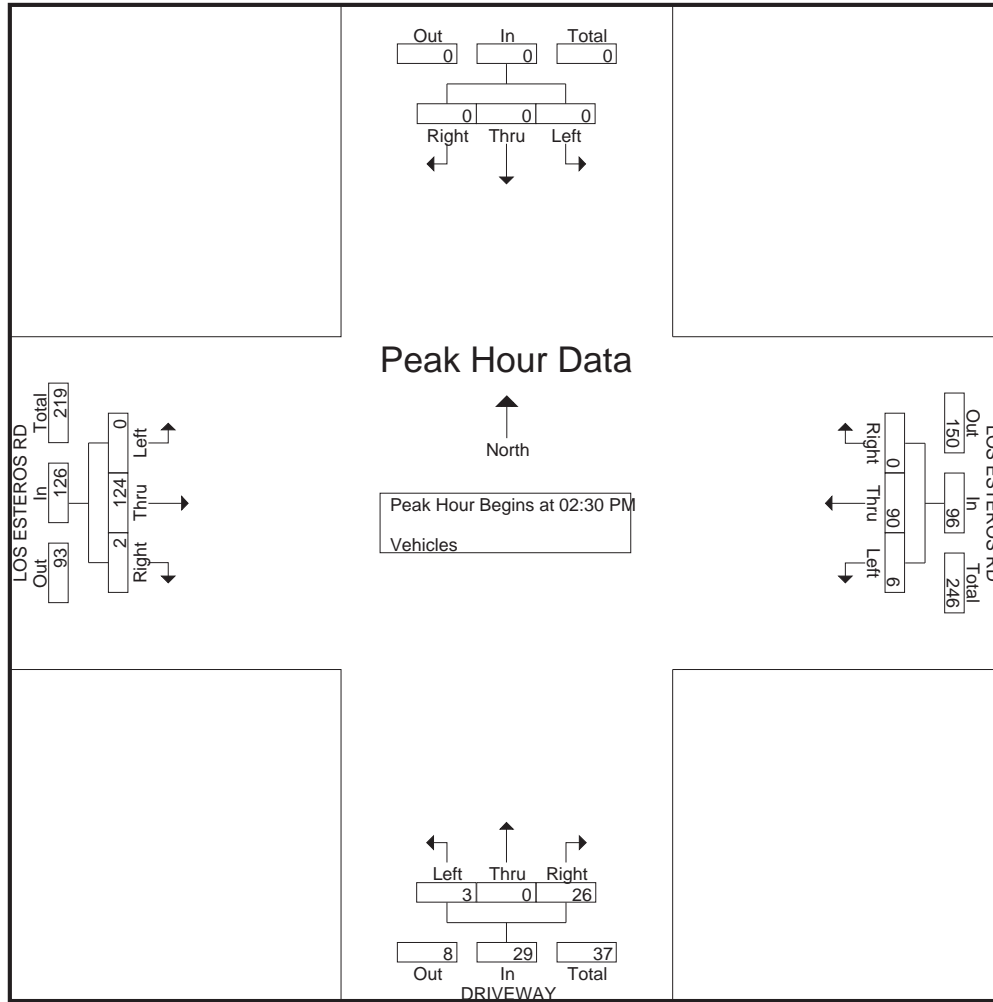
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02:45 PM	0	0	0	0	0	0	28	2	0	30	4	0	0	0	4	1	29	0	0	30	64
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03:15 PM	0	0	0	0	0	0	17	0	0	17	9	0	1	0	10	0	31	0	0	31	58
03:30 PM	0	0	0	0	0	0	14	1	0	15	13	0	3	0	16	0	21	0	0	21	52
03:45 PM	0	0	0	0	0	0	9	2	0	11	5	0	1	0	6	0	30	0	0	30	47
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04:15 PM	0	0	0	0	0	0	11	1	0	12	4	0	0	0	4	0	25	0	0	25	41
04:30 PM	0	0	0	0	0	0	12	0	0	12	10	0	1	0	11	0	27	0	0	27	50
04:45 PM	0	0	0	0	0	0	15	1	0	16	5	0	0	0	5	0	24	0	0	24	45
Total	0	0	0	0	0	0	48	2	0	50	27	0	1	0	28	0	108	0	0	108	186
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05:15 PM	0	0	0	0	0	0	12	2	0	14	2	0	0	0	2	2	28	0	0	30	46
05:30 PM	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	43	0	0	43	52
05:45 PM	0	0	0	0	0	0	13	1	0	14	3	0	0	0	3	2	21	0	0	23	40
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Apprch %	0	0	0	0		0	92.2	7.8	0		90.3	0	9.7	0		1.5	98.5	0	0		
Total %	0	0	0	0	0	0	28.2	2.4	0	30.6	11.8	0	1.3	0	13	0.8	55.5	0	0	56.4	

Start Time	Southbound				LOS ESTEROS RD Westbound				DRIVEWAY Northbound				LOS ESTEROS RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	0	0	0	27	1	28	8	0	1	9	0	24	0	24	61
02:45 PM	0	0	0	0	0	28	2	30	4	0	0	4	1	29	0	30	64
03:00 PM	0	0	0	0	0	18	3	21	5	0	1	6	1	40	0	41	68
03:15 PM	0	0	0	0	0	17	0	17	9	0	1	10	0	31	0	31	58
Total Volume	0	0	0	0	0	90	6	96	26	0	3	29	2	124	0	126	251
% App. Total	0	0	0		0	93.8	6.2		89.7	0	10.3		1.6	98.4	0		
PHF	.000	.000	.000	.000	.000	.804	.500	.800	.722	.000	.750	.725	.500	.775	.000	.768	.923

Traffic Data Service

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Groups Printed- Bikes

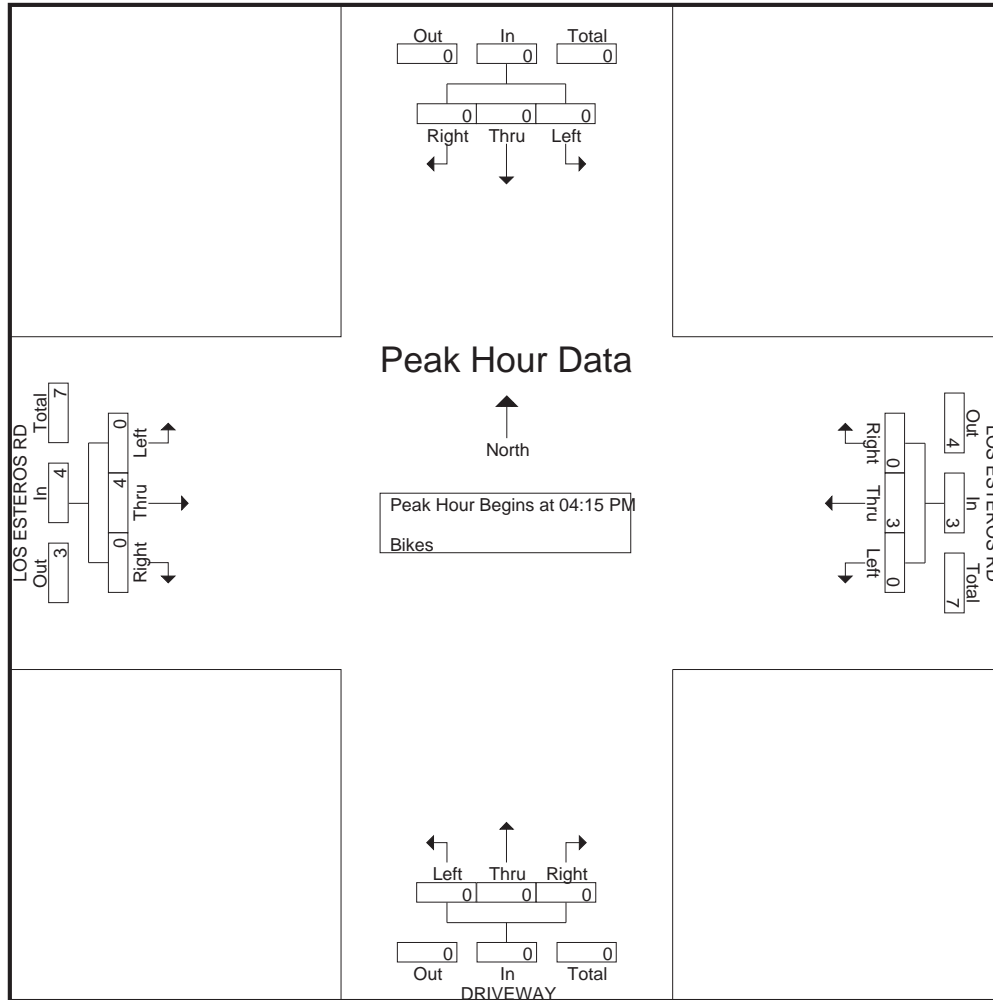
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02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	0	4
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
Grand Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	7	0	0	0	7
Apprch %	0	0	0	0		0	100	0	0		0	0	100	0		0	100	0	0		
Total %	0	0	0	0	0	0	33.3	0	0	33.3	0	0	8.3	0	8.3	0	58.3	0	0	58.3	

Start Time	Southbound					LOS ESTEROS RD Westbound					DRIVEWAY Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000		.000	.375	.000	.375		.000	.000	.000	.000		.000	.500	.000	.500		.875

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Groups Printed- Vehicles

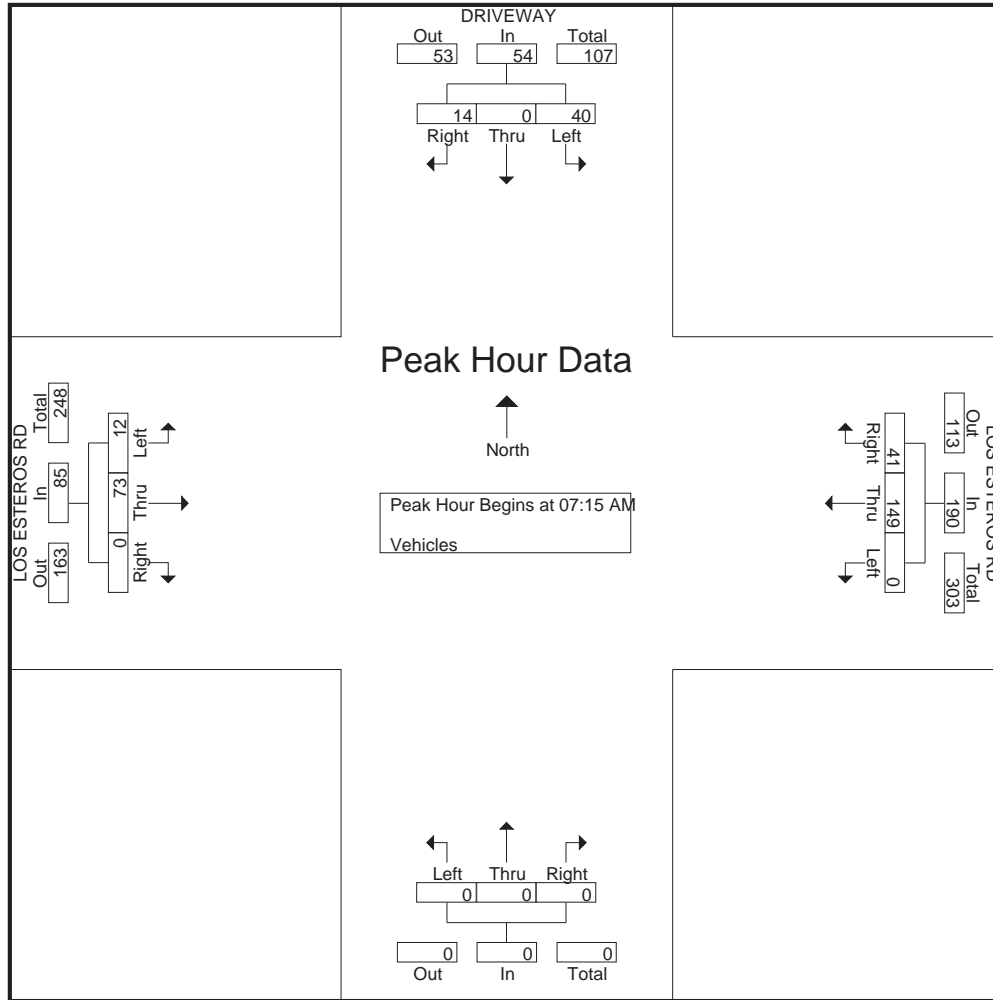
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	1	0	0	0	1	13	33	0	0	46	0	0	0	0	0	0	7	0	0	7	54
05:45 AM	1	0	0	0	1	9	59	0	0	68	0	0	0	0	0	0	3	3	0	6	75
Total	2	0	0	0	2	22	92	0	0	114	0	0	0	0	0	0	10	3	0	13	129
06:00 AM	0	0	1	0	1	9	46	0	0	55	0	0	0	0	0	0	12	2	0	14	70
06:15 AM	2	0	7	0	9	7	33	0	0	40	0	0	0	0	0	0	12	3	0	15	64
06:30 AM	1	0	3	0	4	5	37	0	0	42	0	0	0	0	0	0	27	3	0	30	76
06:45 AM	0	0	5	0	5	10	47	0	0	57	0	0	0	0	0	0	15	1	0	16	78
Total	3	0	16	0	19	31	163	0	0	194	0	0	0	0	0	0	66	9	0	75	288
07:00 AM	3	0	5	0	8	10	30	0	0	40	0	0	0	0	0	0	20	4	0	24	72
07:15 AM	3	0	10	0	13	9	36	0	0	45	0	0	0	0	0	0	21	2	0	23	81
07:30 AM	3	0	6	0	9	10	40	0	0	50	0	0	0	0	0	0	18	3	0	21	80
07:45 AM	4	0	14	0	18	15	33	0	0	48	0	0	0	0	0	0	20	3	0	23	89
Total	13	0	35	0	48	44	139	0	0	183	0	0	0	0	0	0	79	12	0	91	322
08:00 AM	4	0	10	0	14	7	40	0	0	47	0	0	0	0	0	0	14	4	0	18	79
08:15 AM	0	0	10	2	12	10	27	0	0	37	0	0	0	0	0	0	20	5	0	25	74
Grand Total	22	0	71	2	95	114	461	0	0	575	0	0	0	0	0	0	189	33	0	222	892
Apprch %	23.2	0	74.7	2.1		19.8	80.2	0	0		0	0	0	0	0	0	85.1	14.9	0		
Total %	2.5	0	8	0.2	10.7	12.8	51.7	0	0	64.5	0	0	0	0	0	0	21.2	3.7	0	24.9	

Start Time	DRIVEWAY Southbound					LOS ESTEROS RD Westbound					Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	0	10		13	9	36	0		45	0	0	0		0	0	21	2		23	81
07:30 AM	3	0	6		9	10	40	0		50	0	0	0		0	0	18	3		21	80
07:45 AM	4	0	14		18	15	33	0		48	0	0	0		0	0	20	3		23	89
08:00 AM	4	0	10		14	7	40	0		47	0	0	0		0	0	14	4		18	79
Total Volume	14	0	40		54	41	149	0		190	0	0	0		0	0	73	12		85	329
% App. Total	25.9	0	74.1			21.6	78.4	0			0	0	0		0	0	85.9	14.1			
PHF	.875	.000	.714		.750	.683	.931	.000		.950	.000	.000	.000		.000	.000	.869	.750		.924	.924

Traffic Data Service

Campbell, CA
 (408) 377-2988
idsbay@cs.com

File Name : 2AM FINAL
 Site Code : 00000002
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2AM FINAL
 Site Code : 00000002
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Bikes

Start Time	DRIVEWAY Southbound					LOS ESTEROS RD Westbound					Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	

Start Time	DRIVEWAY Southbound					LOS ESTEROS RD Westbound					Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

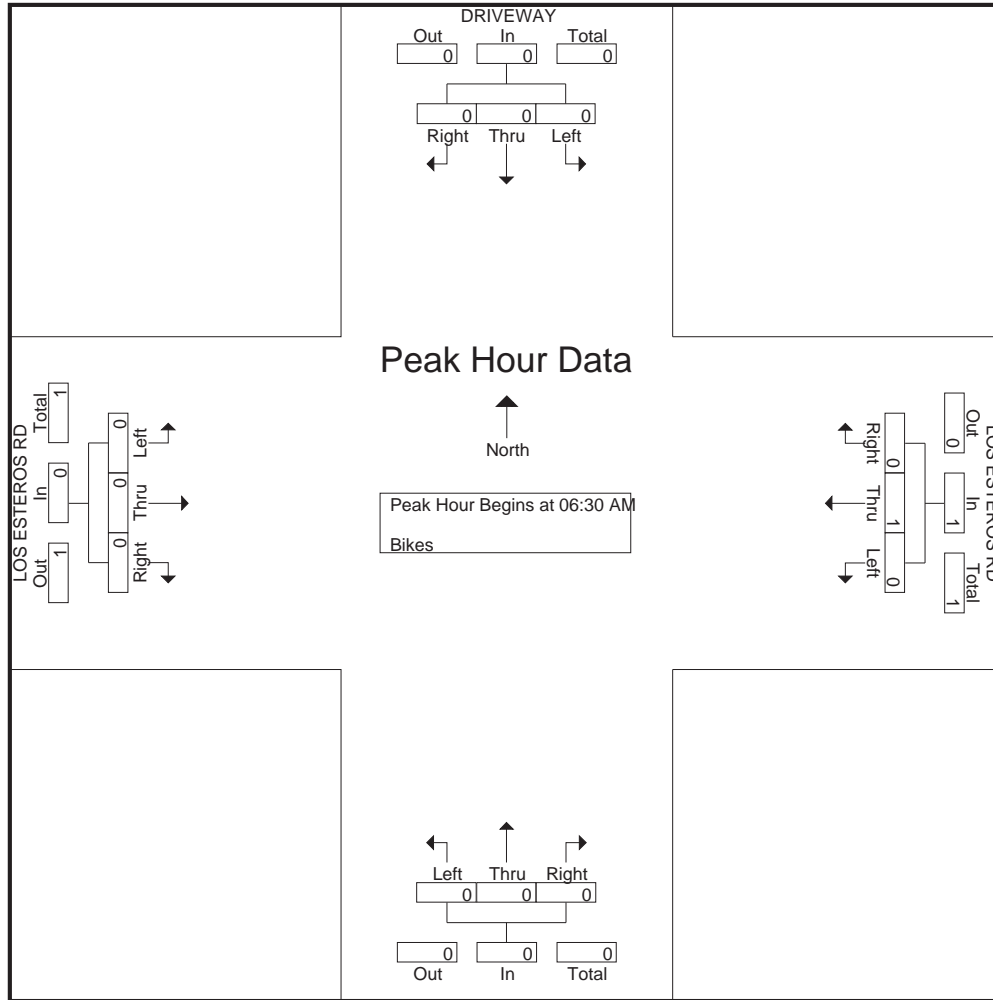
Campbell, CA
(408) 377-2988
idsbay@cs.com

File Name : 2AM FINAL

Site Code : 00000002

Start Date : 3/19/2015

Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2PM FINAL
 Site Code : 00000002
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Vehicles

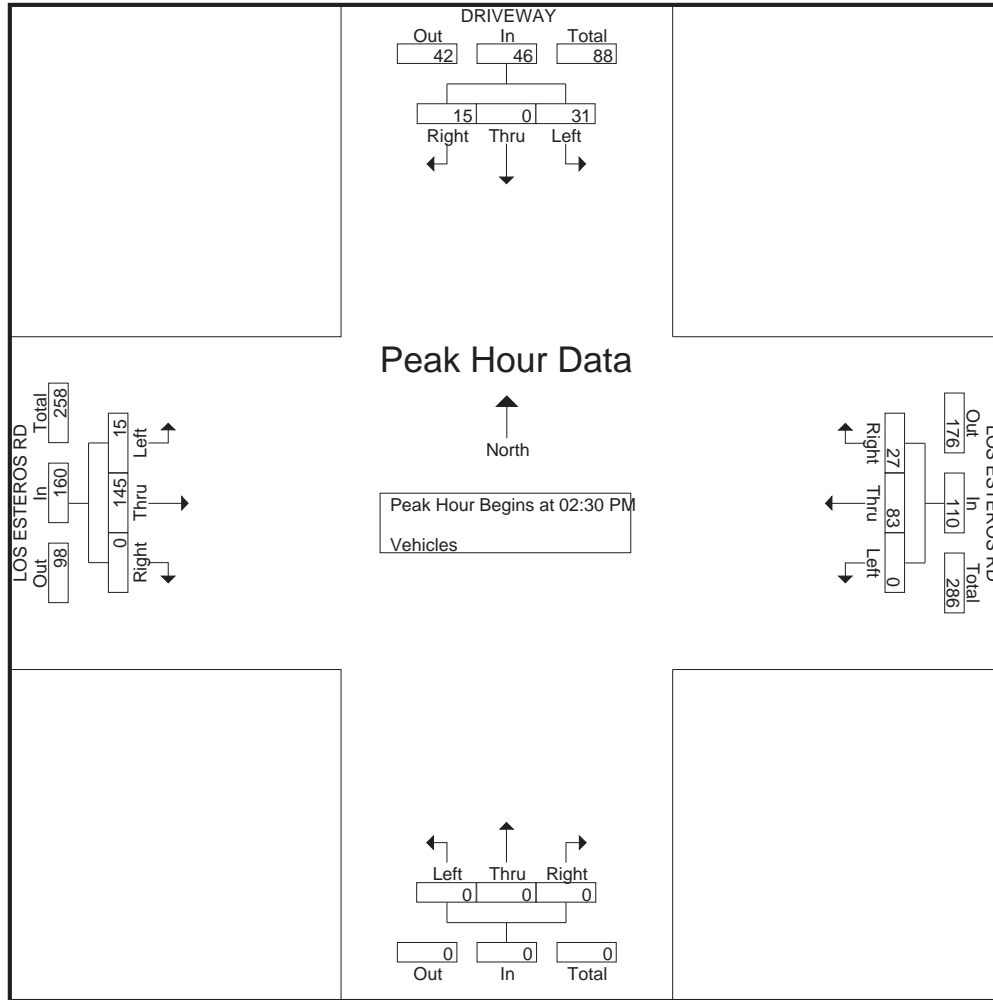
Start Time	DRIVEWAY Southbound					LOS ESTEROS RD Westbound					Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	2	0	9	0	11	10	27	0	0	37	0	0	0	0	0	0	30	4	0	34	82
02:45 PM	3	0	10	0	13	11	28	0	0	39	0	0	0	0	0	0	32	3	0	35	87
Total	5	0	19	0	24	21	55	0	0	76	0	0	0	0	0	0	62	7	0	69	169
03:00 PM	6	0	7	0	13	4	15	0	0	19	0	0	0	0	0	0	47	2	0	49	81
03:15 PM	4	0	5	0	9	2	13	0	0	15	0	0	0	0	0	0	36	6	0	42	66
03:30 PM	3	0	11	0	14	8	14	0	0	22	0	0	0	0	0	0	32	3	0	35	71
03:45 PM	0	0	9	0	9	6	11	1	0	18	0	0	0	0	0	0	32	4	0	36	63
Total	13	0	32	0	45	20	53	1	0	74	0	0	0	0	0	0	147	15	0	162	281
04:00 PM	4	0	5	0	9	2	8	0	0	10	0	0	0	0	0	0	42	0	0	42	61
04:15 PM	2	0	5	0	7	2	11	0	0	13	0	0	0	0	0	0	28	4	0	32	52
04:30 PM	2	0	6	0	8	3	10	0	0	13	0	0	0	0	0	0	33	5	0	38	59
04:45 PM	3	0	9	0	12	4	13	0	0	17	0	0	0	0	0	0	32	0	0	32	61
Total	11	0	25	0	36	11	42	0	0	53	0	0	0	0	0	0	135	9	0	144	233
05:00 PM	3	0	4	0	7	1	9	0	0	10	0	0	0	0	0	0	26	0	0	26	43
05:15 PM	0	0	5	0	5	0	14	0	0	14	0	0	0	0	0	0	32	0	0	32	51
05:30 PM	3	0	5	0	8	1	4	0	0	5	0	0	0	0	0	0	45	1	0	46	59
05:45 PM	1	0	4	0	5	0	13	1	0	14	0	0	0	0	0	0	24	0	0	24	43
Total	7	0	18	0	25	2	40	1	0	43	0	0	0	0	0	0	127	1	0	128	196
Grand Total	36	0	94	0	130	54	190	2	0	246	0	0	0	0	0	0	471	32	0	503	879
Apprch %	27.7	0	72.3	0		22	77.2	0.8	0		0	0	0	0		0	93.6	6.4	0		
Total %	4.1	0	10.7	0	14.8	6.1	21.6	0.2	0	28	0	0	0	0		0	53.6	3.6	0	57.2	

Start Time	DRIVEWAY Southbound				LOS ESTEROS RD Westbound				Northbound				LOS ESTEROS RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	2	0	9	11	10	27	0	37	0	0	0	0	0	30	4	34	82
02:45 PM	3	0	10	13	11	28	0	39	0	0	0	0	0	32	3	35	87
03:00 PM	6	0	7	13	4	15	0	19	0	0	0	0	0	47	2	49	81
03:15 PM	4	0	5	9	2	13	0	15	0	0	0	0	0	36	6	42	66
Total Volume	15	0	31	46	27	83	0	110	0	0	0	0	0	145	15	160	316
% App. Total	32.6	0	67.4		24.5	75.5	0		0	0	0		0	90.6	9.4		
PHF	.625	.000	.775	.885	.614	.741	.000	.705	.000	.000	.000	.000	.000	.771	.625	.816	.908

Traffic Data Service

Campbell, CA
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idsbay@cs.com

File Name : 2PM FINAL
 Site Code : 00000002
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 2PM FINAL
 Site Code : 00000002
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Bikes

Start Time	DRIVEWAY Southbound					LOS ESTEROS RD Westbound					Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	37.5	0	0	37.5	0	0	0	0	0	0	62.5	0	0	62.5	

Start Time	DRIVEWAY Southbound					LOS ESTEROS RD Westbound					Northbound					LOS ESTEROS RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% App. Total	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.625

Traffic Data Service

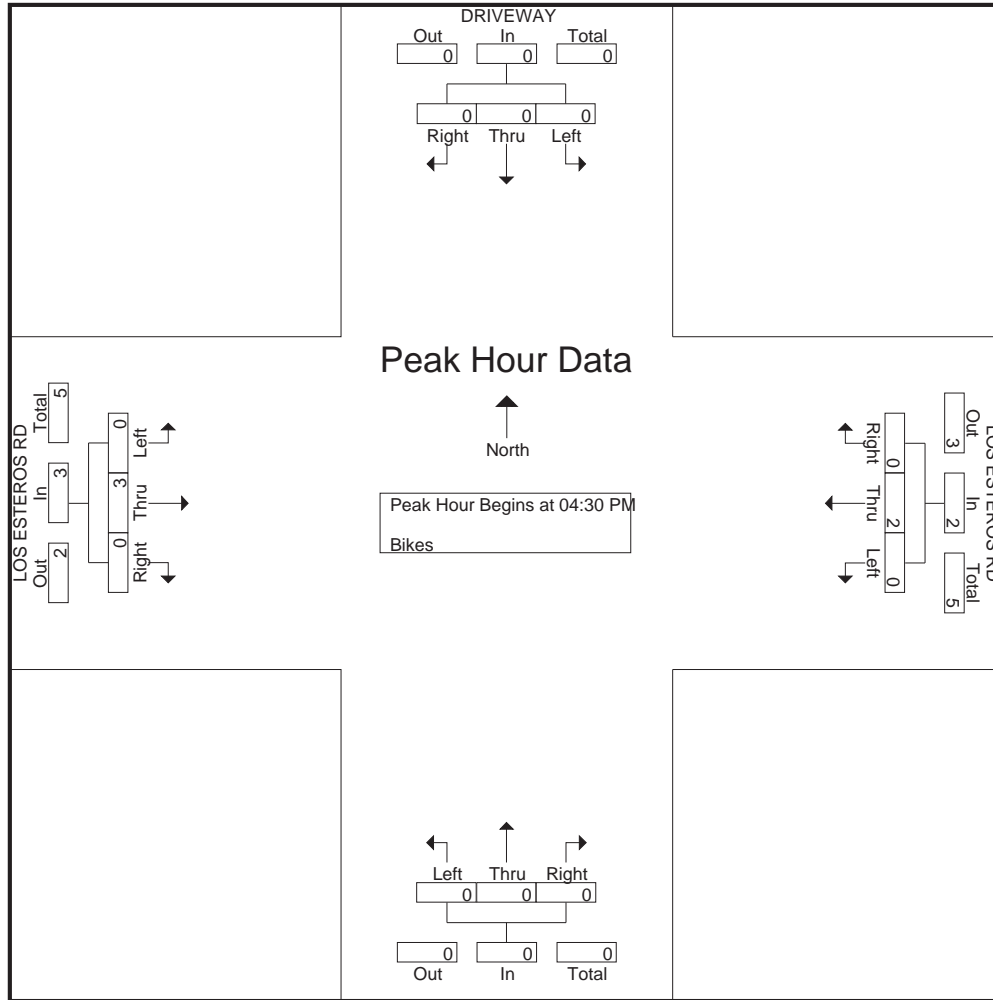
Campbell, CA
 (408) 377-2988
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File Name : 2PM FINAL

Site Code : 00000002

Start Date : 3/19/2015

Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Vehicles

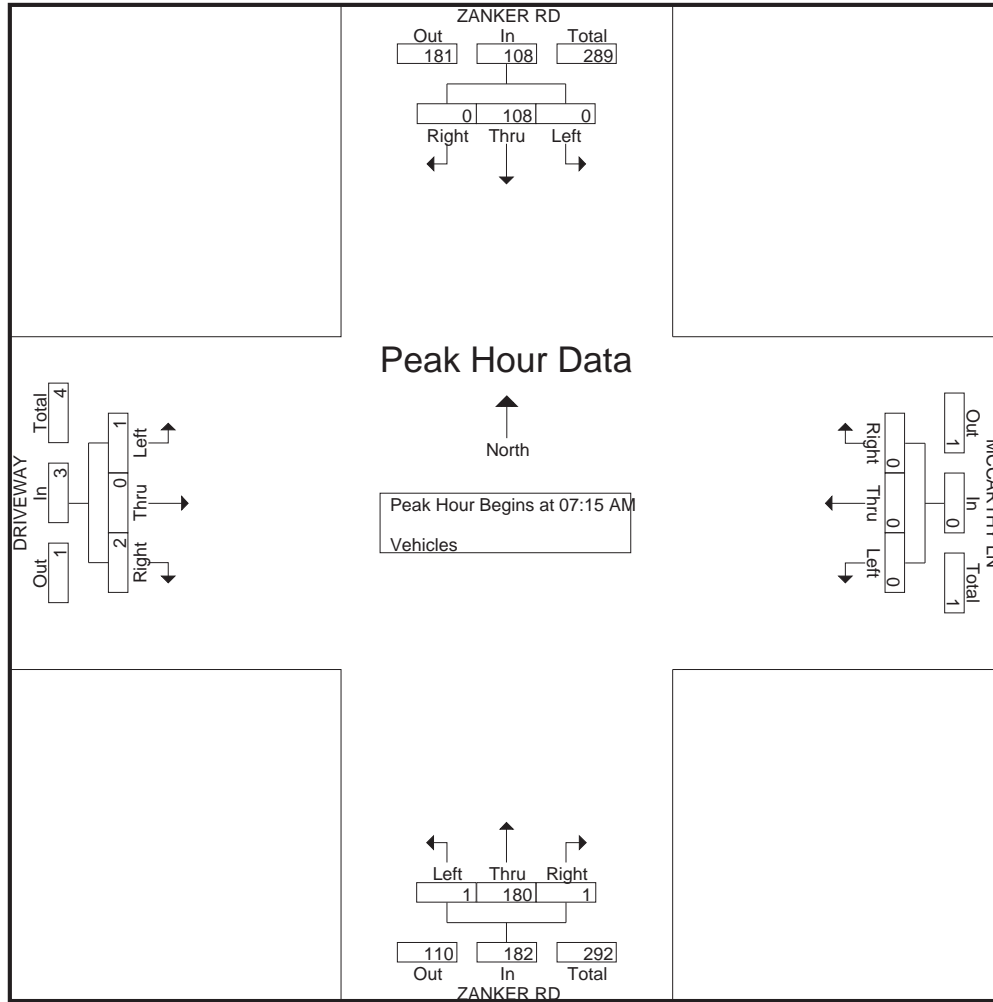
Start Time	ZANKER RD Southbound					MCCARTHY LN Westbound					ZANKER RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	8	0	0	8	0	0	0	0	0	0	50	0	0	50	3	0	0	0	3	61
05:45 AM	0	3	1	0	4	0	0	0	0	0	0	64	0	0	64	1	0	0	0	1	69
Total	0	11	1	0	12	0	0	0	0	0	0	114	0	0	114	4	0	0	0	4	130
06:00 AM	0	12	0	0	12	0	0	0	0	0	0	61	0	0	61	2	0	0	0	2	75
06:15 AM	0	17	0	0	17	0	0	0	0	0	0	36	0	0	36	2	0	0	0	2	55
06:30 AM	0	26	0	0	26	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	69
06:45 AM	0	24	0	0	24	0	0	1	0	1	1	58	0	0	59	0	0	1	0	1	85
Total	0	79	0	0	79	0	0	1	0	1	1	198	0	0	199	4	0	1	0	5	284
07:00 AM	0	26	0	0	26	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	66
07:15 AM	0	26	0	0	26	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	71
07:30 AM	0	21	0	0	21	0	0	0	0	0	0	46	0	0	46	0	0	1	0	1	68
07:45 AM	0	35	0	0	35	0	0	0	0	0	0	44	0	0	44	1	0	0	0	1	80
Total	0	108	0	0	108	0	0	0	0	0	0	175	0	0	175	1	0	1	0	2	285
08:00 AM	0	26	0	0	26	0	0	0	0	0	1	45	1	0	47	1	0	0	0	1	74
08:15 AM	0	24	0	0	24	0	0	2	0	2	2	36	0	0	38	0	0	0	0	0	64
Grand Total	0	248	1	0	249	0	0	3	0	3	4	568	1	0	573	10	0	2	0	12	837
Apprch %	0	99.6	0.4	0		0	0	100	0		0.7	99.1	0.2	0		83.3	0	16.7	0		
Total %	0	29.6	0.1	0	29.7	0	0	0.4	0	0.4	0.5	67.9	0.1	0	68.5	1.2	0	0.2	0	1.4	

Start Time	ZANKER RD Southbound				MCCARTHY LN Westbound				ZANKER RD Northbound				DRIVEWAY Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	26	0	26	0	0	0	0	0	0	45	0	45	0	0	0	0	0	0	0	71
07:30 AM	0	21	0	21	0	0	0	0	0	0	46	0	46	0	0	1	1	1	1	1	68
07:45 AM	0	35	0	35	0	0	0	0	0	0	44	0	44	1	0	0	1	1	1	1	80
08:00 AM	0	26	0	26	0	0	0	0	0	1	45	1	47	1	0	0	1	1	1	1	74
Total Volume	0	108	0	108	0	0	0	0	0	1	180	1	182	2	0	1	3	3	3	3	293
% App. Total	0	100	0		0	0	0			0.5	98.9	0.5		66.7	0	33.3					
PHF	.000	.771	.000	.771	.000	.000	.000	.000	.000	.250	.978	.250	.968	.500	.000	.250	.750	.750	.750	.750	.916

Traffic Data Service

Campbell, CA
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File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
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File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Bikes

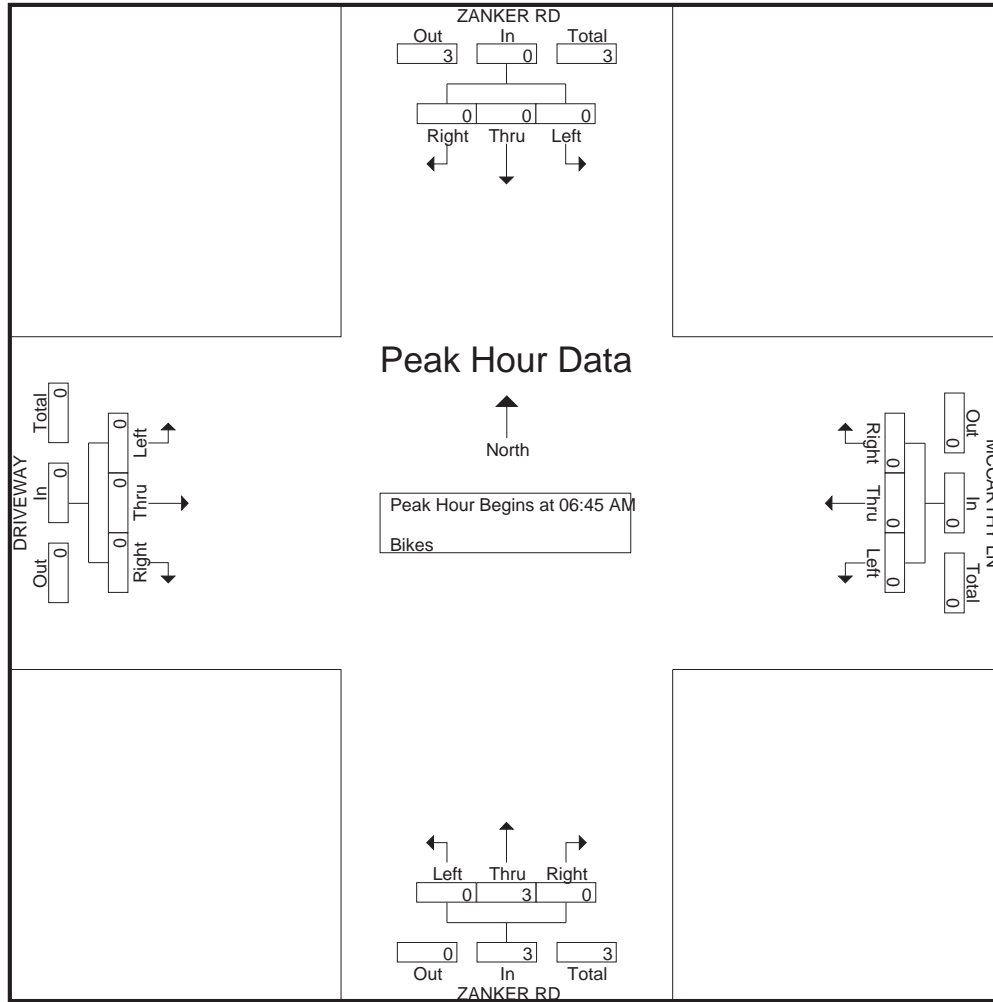
Start Time	ZANKER RD Southbound					MCCARTHY LN Westbound					ZANKER RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0

Start Time	ZANKER RD Southbound				MCCARTHY LN Westbound				ZANKER RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.375

Traffic Data Service

Campbell, CA
 (408) 377-2988
idsbay@cs.com

File Name : 3AM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 3PM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Vehicles

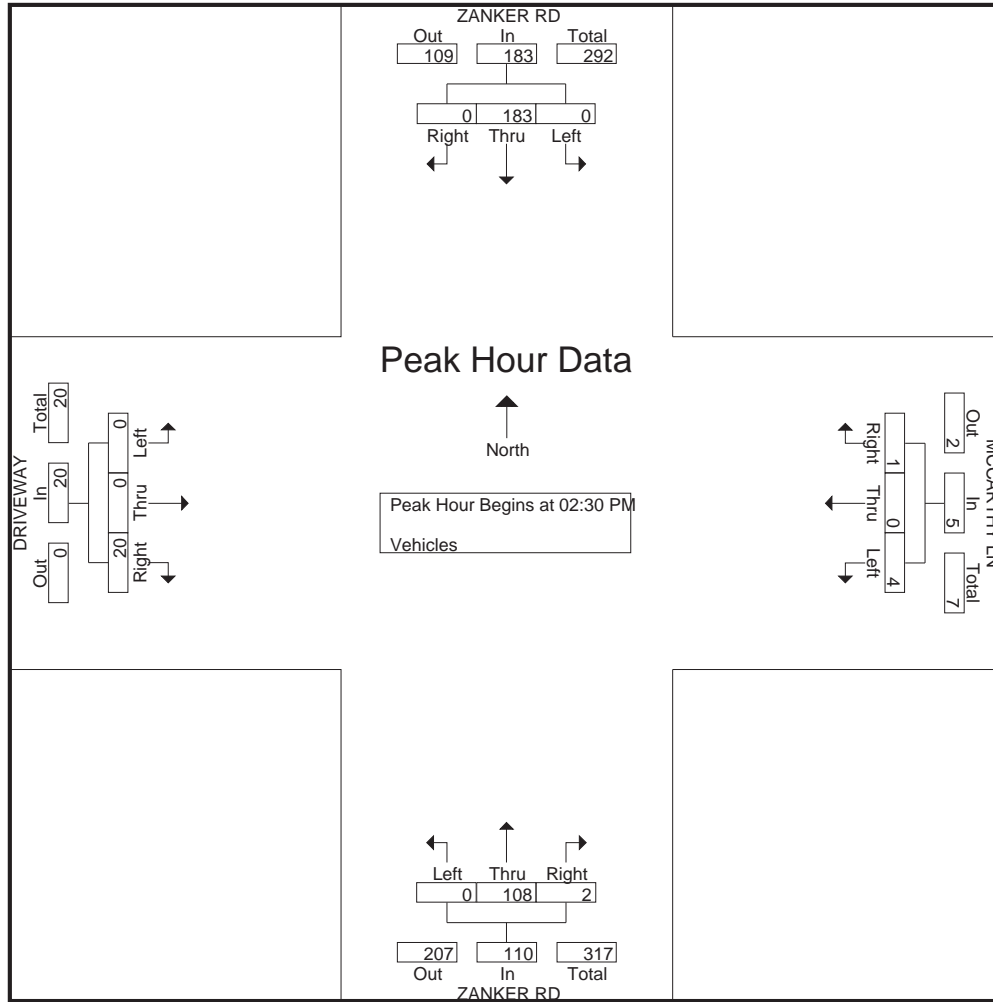
Start Time	ZANKER RD Southbound					MCCARTHY LN Westbound					ZANKER RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	46	0	0	46	0	0	2	0	2	0	38	0	0	38	10	0	0	0	10	96
02:45 PM	0	42	0	0	42	0	0	1	0	1	1	36	0	0	37	3	0	0	0	3	83
Total	0	88	0	0	88	0	0	3	0	3	1	74	0	0	75	13	0	0	0	13	179
03:00 PM	0	57	0	0	57	1	0	1	0	2	1	20	0	0	21	6	0	0	0	6	86
03:15 PM	0	38	0	0	38	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	53
03:30 PM	0	41	0	0	41	0	0	1	0	1	0	22	0	0	22	13	0	3	0	16	80
03:45 PM	0	39	0	0	39	0	0	0	0	0	0	17	0	0	17	2	0	1	0	3	59
Total	0	175	0	0	175	1	0	2	0	3	1	73	0	0	74	22	0	4	0	26	278
04:00 PM	0	47	0	0	47	0	0	0	0	0	0	10	0	0	10	6	0	0	0	6	63
04:15 PM	0	32	0	0	32	0	0	0	0	0	0	14	0	0	14	5	0	0	0	5	51
04:30 PM	0	39	0	0	39	0	0	0	0	0	0	14	0	0	14	10	0	1	0	11	64
04:45 PM	0	41	0	0	41	0	0	0	0	0	0	17	0	0	17	5	0	1	0	6	64
Total	0	159	0	0	159	0	0	0	0	0	0	55	0	0	55	26	0	2	0	28	242
05:00 PM	0	32	0	0	32	0	0	0	0	0	0	9	0	0	9	20	0	7	0	27	68
05:15 PM	0	34	0	0	34	0	0	0	0	0	0	14	0	0	14	2	0	1	0	3	51
05:30 PM	0	49	0	0	49	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	59
05:45 PM	0	32	0	0	32	0	0	0	0	0	0	12	0	0	12	4	0	4	0	8	52
Total	0	147	0	0	147	0	0	0	0	0	0	42	0	0	42	29	0	12	0	41	230
Grand Total	0	569	0	0	569	1	0	5	0	6	2	244	0	0	246	90	0	18	0	108	929
Apprch %	0	100	0	0		16.7	0	83.3	0		0.8	99.2	0	0		83.3	0	16.7	0		
Total %	0	61.2	0	0	61.2	0.1	0	0.5	0	0.6	0.2	26.3	0	0	26.5	9.7	0	1.9	0	11.6	

Start Time	ZANKER RD Southbound				MCCARTHY LN Westbound				ZANKER RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	46	0	46	0	0	2	2	0	38	0	38	10	0	0	10	96
02:45 PM	0	42	0	42	0	0	1	1	1	36	0	37	3	0	0	3	83
03:00 PM	0	57	0	57	1	0	1	2	1	20	0	21	6	0	0	6	86
03:15 PM	0	38	0	38	0	0	0	0	0	14	0	14	1	0	0	1	53
Total Volume	0	183	0	183	1	0	4	5	2	108	0	110	20	0	0	20	318
% App. Total	0	100	0		20	0	80		1.8	98.2	0		100	0	0		
PHF	.000	.803	.000	.803	.250	.000	.500	.625	.500	.711	.000	.724	.500	.000	.000	.500	.828

Traffic Data Service

Campbell, CA
 (408) 377-2988
idsbay@cs.com

File Name : 3PM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
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File Name : 3PM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Bikes

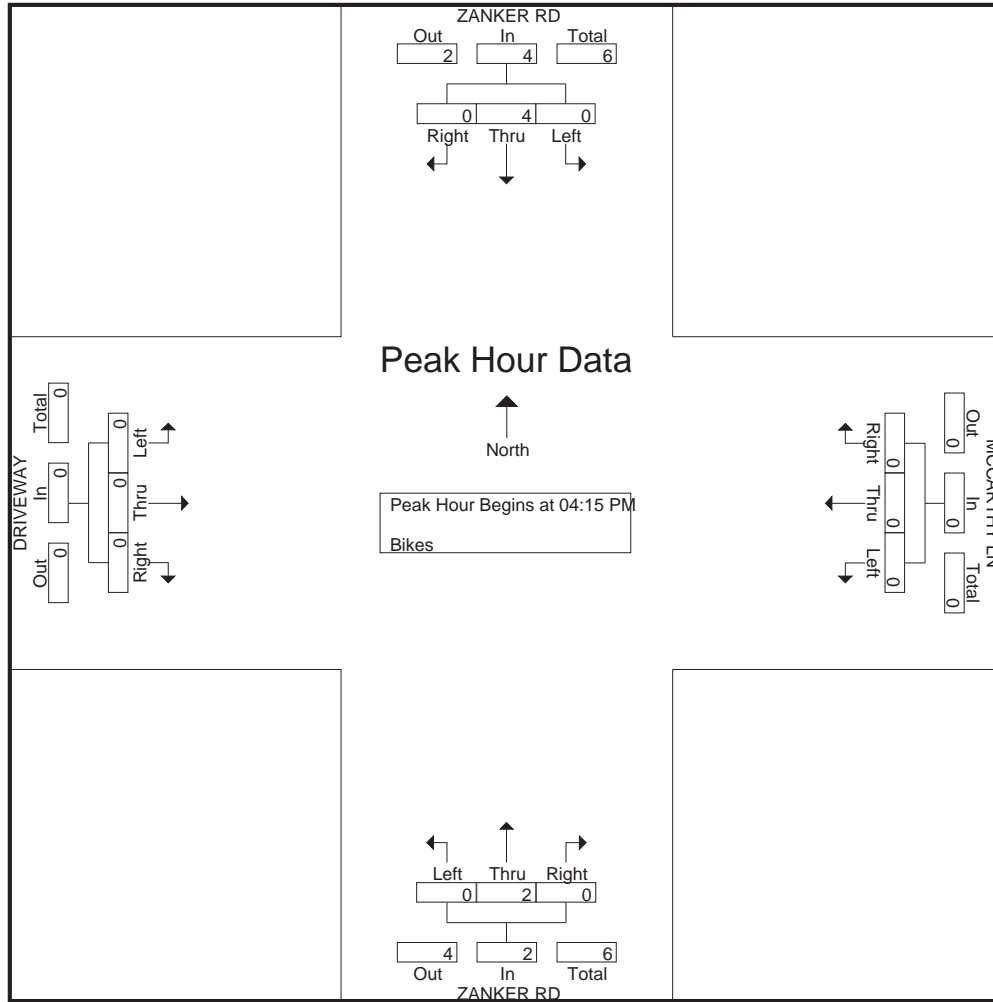
Start Time	ZANKER RD Southbound					MCCARTHY LN Westbound					ZANKER RD Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	70	0	0	70	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	

Start Time	ZANKER RD Southbound				MCCARTHY LN Westbound				ZANKER RD Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

Traffic Data Service

Campbell, CA
 (408) 377-2988
idsbay@cs.com

File Name : 3PM FINAL
 Site Code : 00000003
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 4AM FINAL
 Site Code : 00000004
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Vehicles

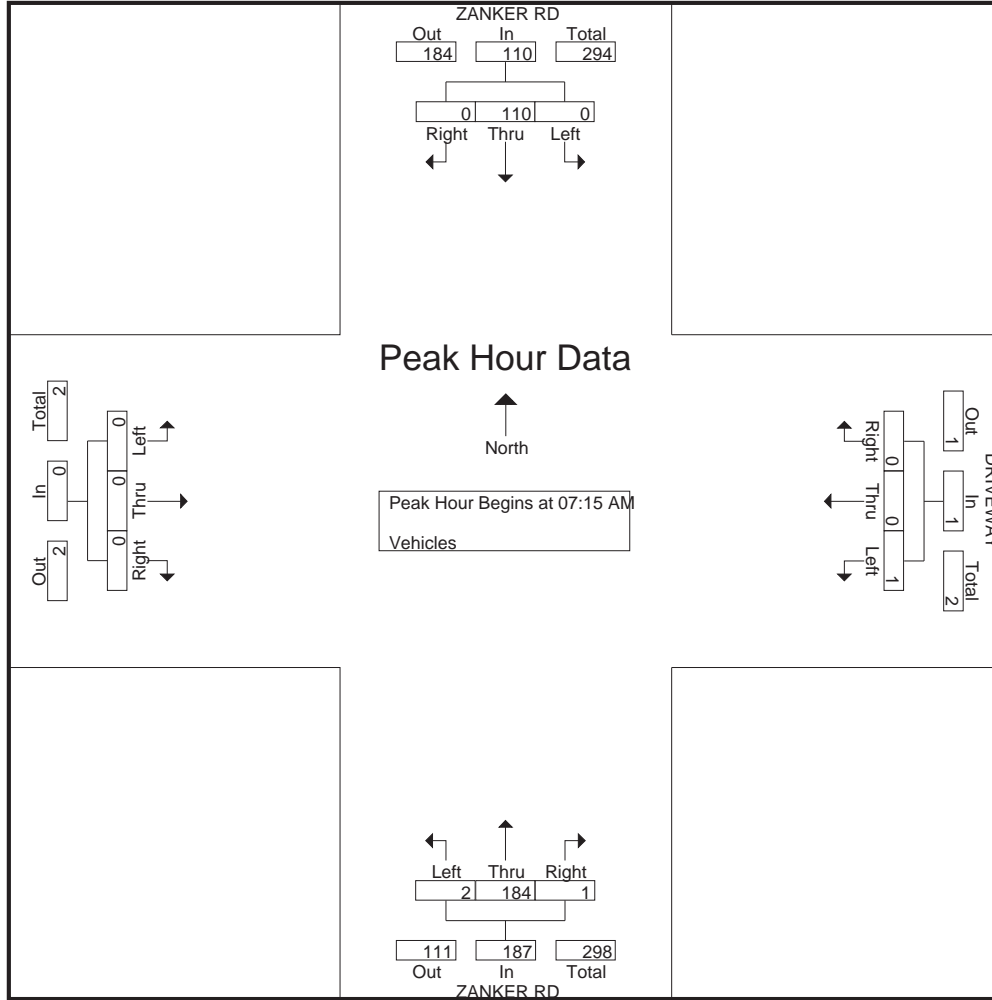
Start Time	ZANKER RD Southbound					DRIVEWAY Westbound					ZANKER RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	11	0	0	11	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	64
05:45 AM	0	4	0	0	4	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	67
Total	0	15	0	0	15	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	131
06:00 AM	0	14	0	0	14	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	71
06:15 AM	0	20	0	0	20	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	54
06:30 AM	0	27	0	0	27	0	0	0	0	0	1	43	0	0	44	0	0	0	0	0	71
06:45 AM	0	24	0	0	24	0	0	0	0	0	2	61	0	0	63	0	0	0	0	0	87
Total	0	85	0	0	85	0	0	0	0	0	3	195	0	0	198	0	0	0	0	0	283
07:00 AM	0	26	0	0	26	0	0	0	0	0	1	39	0	0	40	0	0	0	0	0	66
07:15 AM	0	25	0	0	25	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	72
07:30 AM	0	21	0	0	21	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	67
07:45 AM	0	36	0	0	36	0	0	0	0	0	1	45	0	0	46	0	0	0	0	0	82
Total	0	108	0	0	108	0	0	0	0	0	2	177	0	0	179	0	0	0	0	0	287
08:00 AM	0	28	0	0	28	0	0	1	0	1	0	46	2	0	48	0	0	0	0	0	77
08:15 AM	0	25	0	0	25	0	0	0	0	0	0	38	1	0	39	0	0	0	0	0	64
Grand Total	0	261	0	0	261	0	0	1	0	1	5	572	3	0	580	0	0	0	0	0	842
Apprch %	0	100	0	0		0	0	100	0		0.9	98.6	0.5	0		0	0	0	0		
Total %	0	31	0	0	31	0	0	0.1	0	0.1	0.6	67.9	0.4	0	68.9	0	0	0	0	0	

Start Time	ZANKER RD Southbound				DRIVEWAY Westbound				ZANKER RD Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	25	0	25	0	0	0	0	0	47	0	47	0	0	0	0	72
07:30 AM	0	21	0	21	0	0	0	0	0	46	0	46	0	0	0	0	67
07:45 AM	0	36	0	36	0	0	0	0	1	45	0	46	0	0	0	0	82
08:00 AM	0	28	0	28	0	0	1	1	0	46	2	48	0	0	0	0	77
Total Volume	0	110	0	110	0	0	1	1	1	184	2	187	0	0	0	0	298
% App. Total	0	100	0		0	0	100		0.5	98.4	1.1		0	0	0		
PHF	.000	.764	.000	.764	.000	.000	.250	.250	.250	.979	.250	.974	.000	.000	.000	.000	.909

Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 4AM FINAL
 Site Code : 00000004
 Start Date : 3/19/2015
 Page No : 2



Traffic Data Service

Campbell, CA
 (408) 377-2988
 tdsbay@cs.com

File Name : 4AM FINAL
 Site Code : 00000004
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Bikes

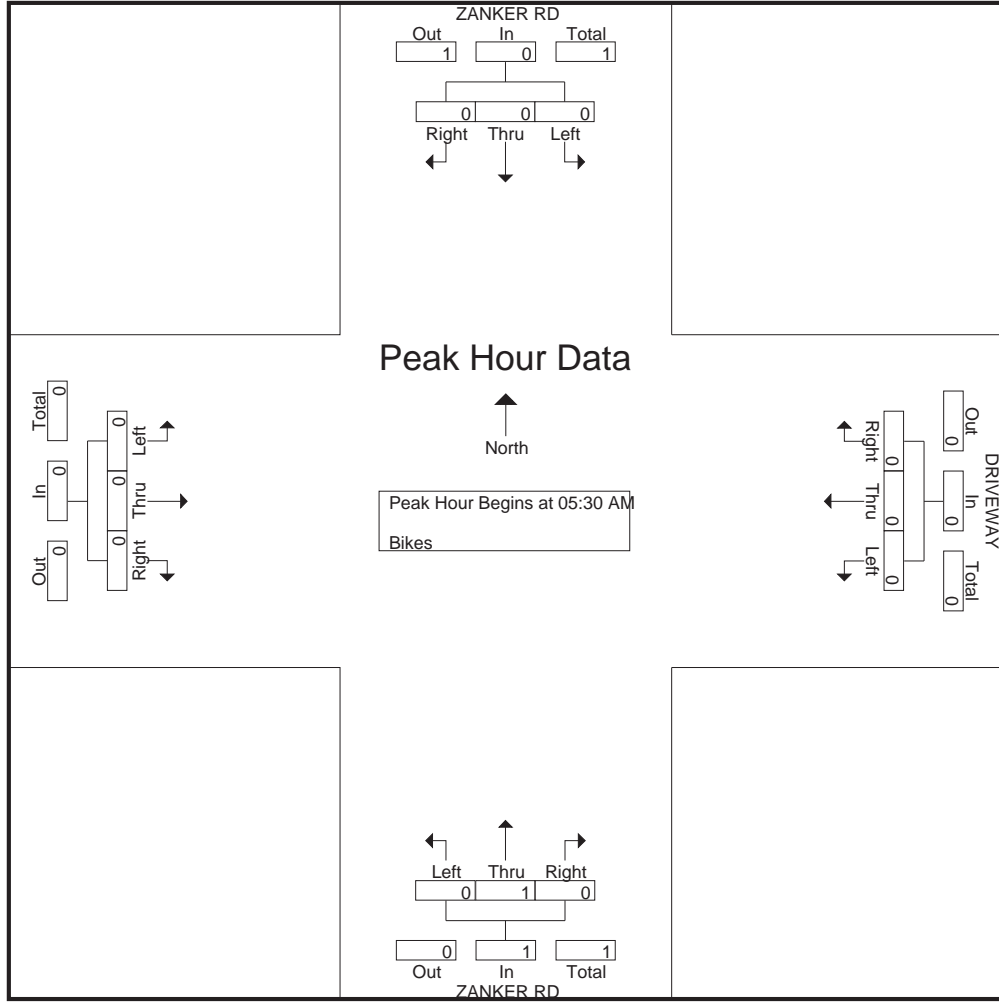
Start Time	ZANKER RD Southbound					DRIVEWAY Westbound					ZANKER RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

Start Time	ZANKER RD Southbound				DRIVEWAY Westbound				ZANKER RD Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 05:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 AM																	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Traffic Data Service

Campbell, CA
 (408) 377-2988
idsbay@cs.com

File Name : 4AM FINAL
 Site Code : 00000004
 Start Date : 3/19/2015
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Traffic Data Service

Campbell, CA
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File Name : 4PM FINAL
 Site Code : 00000004
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Groups Printed- Vehicles

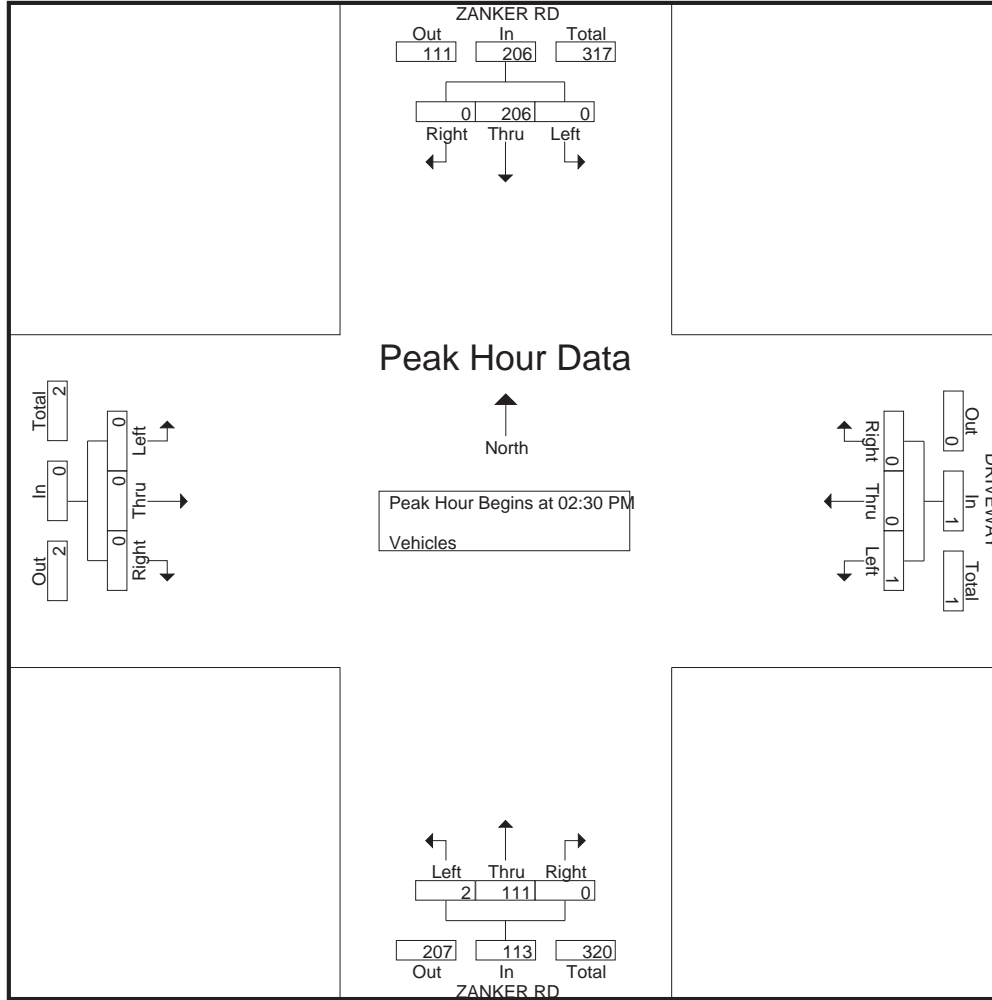
Start Time	ZANKER RD Southbound					DRIVEWAY Westbound					ZANKER RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	56	0	0	56	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	94
02:45 PM	0	48	0	0	48	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	86
Total	0	104	0	0	104	0	0	0	0	0	0	75	1	0	76	0	0	0	0	0	180
03:00 PM	0	61	0	0	61	0	0	1	0	1	0	20	1	0	21	0	0	0	0	0	83
03:15 PM	0	41	0	0	41	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	57
03:30 PM	0	55	0	0	55	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0	76
03:45 PM	0	40	0	0	40	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	58
Total	0	197	0	0	197	0	0	3	0	3	0	73	1	0	74	0	0	0	0	0	274
04:00 PM	0	51	0	0	51	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	61
04:15 PM	0	41	0	0	41	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	55
04:30 PM	0	51	0	0	51	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	64
04:45 PM	0	47	0	0	47	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	65
Total	0	190	0	0	190	0	0	1	0	1	0	54	0	0	54	0	0	0	0	0	245
05:00 PM	0	52	0	0	52	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	62
05:15 PM	0	37	0	0	37	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	51
05:30 PM	0	53	0	0	53	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	62
05:45 PM	0	35	0	0	35	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	49
Total	0	177	0	0	177	0	0	0	0	0	0	45	2	0	47	0	0	0	0	0	224
Grand Total	0	668	0	0	668	0	0	4	0	4	0	247	4	0	251	0	0	0	0	0	923
Apprch %	0	100	0	0		0	0	100	0		0	98.4	1.6	0		0	0	0	0		
Total %	0	72.4	0	0	72.4	0	0	0.4	0	0.4	0	26.8	0.4	0	27.2	0	0	0	0	0	

Start Time	ZANKER RD Southbound				DRIVEWAY Westbound				ZANKER RD Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	56	0	56	0	0	0	0	0	38	0	38	0	0	0	0	94
02:45 PM	0	48	0	48	0	0	0	0	0	37	1	38	0	0	0	0	86
03:00 PM	0	61	0	61	0	0	1	1	0	20	1	21	0	0	0	0	83
03:15 PM	0	41	0	41	0	0	0	0	0	16	0	16	0	0	0	0	57
Total Volume	0	206	0	206	0	0	1	1	0	111	2	113	0	0	0	0	320
% App. Total	0	100	0		0	0	100		0	98.2	1.8		0	0	0		
PHF	.000	.844	.000	.844	.000	.000	.250	.250	.000	.730	.500	.743	.000	.000	.000	.000	.851

Traffic Data Service

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File Name : 4PM FINAL
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Traffic Data Service

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File Name : 4PM FINAL
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Groups Printed- Bikes

Start Time	ZANKER RD Southbound					DRIVEWAY Westbound					ZANKER RD Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Grand Total	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	70	0	0	70	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	

Start Time	ZANKER RD Southbound				DRIVEWAY Westbound				ZANKER RD Northbound				Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:30 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

Traffic Data Service

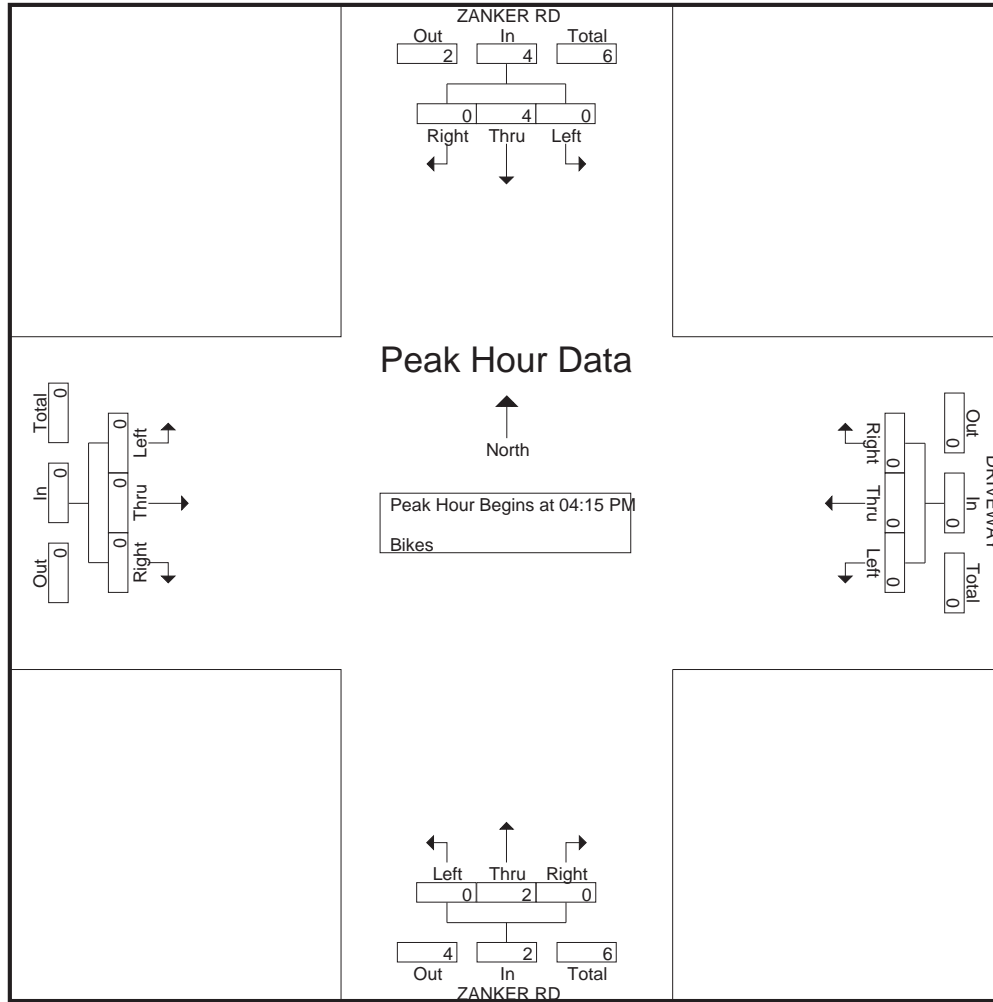
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File Name : 4PM FINAL

Site Code : 00000004

Start Date : 3/19/2015

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**Attachment B: Traffic Flow Estimates and Construction
Employee Count**

Package ID	Package Name	Estimated Project Cost	Construction Start	Months	Work days	Labor \$/Day	(Column K) # People / day	(Column L) Truck Traffic /Day	total one way trips/day	(Column N) Max Vehicles	(Column O) Max Trucks
PA-01	Advanced Facility Ctrl Pkge & Meter Replacement ²	\$8,400,000.00	June 2018	24	480	3600	3.6	0.4	4.0	10	3
PE-01	Emergency Diesel Generator ³	\$20,600,000.00	Feb 2015	14	280	11196	9	1	10.0	20	8
PE-02	Cogeneration ³	\$87,170,000.00	May 2017	17	340	41909	15	3	18.0	35	6
PE-03	Digester Gas Compressor Upgrade	\$10,420,000.00	May 2014	17	340	13025	6.4	0.6	7.0	15	6
PE-04	Digester Gas Holder	\$3,320,000.00	July 2014	12	240	3458	2.9	0.3	3.2	8	3
PE-05	Switchgear S40/G3 Relay Upgrade ³	\$8,610,000.00	May 2015	7	140	15375	6	0.6	6.6	13	4
PF-01	Tunnel Rehabilitation	\$21,910,000.00	Aug 2019(Phase 1) Feb 2021 (Phase 2) Oct 2022 (Phase 3) Mar 2024 (Phase 4)	75	1500	16110	3.0	0.3	3.3	10	3
PF-02	Support Building Improvements	\$48,180,000.00	Jan 2020 (Phase 1) Jun 2021 (Phase 2) Oct 2022 (Phase 3) Mar 2024 (Phase 4)	70	1400	54750	7.2	0.7	7.9	25	10
PF-04	Yard Piping and Road Improvements	\$108,170,000.00	Aug 2020 (Phase 1) Nov 2021 (Phase 2) Mar 2023 (Phase 3) Jul 2024 (Phase 4)	66	1320	13521	12	1.2	13.2	20	8
PF-05	Record Drawings	\$11,900,000.00	Dec 2022	100	2000	1488	1.2	0.1	1.4	2	1
PF-06	Facility Wide Water Systems	\$12,600,000.00	Nov 2018	32	640	4375	4.1	0.4	4.5	6	5
PF-07	Plant Instrument Air System	\$10,810,000.00	Jun 2016	12	240	3974	7	0.7	7.7	10	4
PLD-02	Outfall Bridge and Levee Improvements	\$7,600,000.00	Mar 2019	13	260	7917	6.1	0.6	6.7	15	6
PLF-01	Filter Repair and Rehabilitation Package	\$24,700,000.00	Apr 2019	30	600	12865	8.6	4	12.6	30	6
PLH-01	Near-Term Headworks Improvements Package ³	\$26,220,000.00	Oct 2018 (Phase 1) Mar 2019 (Phase 2) Aug 2019 (Phase 3)	22	440	13656	12.4	4	16.4	30	6
PLH-02	New Headworks Package ³	\$79,900,000.00	Jul 2019 (Phase 1) Jun 2020 (Phase 2) Apr 2021 (Phase 3)	33	660	27743	30	10	40.0	80	15
	Headwork Critical Improvements	\$2,487,000.00	Oct 2016	5	100		5.2	0.5	5.7	8	2
PLP-01	Iron Salt Facilities	\$5,150,000.00	Feb 2016	8	160	4023	6.7	2.0	8.7	10	10
PLP-02	East Primaries Rehabilitation and Repair	\$92,470,000.00	Jun 2019(Phase 1) Jul 2021(Phase 2) Jul 2022 (Phase 3) Aug 2023 (Phase 4)	62	1240	19591	15.5	4.0	19.5	25	7
PLS-01	Aeration Tanks and Blowers Rehab and Repair	\$97,170,000.00	Jul 2023(Phase 1) Feb 2025(Phase 2) Aug 2026 (Phase 3) Mar 2028 (Phase 4)	72	1440	16870	14.1	3.0	17.1	40	10
PLS-02	Nitrification Clarifier Rehab and Repair	\$49,090,000.00	May 2018	44	880	17045	11.6	1.2	12.8	25	7
PLS-04	Secondary Clarifier Rehab Demonstration	\$1,880,000.00	Apr 2020 -2021(Phase 1) Jan2025- Sep2029 (Phase 2)	12	240	1958	1.6	0.2	1.8	8	3
PS-01	Digester and Thickener Facilities Upgrade Project ²	\$78,500,000.00	Jul 2016	32	640	39281	26	2.6	28.6	50	15
PS-03	Digested Sludge Dewatering Facility	\$64,320,000.00	Jan 2020 (Phase 1) Oct 2021 (Phase 2) May 2022(Phase 3)	24	480	33500	27.9	2.8	30.7	50	10
PS-07	Lagoons and Drying Bed Retirement ³	\$26,860,000.00	Oct 2020 (Phase 1) May 2022(Phase 2) Dec 2023 (Phase 3) Jul 2025 (Phase 4)	80	1600	1480	3.5	10.0	13.5	10	15
	Construction Enabling	\$3,000,000.00	Jul 2016	6	120		5.2	2.0	7.2	8	4

Notes:

- All data produced in the following table is estimated for the use of the Traffic Circulation and Impact Study and are rough estimates of traffic on each project. Data should not be considered as a detail analysis for individual projects.
- Project data (Estimated Project Cost and Construction Start) has been updated to reflect current project manager's cost estimates and schedule dated May 07, 2015.
- Project's one-way traffic estimates were revised based on above average material costs and use of heavy equipment
- # People/day - Average number of one-way vehicle trips per day. Based on Estimated Project Cost and Construction Duration. See Notes 8 and 9.
- Truck Traffic/day - Average number of one-way truck trips per day. Based on 10% of #People/day
- Max Vehicles - Maximum number of vehicles in any hour during any given construction phase. See Method (A)
- Max Trucks - Maximum number of trucks in any hour during any given construction phase. See Method (A)
- Estimated Project Cost - Based on CIP Executive Summary Dated March 25, 2014
- Construction Start - Based on Construction Schedule Dated April 03, 2015
- Trip generation shown in this table is based upon a program-level estimation of traffic with conservative assumptions of intensity for future project construction activities. Detailed evaluations of individual project trip generation may be conducted as needed using the best available estimate of anticipated traffic at the time of analysis

Methods:

- Max traffic flows (vehicle and trucks) were based on similar past project and use of best professional judgement by engineering and construction staff.
- Average one-way trips per day (vehicles and trucks) assumed 1/4 of project cost (labor cost) divided by the duration of the project and a daily employee rate of \$1200/day per person.
- All projects traffic estimates were reviewed based on original average one-way trips/day as a baseline, some projects were revised based on similar past project and use of best professional judgement by engineering and construction staff

Attachment C: Detailed Trip Generation Tables

Table C1: Small Vehicle Trips in a Typical Work Day per Yearly Quarter

Package Name	2015				2016				2017				2018				2019				2020				
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Advanced Facility Ctrl Pkgs & Meter Replacement																									
Emergency Diesel Generator	9	9	9	9	9																				
Cogeneration																									
Digester Gas Compressor Upgrade		7	7	7																					
Digester Gas Holder		3	3																						
Switchgear S40/G3 Relay Upgrade			6	6	6																				
Tunnel Rehabilitation																									
Support Building Improvements																									
Yard Piping and Road Improvements																									
Facility Wide Water Systems																									
Plant Instrument Air System						7	7	7	7																
Outfall Bridge and Levee Improvements																									
Filter Repair and Rehabilitation Package																									
Near-Term Headworks Improvements Package																									
New Headworks Package																									
Headwork Critical Improvements																									
Iron Salt Facilities						7	7	7																	
East Primaries Rehabilitation and Repair																									
Nitrification Clarifier Rehab and Repair																									
Secondary Clarifier Rehab Demonstration																									
Digester and Thickener Facilities Upgrade Project							26	26	26	26	26	26	26	26	26	26									
Digested Sludge Dewatering Facility																									
Lagoons and Drying Bed Retirement																									
Construction Enabling																									
Record Drawings																									
New Disinfection Package																									
Final Effluent Pump Station and Stormwater Channel Improvements																									
Aeration Tanks and Blowers Rehab and Repair																									
Alternative Filter Technology Field Verification Package																									
Aeration Basin Future Modifications																									
Additional Digester Facility Upgrades																									
FOG Receiving																									
Total	19	25	22	15	16	14	46	45	39	41	41	41	41	41	57	57	60	67	66	100	100	136	127	139	130

Note:

Project package construction scheduled to begin after Year 2020.

Highest daily one-way small vehicle trips generated by concurrent projects during the period of greatest construction activity (Year 2020 Q3).

Assumptions & Data Sources:

- Values shown in this table represent one-way vehicle trips in a typical work day. These trips are assumed to occur on every day of construction activity throughout each project's estimated construction schedule.
- Trip values = # People / day (Column K) from "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- Small vehicle trips represent construction workers; all trips will be inbound to the site during the morning (7:15-8:15 a.m.) peak hour and outbound from the site during the evening (2:30-3:30 p.m.) peak hour.
- Trip generation shown in this table is based upon a program-level estimation of traffic with conservative assumptions of intensity for future project construction activities.
- Detailed evaluations of individual project trip generation may be conducted as needed using the best available estimate of anticipated traffic at the time of analysis.
- Peak hour trip generation during the period of greatest overall construction activity (Year 2020 Q3):

Vehicle Trip Type	Morning Peak Hour (7:15-8:15 AM)		Evening Peak Hour (2:30-3:30 PM)	
	Inbound	Outbound	Inbound	Outbound
Peak Hour Small Vehicle Trips in a Typical Work Day	139	0	139	139

Table C2: Truck Trips in a Typical Work Day per Yearly Quarter

Package Name	2015				2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Advanced Facility CRT Pylge & Meter Replacement																								
Emergency Diesel Generator																								
Cogeneration	2	2	2	2	2																			
Digester Gas Compressor Upgrade																								
Digester Gas Holder	2	2	2	2																				
Switchgear S40/G3 Relay Upgrade																								
Tunnel Rehabilitation		2	2	2																				
Support Building Improvements																								
Yard Piping and Road Improvements																								
Facility Wide Water Systems																								
Plant Instrument Air System					2	2	2	2	2															
Outfall Bridge and Levee Improvements																								
Filter Repair and Rehabilitation Package																								
Near-Term Headworks Improvements Package																								
New Headworks Package																								
Headwork Critical Improvements																								
Iron Salt Facilities																								
East Primaries Rehabilitation and Repair																								
Nitrification Clarifier Rehab and Repair																								
Secondary Clarifier Rehab Demonstration																								
Digester and Thickener Facilities Upgrade Project																								
Digested Sludge Dewatering Facility																								
Lagoons and Drying Bed Retirement																								
Construction Enabling																								
Record Drawings																								
New Disinfection Package																								
Final Effluent Pump Station and Stormwater Channel Improvements																								
Aeration Tanks and Blowers Rehab and Repair																								
Alternative Filter Technology/ Field Verification Package																								
Aeration Basin Future Modifications																								
Additional Digester Facility Upgrades																								
FOG Receiving																								
Total	6	8	6	4	6	6	16	14	10	12	12	12	12	18	18	22	24	34	56	56	64	62	66	78

Note:

Project package construction scheduled to begin after Year 2020.

Highest daily one-way truck trips (PCE) generated by concurrent projects during the period of greatest construction activity (Year 2020 Q3).

Assumptions & Data Sources:

- Values shown in this table represent one-way truck trips in a typical work day with a Passenger Car Equivalent (PCE) of 2.0 applied. These trips are assumed to occur on every day of construction activity throughout each project's estimated construction schedule. Trip values = 2.0 x [Truck Traffic / Day (Column I)] from "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- Truck trips would be distributed evenly throughout a 10-hour work day; any given hour would have 10% inbound and 10% outbound of the total truck trips (with PCE).
- Trip generation shown in this table is based upon a program-level estimation of traffic with conservative assumptions of intensity for future project construction activities. Detailed evaluations of individual project trip generation may be conducted as needed using the best available estimate of anticipated traffic at the time of analysis.

Peak hour trip generation during the period of greatest overall construction activity (Year 2020 Q3):

Vehicle Trip Type	Morning Peak Hour (7:15-8:15 AM)			Evening Peak Hour (2:30-3:30 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour Truck Trips in a Typical Work Day	7	7	14	7	7	14

Table C3: Maximum Additional Peak Hour Small Vehicle Trips per Yearly Quarter

Package Name	2015				2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Advanced Facility CRT Pylge & Meter Replacement																								
Emergency Diesel Generator	11	11	11	11																				
Cogeneration									20	20	20	20												
Digester Gas Compressor Upgrade	8	8	8																					
Digester Gas Holder	5	5																						
Switchgear S40/G3 Relay Upgrade	7	7	7																					
Tunnel Rehabilitation																								
Support Building Improvements																								
Yard Piping and Road Improvements																								
Facility Wide Water Systems																								
Plant Instrument Air System					3	3	3																	
Outfall Bridge and Levee Improvements																								
Filter Repair and Rehabilitation Package																								
Near-Term Headworks Improvements Package																								
New Headworks Package																								
Headwork Critical Improvements																								
Iron Salt Facilities																								
East Primaries Rehabilitation and Repair																								
Nitrification Clarifier Rehab and Repair																								
Secondary Clarifier Rehab Demonstration																								
Digester and Thickener Facilities Upgrade Project									24	24	24	24												
Lagoons and Drying Bed Retirement																								
Construction Enabling													2	2										
Record Drawings																								
New Disinfection Package																								
Final Effluent Pump Station and Stormwater Channel Improvements																								
Aeration Tanks and Blowers Rehab and Repair																								
Alternative Filter Technology/ Field Verification Package																								
Aeration Basin Future Modifications																								
Additional Digester Facility Upgrades																								
FOG Receiving																								

Note: Project package construction scheduled to begin after Year 2020.

Highest additional one-way peak hour small vehicle trips generated by the single project with the highest number of combined additional small vehicle and truck trips (New Headworks Package) during the period of greatest construction activity (Year 2020 Q3).

- Assumptions & Data Sources:
- 1 Trip values shown in this table represent additional small vehicle traffic needed to complete a short-term, high-intensity construction activity.
 - 2 Trip values = Max Vehicles (Column N) - #People/Day (Column K) in "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
 - 3 Only one project will perform short-term, high-intensity construction activity on a single day. The project with the highest number of combined additional small vehicle and truck trips (New Headworks Package) was used.
 - 4 Small vehicle trips represent construction workers; all trips will be inbound to the site during the morning (7:15-8:15 a.m.) peak hour and outbound from the site during the evening (2:30-3:30 p.m.) peak hour.
- Detailed evaluations of individual project trip generation may be conducted as needed using the best available estimate of anticipated traffic at the time of analysis.
- Peak hour trip generation during the period of greatest overall construction activity (Year 2020 Q3):
- | Vehicle Trip Type | Morning Peak Hour (7:15-8:15 AM) | | | Evening Peak Hour (2:30-3:30 PM) | | |
|--|----------------------------------|----------|-------|----------------------------------|----------|-------|
| | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Maximum Additional Peak Hour Small Vehicle Trips | 50 | 0 | 50 | 0 | 50 | 50 |

Table C4: Maximum Additional Peak Hour Truck Trips per Yearly Quarter

Package Name	2015				2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Advanced Facility CRT Pylge & Meter Replacement																								
Emergency Diesel Generator	16	16	16	16																				
Cogeneration									11	11	11	11												
Digester Gas Compressor Upgrade	12	12	12																					
Digester Gas Holder	6	6																						
Switchgear S40/G3 Relay Upgrade		8	8	8																				
Tunnel Rehabilitation																								
Support Building Improvements																								
Yard Piping and Road Improvements																								
Facility Wide Water Systems													10											
Plant Instrument Air System					8	8	8	8																
Outfall Bridge and Levee Improvements																								
Filter Repair and Rehabilitation Package																								
Filter Repair and Rehabilitation Package																								
Near-Term Headworks Improvements Package																								
New Headworks Package																								
Headwork Critical Improvements																								
Iron Salt Facilities					20	20	20		4	4														
East Primaries Rehabilitation and Repair																								
Nitrification Clarifier Rehab and Repair																								
Secondary Clarifier Rehab Demonstration																								
Digester and Thickener Facilities Upgrade Project									29	29														
Digested Sludge Dewatering Facility																								
Lagoons and Drying Bed Retirement																								
Construction Enabling									8	8														
Record Drawings																								
New Disinfection Package																								
Final Effluent Pump Station and Stormwater Channel Improvements																								
Aeration Tanks and Blowers Rehab and Repair																								
Alternative Filter Technology Field Verification Package																								
Aeration Basin Future Modifications																								
Additional Digester Facility Upgrades																								
FOG Receiving																								

Note: Project package construction scheduled to begin after Year 2020.

Highest additional one-way peak hour truck trips (PCE) generated by the single project with the highest number of combined additional small vehicle and truck trips (New Headworks Package) during the period of greatest construction activity (Year 2020 Q3).

Assumptions & Data Sources:

- 1 Trip values shown in this table represent additional truck traffic needed to complete a short-term, high-intensity construction activity with a Passenger Car Equivalent (PCE) of 2.0 applied. Trip values = 2.0 x (Max Truck (Column O) - [0.1 x Truck Traffic/Day (Column L)]) in "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- 2 Only one project will perform short-term, high-intensity construction activity on a single day. The project with the highest number of combined additional small vehicle and truck trips (New Headworks Package) was used.
- 3 Additional truck trips (with PCE) from short-term, high-intensity construction activity will be inbound during both the morning (7:15-8:15 a.m.) and evening (2:30-3:30 p.m.) peak hours.
- 4 Trip generation shown in this table is based upon a program-level estimation of traffic with conservative assumptions of intensity for future project construction activities. Detailed evaluations of individual project trip generation may be conducted as needed using the best available estimate of anticipated traffic at the time of analysis.

Peak hour trip generation during the period of greatest overall construction activity (Year 2020 Q3):

Vehicle Trip Type	Morning Peak Hour (7:15-8:15 AM)			Evening Peak Hour (2:30-3:30 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Maximum Additional Peak Hour Truck Trips	28	28	56	28	28	56

**Attachment B: Detailed Concurrent CIP Project Trip
Generation Tables**

Table B1: Passenger Vehicle Trips in a Typical Work Day per Yearly Quarter

Package Name	2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Digester and Thickener Facilities Upgrade Project			24	24	24	24	24	24	24	24	24	24	24	24		
Advanced Facility Ctrl Pkge & Meter Replacement									4	4	4	4	4	4	4	4
Emergency Diesel Generator	9	9	9													
Cogeneration			15	15	15	15	15	15	15	15	15	15	15			
Digester Gas Compressor Upgrade	7	7	7													
Facility Wide Water Systems										5	5		5	5	5	5
Plant Instrument Air System		0	7	7	7	7	7	7								
Filter Repair and Rehabilitation Package													9	9	9	
Near-Term Headworks Improvements Package												0	13	13	13	13
Headwork Critical Improvements			6	6	6	6										
Iron Salt Facilities	7	7	7	7												
Nitrification Clarifier Rehab and Repair									12	12	12		12	12	12	12
Construction Enabling	6	6	6	6												
Total			81	65	52	52	46	46	43	55	60	60	73	67		

Note:

Project package construction scheduled outside of Digester and Thickener construction duration.

Highest daily one-way passenger vehicle trips generated by concurrent projects during the period of greatest construction activity (Year 2016 Q3).

Assumptions & Data Sources:

- Values shown in this table represent one-way vehicle trips in a typical work day. These trips are assumed to occur on every day of construction activity throughout each project's estimated construction schedule. Trip values = # People / day (Column K) from "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- Passenger vehicle trips represent construction workers; all trips will be inbound to the site during the morning peak hour and outbound from the site during the evening peak hour.

Peak hour trip generation during the period of greatest overall construction activity (Year 2016 Q3):

Vehicle Trip Type	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour Passenger Vehicle Trips in a Typical Work Day	81	0	81	0	81	81

Table B2: Truck Trips in a Typical Work Day per Yearly Quarter

Package Name	2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Digester and Thickener Facilities Upgrade Project			6	6	6	6	6	6	6	6	6	6	6	6		
Advanced Facility Ctrl Pkge & Meter Replacement									2	2	2	2	2	2	2	2
Emergency Diesel Generator	2	2	2													
Cogeneration			6	6	6	6	6	6	6	6	6	6	6			
Digester Gas Compressor Upgrade	2	2	2													
Facility Wide Water Systems										2	2		2	2	2	2
Plant Instrument Air System		0	2	2	2	2	2	2								
Filter Repair and Rehabilitation Package													8	8	8	8
Near-Term Headworks Improvements Package											0		8	8	8	8
Headwork Critical Improvements			2	2	2	2										
Iron Salt Facilities	4	4	4	4												
Nitrification Clarifier Rehab and Repair									4	4	4		4	4	4	4
Construction Enabling	4	4	4	4												
Total			28	24	16	16	14	14	14	18	20	20	28	30		

Note:

Project package construction scheduled outside of Digester and Thickener construction duration.

Highest daily one-way truck trips (PCE) generated by concurrent projects during the period of greatest construction activity (Year 2016 Q3).

Assumptions & Data Sources:

- Values shown in this table represent one-way truck trips in a typical work day with a Passenger Car Equivalent (PCE) of 2.0 applied. These trips are assumed to occur on every day of construction activity throughout each project's estimated construction schedule. Trip values = 2.0 x [Truck Traffic / Day (Column L)] from "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- Truck trips would be distributed evenly throughout a 10-hour work day; any given hour would have 10% inbound and 10% outbound of the total truck trips (with PCE).

Peak hour trip generation during the period of greatest overall construction activity (Year 2016 Q3):

Vehicle Trip Type	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Peak Hour Truck Trips in a Typical Work Day	3	3	6	3	3	6

Table B3: Maximum Additional Peak Hour Passenger Vehicle Trips per Yearly Quarter

Package Name	2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Digester and Thickener Facilities Upgrade Project			26	26	26	26	26	26	26	26	26	26	26	26		
Advanced Facility Ctrl Pkge & Meter Replacement									6	6	6	6	6	6	6	6
Emergency Diesel Generator	11	11	11													
Cogeneration			20	20	20	20	20	20	20	20	20	20	20			
Digester Gas Compressor Upgrade	8	8	8													
Facility Wide Water Systems										1	1		1	1	1	1
Plant Instrument Air System		0	3	3	3	3	3	3								
Filter Repair and Rehabilitation Package													21	21	21	
Near-Term Headworks Improvements Package											0		17	17	17	17
Headwork Critical Improvements			2	2	2	2										
Iron Salt Facilities	3	3	3	3												
Nitrification Clarifier Rehab and Repair									13	13	13		13	13	13	13
Construction Enabling	2	2	2	2												

Note:

Project package construction scheduled outside of Digester and Thickener construction duration.

Highest additional one-way peak hour passenger vehicle trips generated by a single project per yearly quarter during the period of greatest construction activity (Year 2016 Q3).

Assumptions & Data Sources:

- 1 Trip values shown in this table represent additional passenger vehicle traffic needed to complete a short-term, high-intensity construction activity.
Trip values = Max Vehicles (Column N) - #People/Day (Column K) in "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- 2 Only one project will perform short-term, high-intensity construction activity on a single day. The project with the highest number of combined additional passenger vehicle and truck trips (Digester and Thickener) was used.
- 3 Passenger vehicle trips represent construction workers; all trips will be inbound to the site during the morning peak hour and outbound from the site during the evening peak hour.

Peak hour trip generation during the period of greatest overall construction activity (Year 2016 Q3):

Vehicle Trip Type	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Maximum Additional Peak Hour Passenger Vehicle Trips	26	0	26	0	26	26

Table B4: Maximum Additional Peak Hour Truck Trips per Yearly Quarter

Package Name	2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Digester and Thickener Facilities Upgrade Project			29	29	29	29	29	29	29	29	29	29	29	29		
Advanced Facility Ctrl Pkge & Meter Replacement									6	6	6	6	6	6	6	6
Emergency Diesel Generator	16	16	16													
Cogeneration			11	11	11	11	11	11	11	11	11	11	11			
Digester Gas Compressor Upgrade	12	12	12													
Facility Wide Water Systems										10	10		10	10	10	10
Plant Instrument Air System		0	8	8	8	8	8	8								
Filter Repair and Rehabilitation Package													11	11	11	11
Near-Term Headworks Improvements Package											0		11	11	11	11
Headwork Critical Improvements			4	4	4	4										
Iron Salt Facilities	20	20	20	20												
Nitrification Clarifier Rehab and Repair									14	14	14		14	14	14	14
Construction Enabling	8	8	8	8												

Note:

Project package construction scheduled outside of Digester and Thickener construction duration.

Highest additional one-way peak hour truck trips (PCE) generated by a single project per yearly quarter during the period of greatest construction activity (Year 2016 Q3).

Assumptions & Data Sources:

- 1 Trip values shown in this table represent additional truck traffic needed to complete a short-term, high-intensity construction activity with a Passenger Car Equivalent (PCE) of 2.0 applied. Trip values = 2.0 x {Max Truck (Column O) - [0.1 x Truck Traffic/Day (Column L)]} in "Traffic Flow Estimates and Construction Employee Count" dated May 7, 2015 provided by RWF staff.
- 2 Only one project will perform short-term, high-intensity construction activity on a single day. The project with the highest number of combined additional passenger vehicle and truck trips (Digester and Thickener) was used.
- 3 Additional truck trips (with PCE) from short-term, high-intensity construction activity will be inbound during both the morning and evening peak hours.

Peak hour trip generation during the period of greatest overall construction activity (Year 2016 Q3):

Vehicle Trip Type	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Maximum Additional Peak Hour Truck Trips	29	29	58	29	29	58

Attachment C: City of San José ATI

City of San Jose
 Citywide Traffix Database
 (updated August 22, 2011)

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

 Intersection #3030 237/ZANKER (N)

Cycle (sec): 71 Critical Vol./Cap. (X): 0.438
 Loss Time (sec): 9 Average Delay (sec/veh): 14.9
 Optimal Cycle: 36 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	0	0	0	0	0	2	1

Volume Module: >> Count Date: 18 Sep 2008 << 7:30-8:30AM

Base Vol:	0	85	576	25	106	0	0	0	0	322	0	48
Growth Adj:	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.15	1.15
Initial Bse:	0	93	633	25	106	0	0	0	0	370	0	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	282	9	22	188	0	0	0	0	185	0	395
Initial Fut:	0	375	642	47	294	0	0	0	0	555	0	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	375	0	47	294	0	0	0	0	555	0	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	0	47	294	0	0	0	0	555	0	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	375	0	47	294	0	0	0	0	555	0	450

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.00	0.03	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.26
Crit Moves:	****			****						****		
Green Time:	0.0	15.3	0.0	7.0	22.3	0.0	0.0	0.0	0.0	39.7	0.0	39.7
Volume/Cap:	0.00	0.46	0.00	0.27	0.49	0.00	0.00	0.00	0.00	0.31	0.00	0.46
Delay/Veh:	0.0	24.7	0.0	30.5	20.4	0.0	0.0	0.0	0.0	8.5	0.0	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	0.0	30.5	20.4	0.0	0.0	0.0	0.0	8.5	0.0	9.6
LOS by Move:	A	C	A	C	C+	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	0	1	6	0	0	0	0	4	0	7

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

City of San Jose
Citywide Traffic Database
(updated August 22, 2011)

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

Intersection #3031 237/ZANKER (S)

Cycle (sec): 76 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 9 Average Delay (sec/veh): 20.0
Optimal Cycle: 40 Level of Service: B-

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Table with 13 columns for traffic volume and adjustment factors. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, ATI, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MFL Adj, and Final Volume.

Saturation Flow Module table with 13 columns for flow rates and adjustments. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns for capacity and delay metrics. Rows include Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

City of San Jose
Citywide Traffix Database
(updated August 22, 2011)

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

Intersection #3030 237/ZANKER (N)

Cycle (sec): 59 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 9 Average Delay (sec/veh): 16.8
Optimal Cycle: 53 Level of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Table with 12 columns representing different traffic directions. Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, ATI, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MFL Adj, and Final Volume.

Saturation Flow Module table with 12 columns and 4 rows: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, HCM2kAvgQ.

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

City of San Jose
 Citywide Traffix Database
 (updated August 22, 2011)

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

 Intersection #3031 237/ZANKER (S)

Cycle (sec): 63 Critical Vol./Cap. (X): 0.701
 Loss Time (sec): 9 Average Delay (sec/veh): 18.8
 Optimal Cycle: 47 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	1	0	0	0	0

Volume Module: >> Count Date: 14 Sep 2010 << 5:00-6:00PMPM

Base Vol:	0	819	742	219	475	0	8	0	56	0	0	0
Growth Adj:	1.12	1.12	1.12	1.11	1.11	1.11	1.01	1.01	1.01	1.00	1.00	1.00
Initial Bse:	0	917	831	244	529	0	8	0	57	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	172	128	439	302	0	22	5	29	0	0	0
Initial Fut:	0	1089	959	683	831	0	30	5	86	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1089	0	683	831	0	30	5	86	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	0	683	831	0	30	5	86	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1089	0	683	831	0	30	5	86	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.86	0.14	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1544	256	3150	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.39	0.22	0.00	0.02	0.02	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	14.5	0.0	29.5	44.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.83	0.00	0.83	0.31	0.00	0.12	0.12	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	27.8	0.0	21.9	3.7	0.0	22.9	22.9	23.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.8	0.0	21.9	3.7	0.0	22.9	22.9	23.1	0.0	0.0	0.0
LOS by Move:	A	C	A	C+	A	A	C+	C+	C	A	A	A
HCM2kAvgQ:	0	10	0	15	3	0	1	1	1	0	0	0

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

Attachment D: Concurrent RWF CIP Projects Schedule

Activity ID	Project Name	2016	2017	2018	2019
B1796	Digester & Thickener Upgrade Project	[Blue bar spanning 2016, 2017, and 2018]			
B3575	Advanced Facility Control and Meter Replacement			[Blue bar spanning 2018 and 2019]	
B3027	Cogeneration Facility	[Blue bar spanning 2016, 2017, and 2018]			
B3035	Digester Gas Compressor Upgrades	[Blue bar in 2016]			
B3230	Emergency Diesel Generators	[Blue bar in 2016]			
B3414	Plant Instrument Air System Upgrades		[Blue bar spanning 2017 and 2018]		
B3682	Headworks Critical Improvements		[Blue bar in 2017]		
B3574	Nitrification Clarifiers Rehabilitation			[Blue bar with arrowhead spanning 2018 and 2019]	
B3592	Filter Rehabilitation				[Blue bar in 2019]
B3684	Construction Enabling Improvements	[Blue bar in 2016]			
B3026	Headworks Improvements			[Blue bar with arrowhead spanning 2018 and 2019]	
B3571	Facility Wide Water Systems				[Blue bar with arrowhead in 2019]
B2912	Iron Salt Feed Station	[Blue bar in 2016]			

Source: CIP all active Projects and Schedules March 27, 2015
 Digester and Thickener Upgrade Project, 60% Design Submittal, April 2015

Figure 1-7. Master Plan Projects with Construction Schedules which Overlap the Project Schedule

Attachment E: TRAFFIX LOS Calculation Work Sheets

San Jose Digester Project
SJ15_1580

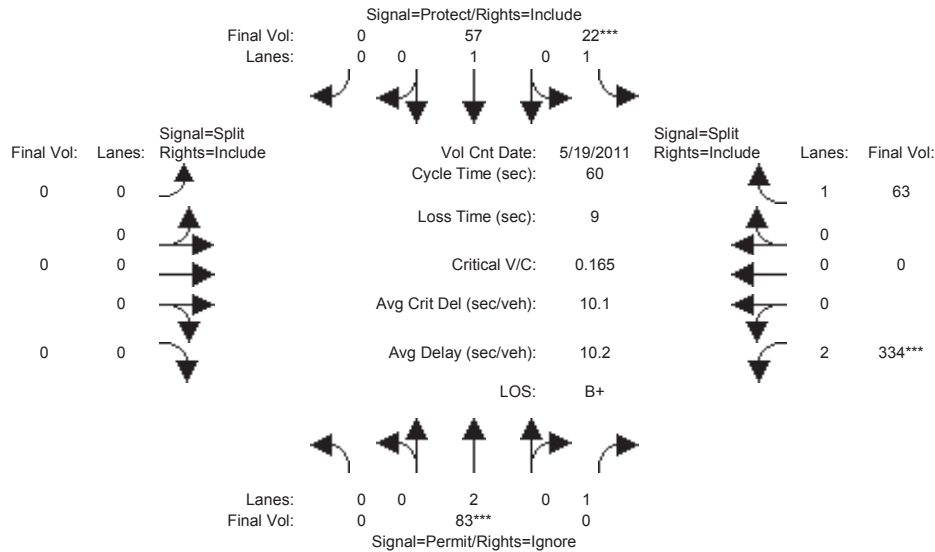
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing AM				Background AM				Background + Pj AM						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Zanker Rd / SR 237 WB Ramps	B+	10.2	0.165	10.1	B	13.3	0.483	15.6	B	13.9	0.533	+ 0.050	16.2	+ 0.6	?	xx.x	x.xxx	xx.x
#2 Zanker Rd / SR 237 EB Ramps	B	14.5	0.410	15.2	B	15.8	0.581	17.8	B	16.1	0.595	+ 0.014	18.3	+ 0.5	?	xx.x	x.xxx	xx.x

San Jose Digester Project
SJ15_1580

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

Intersection #1: Zanker Rd / SR 237 WB Ramps



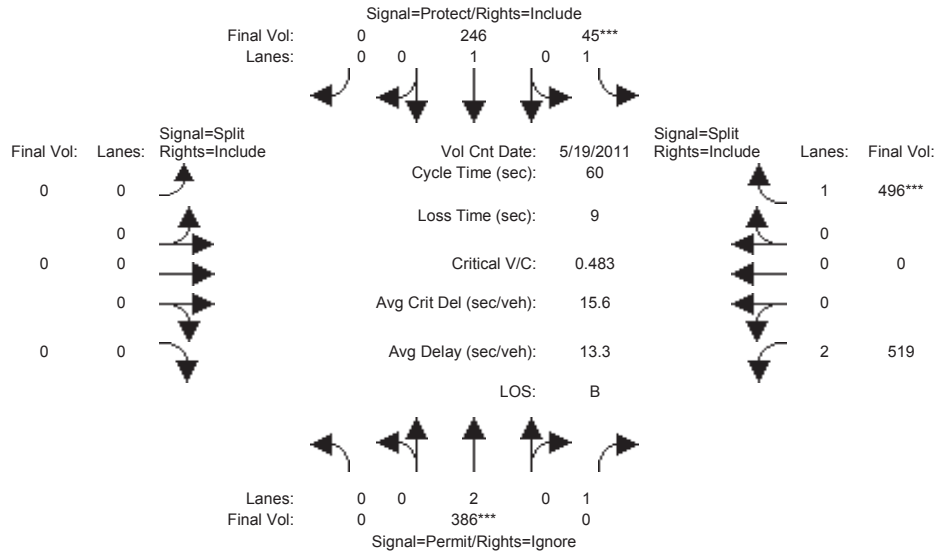
Street Name:	Zanker Rd						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 19 May 2011 << 8:00 AM											
Base Vol:	0	83	651	22	57	0	0	0	0	334	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	83	651	22	57	0	0	0	0	334	0	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	83	651	22	57	0	0	0	0	334	0	63
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	83	0	22	57	0	0	0	0	334	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	83	0	22	57	0	0	0	0	334	0	63
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	83	0	22	57	0	0	0	0	334	0	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.11	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	0.0	10.0	0.0	7.0	17.0	0.0	0.0	0.0	0.0	34.0	0.0	34.0
Volume/Cap:	0.00	0.13	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.19	0.00	0.06
Delay/Veh:	0.0	21.4	0.0	23.9	16.0	0.0	0.0	0.0	0.0	6.4	0.0	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.4	0.0	23.9	16.0	0.0	0.0	0.0	0.0	6.4	0.0	5.9
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	1	0	1	2	0	0	0	0	4	0	1

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

San Jose Digester Project
SJ15_1580

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

Intersection #1: Zanker Rd / SR 237 WB Ramps



Street Name:	Zanker Rd						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	19 May 2011	<<	8:00 AM						
Base Vol:	0	83	651	22	57	0	0	0	0	334	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	83	651	22	57	0	0	0	0	334	0	63
Added Vol:	0	21	0	1	1	0	0	0	0	0	0	38
Approved_Pj:	0	282	9	22	188	0	0	0	0	185	0	395
Initial Fut:	0	386	660	45	246	0	0	0	0	519	0	496
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	386	0	45	246	0	0	0	0	519	0	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	386	0	45	246	0	0	0	0	519	0	496
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	386	0	45	246	0	0	0	0	519	0	496

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750

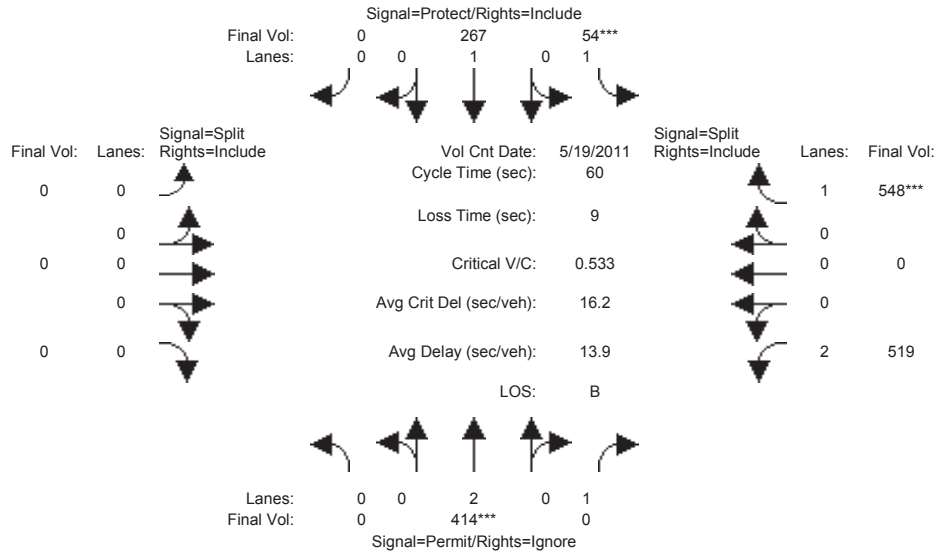
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.16	0.00	0.28
Crit Moves:	****			****								
Green Time:	0.0	11.6	0.0	7.0	18.6	0.0	0.0	0.0	0.0	32.4	0.0	32.4
Volume/Cap:	0.00	0.53	0.00	0.22	0.42	0.00	0.00	0.00	0.00	0.31	0.00	0.53
Delay/Veh:	0.0	22.4	0.0	24.6	16.9	0.0	0.0	0.0	0.0	7.7	0.0	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	0.0	24.6	16.9	0.0	0.0	0.0	0.0	7.7	0.0	9.4
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	6	0	2	8	0	0	0	0	7	0	13

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

San Jose Digester Project
SJ15_1580

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

Intersection #1: Zanker Rd / SR 237 WB Ramps



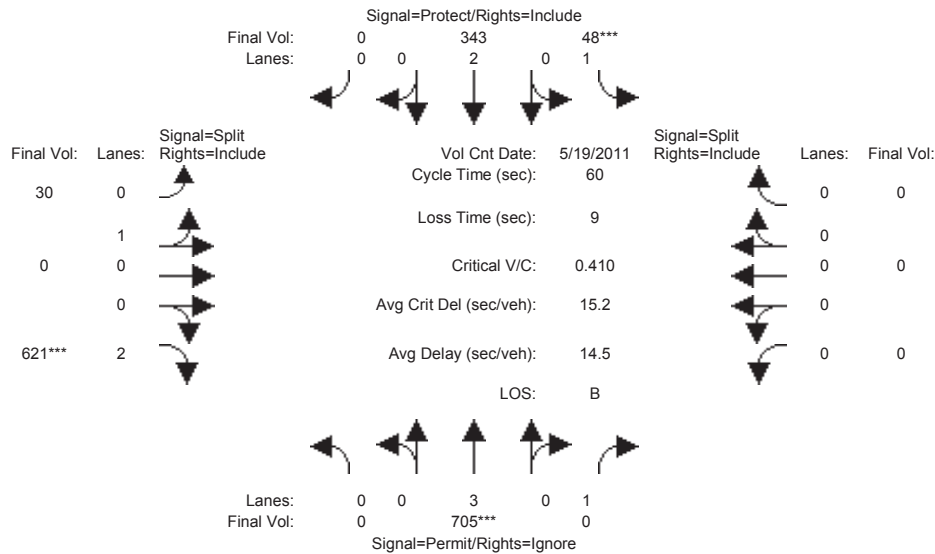
Street Name:	Zanker Rd						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	19 May 2011 << 8:00 AM											
Base Vol:	0	83	651	22	57	0	0	0	0	334	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	83	651	22	57	0	0	0	0	334	0	63
Added Vol:	0	49	0	10	22	0	0	0	0	0	0	90
Approved Pj:	0	282	9	22	188	0	0	0	0	185	0	395
Initial Fut:	0	414	660	54	267	0	0	0	0	519	0	548
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	414	0	54	267	0	0	0	0	519	0	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	414	0	54	267	0	0	0	0	519	0	548
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	414	0	54	267	0	0	0	0	519	0	548
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.03	0.14	0.00	0.00	0.00	0.00	0.16	0.00	0.31
Crit Moves:	****			****								
Green Time:	0.0	11.4	0.0	7.0	18.4	0.0	0.0	0.0	0.0	32.6	0.0	32.6
Volume/Cap:	0.00	0.58	0.00	0.26	0.46	0.00	0.00	0.00	0.00	0.30	0.00	0.58
Delay/Veh:	0.0	23.3	0.0	24.8	17.4	0.0	0.0	0.0	0.0	7.6	0.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	0.0	24.8	17.4	0.0	0.0	0.0	0.0	7.6	0.0	10.0
LOS by Move:	A	C	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	7	0	3	9	0	0	0	0	7	0	15

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

San Jose Digester Project
SJ15_1580

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

Intersection #2: Zanker Rd / SR 237 EB Ramps



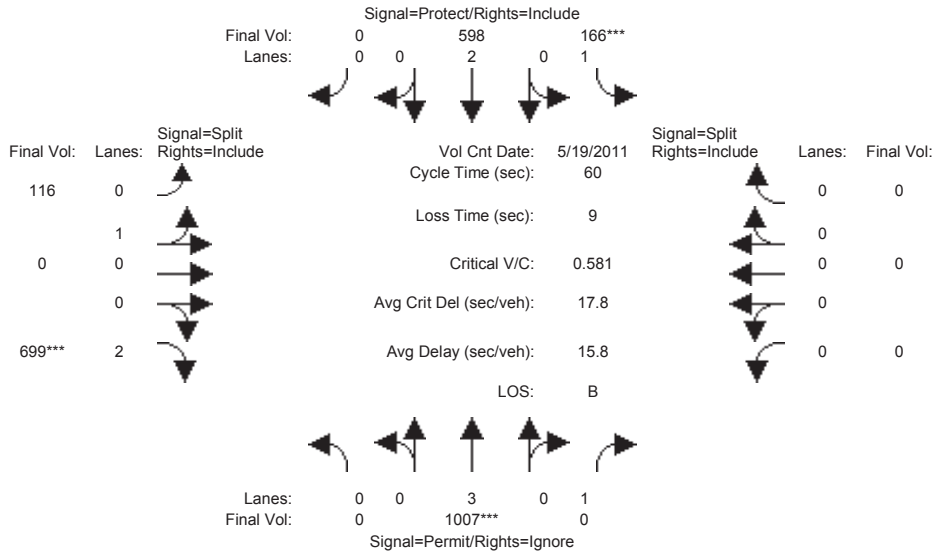
Street Name:	Zanker Rd						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count	Date: 19 May 2011 << 8:00 AM											
Base Vol:	0	705	193	48	343	0	30	0	621	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	705	193	48	343	0	30	0	621	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	705	193	48	343	0	30	0	621	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	705	0	48	343	0	30	0	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	705	0	48	343	0	30	0	621	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	705	0	48	343	0	30	0	621	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.03	0.09	0.00	0.02	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	17.0	0.0	7.0	24.0	0.0	27.0	0.0	27.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.00	0.24	0.23	0.00	0.04	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	17.8	0.0	24.7	12.0	0.0	9.2	0.0	11.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	0.0	24.7	12.0	0.0	9.2	0.0	11.5	0.0	0.0	0.0
LOS by Move:	A	B	A	C	B+	A	A	A	B+	A	A	A
HCM2k95thQ:	0	8	0	2	4	0	1	0	10	0	0	0

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

San Jose Digester Project
SJ15_1580

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

Intersection #2: Zanker Rd / SR 237 EB Ramps



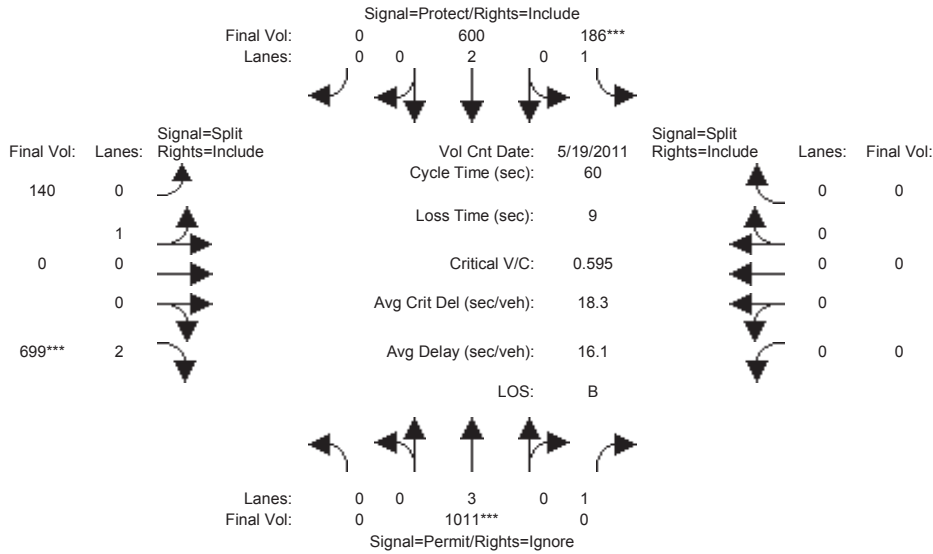
Street Name:	Zanker Rd						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	19 May 2011 << 8:00 AM											
Base Vol:	0	705	193	48	343	0	30	0	621	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	705	193	48	343	0	30	0	621	0	0	0
Added Vol:	0	3	0	1	0	0	18	0	0	0	0	0
Approved_Pj:	0	299	32	117	255	0	68	0	78	0	0	0
Initial Fut:	0	1007	225	166	598	0	116	0	699	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1007	0	166	598	0	116	0	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1007	0	166	598	0	116	0	699	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1007	0	166	598	0	116	0	699	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.09	0.16	0.00	0.06	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	18.3	0.0	9.8	28.1	0.0	22.9	0.0	22.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.58	0.34	0.00	0.17	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	0.0	26.2	10.2	0.0	12.4	0.0	15.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	0.0	26.2	10.2	0.0	12.4	0.0	15.4	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	B+	A	B	A	B	A	A	A
HCM2k95thQ:	0	12	0	6	7	0	3	0	13	0	0	0

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

San Jose Digester Project
SJ15_1580

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

Intersection #2: Zanker Rd / SR 237 EB Ramps



Street Name:	Zanker Rd						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 8:00 AM												
Base Vol:	0	705	193	48	343	0	30	0	621	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	705	193	48	343	0	30	0	621	0	0	0
Added Vol:	0	7	0	21	2	0	42	0	0	0	0	0
Approved_Pj:	0	299	32	117	255	0	68	0	78	0	0	0
Initial Fut:	0	1011	225	186	600	0	140	0	699	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1011	0	186	600	0	140	0	699	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1011	0	186	600	0	140	0	699	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1011	0	186	600	0	140	0	699	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.11	0.16	0.00	0.08	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	17.9	0.0	10.7	28.6	0.0	22.4	0.0	22.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.00	0.59	0.33	0.00	0.21	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	0.0	25.7	9.9	0.0	12.9	0.0	16.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.5	0.0	25.7	9.9	0.0	12.9	0.0	16.0	0.0	0.0	0.0
LOS by Move:	A	B-	A	C	A	A	B	A	B	A	A	A
HCM2k95thQ:	0	12	0	7	7	0	4	0	13	0	0	0

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

San Jose Digester Project
SJ15_1580

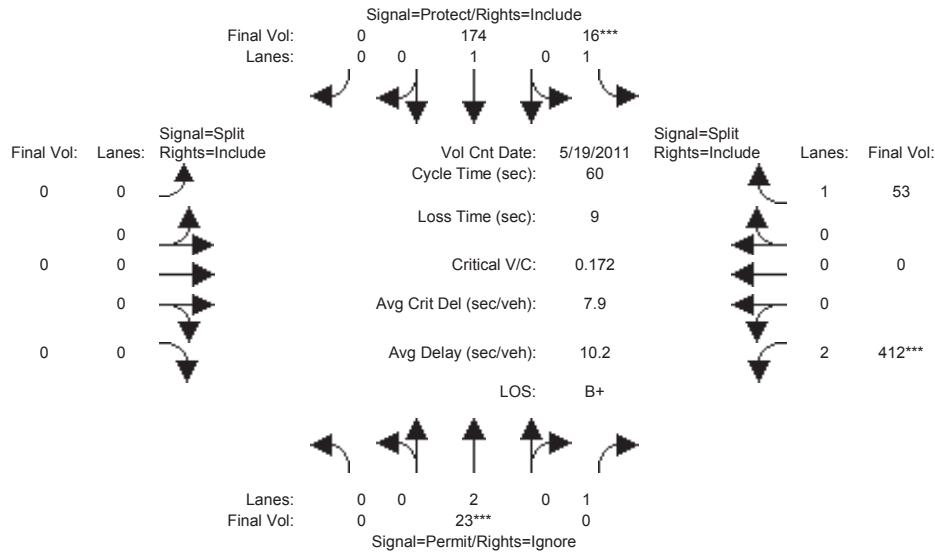
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing PM				Background PM				Background + Pj PM						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Zanker Rd / SR 237 WB Ramps	B+	10.2	0.172	7.9	B	17.4	0.696	17.4	B	17.6	0.706	+ 0.010	17.9	+ 0.5	?	xx.x	x.xxx	xx.x
#2 Zanker Rd / SR 237 EB Ramps	B+	11.0	0.254	13.7	B	15.7	0.610	21.0	B	16.0	0.634	+ 0.024	21.3	+ 0.3	?	xx.x	x.xxx	xx.x

San Jose Digester Project
SJ15_1580

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

Intersection #1: Zanker Rd / SR 237 WB Ramps



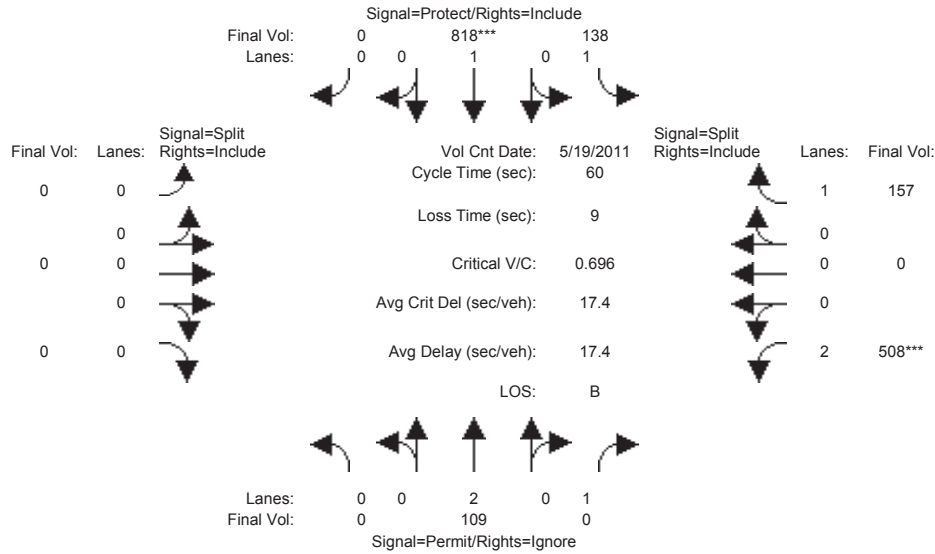
Street Name:	Zanker Rd						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 5:00 PM												
Base Vol:	0	23	667	16	174	0	0	0	0	412	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	667	16	174	0	0	0	0	412	0	53
Added Vol:	0	0	0	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	23	667	16	174	0	0	0	0	412	0	53
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	23	0	16	174	0	0	0	0	412	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	23	0	16	174	0	0	0	0	412	0	53
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	23	0	16	174	0	0	0	0	412	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.03
Crit Moves:	****			****						****		
Green Time:	0.0	10.0	0.0	7.0	17.0	0.0	0.0	0.0	0.0	34.0	0.0	34.0
Volume/Cap:	0.00	0.04	0.00	0.08	0.32	0.00	0.00	0.00	0.00	0.23	0.00	0.05
Delay/Veh:	0.0	21.0	0.0	23.8	17.3	0.0	0.0	0.0	0.0	6.5	0.0	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.0	0.0	23.8	17.3	0.0	0.0	0.0	0.0	6.5	0.0	5.8
LOS by Move:	A	C+	A	C	B	A	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	6	0	0	0	0	5	0	1

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

San Jose Digester Project
SJ15_1580

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

Intersection #1: Zanker Rd / SR 237 WB Ramps



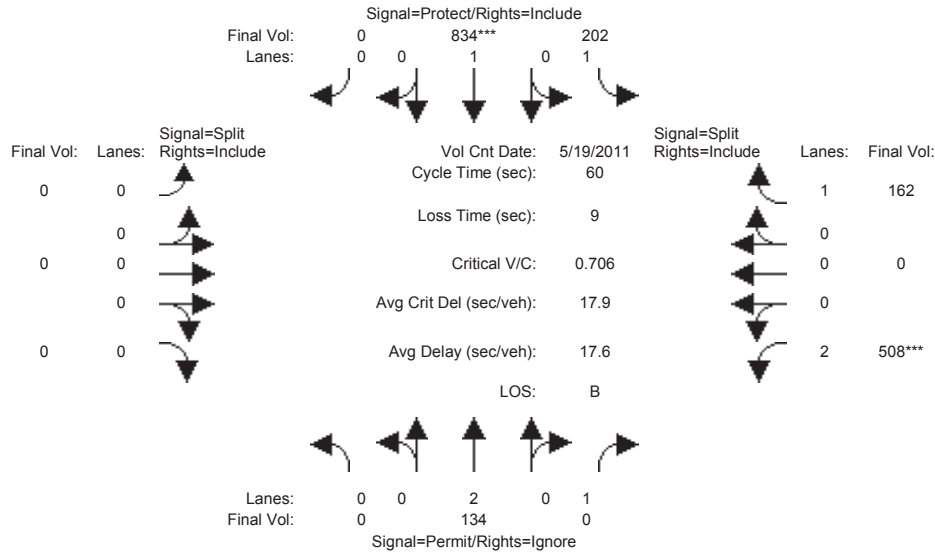
Street Name:	Zanker Rd						SR 237 WB Ramps						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	7	10	10	0	0	0	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 19 May 2011 << 5:00 PM													
Base Vol:	0	23	667	16	174	0	0	0	0	412	0	53	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	23	667	16	174	0	0	0	0	412	0	53	
Added Vol:	0	2	0	47	12	0	0	0	0	0	0	0	
Approved_Pj:	0	84	36	75	632	0	0	0	0	96	0	104	
Initial Fut:	0	109	703	138	818	0	0	0	0	508	0	157	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	109	0	138	818	0	0	0	0	508	0	157	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	109	0	138	818	0	0	0	0	508	0	157	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	0	109	0	138	818	0	0	0	0	508	0	157	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.03	0.00	0.08	0.43	0.00	0.00	0.00	0.00	0.16	0.00	0.09	
Crit Moves:							****						
Green Time:	0.0	10.0	0.0	29.5	39.5	0.0	0.0	0.0	0.0	11.5	0.0	11.5	
Volume/Cap:	0.00	0.17	0.00	0.16	0.65	0.00	0.00	0.00	0.00	0.84	0.00	0.47	
Delay/Veh:	0.0	21.6	0.0	8.5	7.4	0.0	0.0	0.0	0.0	33.5	0.0	22.5	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	21.6	0.0	8.5	7.4	0.0	0.0	0.0	0.0	33.5	0.0	22.5	
LOS by Move:	A	C+	A	A	A	A	A	A	A	C-	A	C+	
HCM2k95thQ:	0	2	0	3	18	0	0	0	0	16	0	7	

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

San Jose Digester Project
SJ15_1580

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

Intersection #1: Zanker Rd / SR 237 WB Ramps



Street Name:	Zanker Rd						SR 237 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 19 May 2011 << 5:00 PM											
Base Vol:	0	23	667	16	174	0	0	0	0	412	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	667	16	174	0	0	0	0	412	0	53
Added Vol:	0	27	0	111	28	0	0	0	0	0	0	5
Approved_Pj:	0	84	36	75	632	0	0	0	0	96	0	104
Initial Fut:	0	134	703	202	834	0	0	0	0	508	0	162
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	134	0	202	834	0	0	0	0	508	0	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	134	0	202	834	0	0	0	0	508	0	162
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	134	0	202	834	0	0	0	0	508	0	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750

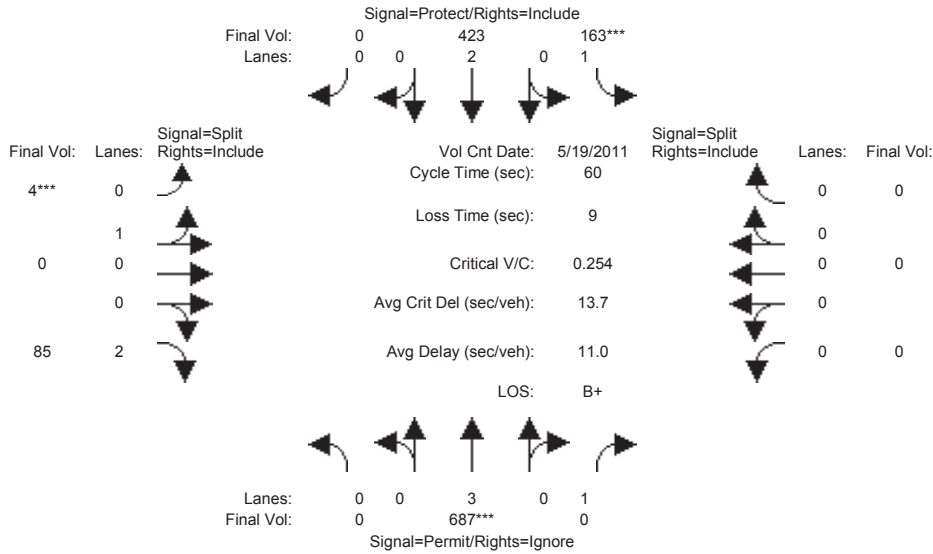
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.12	0.44	0.00	0.00	0.00	0.00	0.16	0.00	0.09
Crit Moves:					****						****	
Green Time:	0.0	10.0	0.0	29.7	39.7	0.0	0.0	0.0	0.0	11.3	0.0	11.3
Volume/Cap:	0.00	0.21	0.00	0.23	0.66	0.00	0.00	0.00	0.00	0.85	0.00	0.49
Delay/Veh:	0.0	21.8	0.0	8.8	7.5	0.0	0.0	0.0	0.0	34.9	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	0.0	8.8	7.5	0.0	0.0	0.0	0.0	34.9	0.0	22.9
LOS by Move:	A	C+	A	A	A	A	A	A	A	C-	A	C+
HCM2k95thQ:	0	2	0	5	19	0	0	0	0	16	0	7

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

San Jose Digester Project
SJ15_1580

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

Intersection #2: Zanker Rd / SR 237 EB Ramps



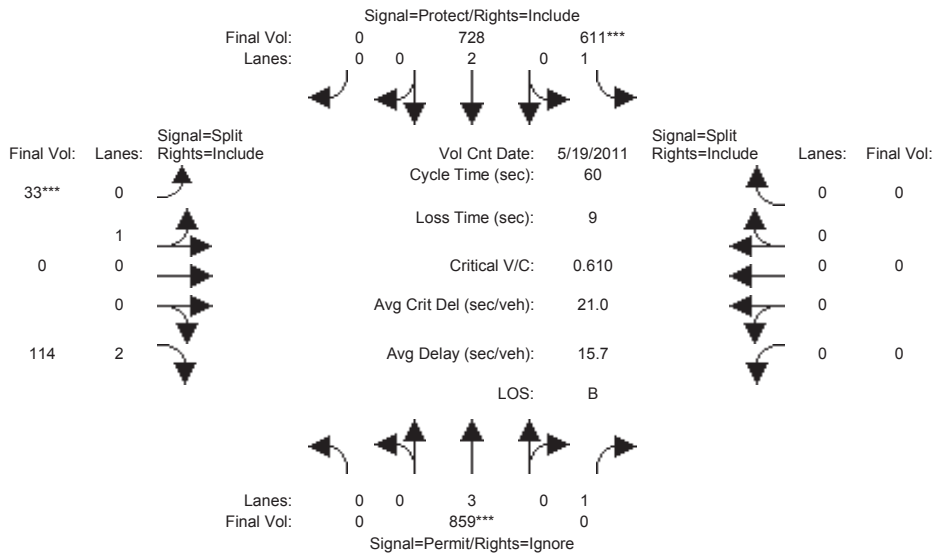
Street Name:	Zanker Rd						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 5:00 PM												
Base Vol:	0	687	710	163	423	0	4	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	687	710	163	423	0	4	0	85	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	687	710	163	423	0	4	0	85	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	687	0	163	423	0	4	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	687	0	163	423	0	4	0	85	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	687	0	163	423	0	4	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.09	0.11	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	23.1	0.0	17.9	41.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.31	0.16	0.00	0.01	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	0.0	16.7	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	0.0	16.7	3.4	0.0	20.9	0.0	21.6	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	6	0	5	3	0	0	0	2	0	0	0

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

San Jose Digester Project
SJ15_1580

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

Intersection #2: Zanker Rd / SR 237 EB Ramps



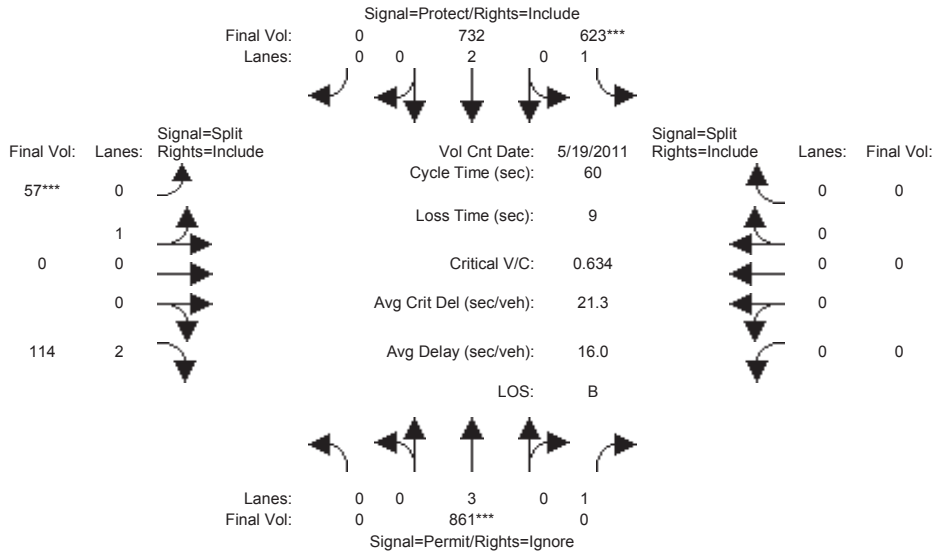
Street Name:	Zanker Rd						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 5:00 PM												
Base Vol:	0	687	710	163	423	0	4	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	687	710	163	423	0	4	0	85	0	0	0
Added Vol:	0	0	0	9	3	0	2	0	0	0	0	0
Approved_Pj:	0	172	128	439	302	0	27	0	29	0	0	0
Initial Fut:	0	859	838	611	728	0	33	0	114	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	859	0	611	728	0	33	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	859	0	611	728	0	33	0	114	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	859	0	611	728	0	33	0	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.35	0.19	0.00	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	12.4	0.0	28.6	41.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.00	0.73	0.28	0.00	0.11	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	24.7	0.0	15.9	3.8	0.0	21.4	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.7	0.0	15.9	3.8	0.0	21.4	0.0	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	13	0	18	5	0	1	0	3	0	0	0

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

San Jose Digester Project
SJ15_1580

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

Intersection #2: Zanker Rd / SR 237 EB Ramps



Street Name:	Zanker Rd						SR 237 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2011 << 5:00 PM												
Base Vol:	0	687	710	163	423	0	4	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	687	710	163	423	0	4	0	85	0	0	0
Added Vol:	0	2	0	21	7	0	26	0	0	0	0	0
Approved_Pj:	0	172	128	439	302	0	27	0	29	0	0	0
Initial Fut:	0	861	838	623	732	0	57	0	114	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	861	0	623	732	0	57	0	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	861	0	623	732	0	57	0	114	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	861	0	623	732	0	57	0	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.36	0.19	0.00	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	12.2	0.0	28.8	41.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.00	0.74	0.28	0.00	0.19	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	0.0	16.2	3.8	0.0	21.8	0.0	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	0.0	16.2	3.8	0.0	21.8	0.0	21.8	0.0	0.0	0.0
LOS by Move:	A	C	A	B	A	A	C+	A	C+	A	A	A
HCM2k95thQ:	0	13	0	19	5	0	2	0	3	0	0	0

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

