APPENDIX S

Criteria Pollutants

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****************************************************************************
Intersection #1 Dixon Landing Rd/McCarthy Blvd
****************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.351
Loss Time (sec):     12                 Average Delay (sec/veh):         9.0
Optimal Cycle:       33                 Level Of Service:                  A
****************************************************************************
Street Name:          McCarthy Blvd                    Dixon Landing Rd
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------------------------------------------------------
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:        1  0  0  0  2    0  0  0  0  0    0  0  0  1  0    2  0  1  0  0
----------------------------------------------------------------------------
Volume Module:
Base Vol:       7    0   34    0    0    0    0   55   10  808   69    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:    7    0   34    0    0    0    0   55   10  808   69    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume:     8    0   38    0    0    0    0   61   11  898   77    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    8    0   38    0    0    0    0   61   11  898   77    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    8    0   38    0    0    0    0   61   11  898   77    0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 1.00 0.75 1.00 1.00 1.00 1.00 0.98 0.98 0.92 1.00 1.00
Lanes:       1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.85 0.15 2.00 1.00 0.00
Final Sat.:  1805    0 2842    0    0    0    0 1574  286 3502 1900    0
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.04 0.04 0.26 0.04 0.00
Crit Moves:             ****                      ****      ****
Green/Cycle: 0.04 0.00 0.04 0.00 0.00 0.00 0.00 0.11 0.11 0.73 0.84 0.00
Volume/Cap:  0.11 0.00 0.35 0.00 0.00 0.00 0.00 0.35 0.35 0.35 0.05 0.00
Delay/Veh:   47.2  0.0 48.9  0.0  0.0  0.0  0.0 42.2 42.2  4.9  1.3  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  47.2  0.0 48.9  0.0  0.0  0.0  0.0 42.2 42.2  4.9  1.3  0.0
LOS by Move:              D    A    A    A    A    D    D    A    A    A
HCM2k95thQ:     D    A    2    0    0    0    0    5    5   10    1    0
                1    0
****************************************************************************
Note: Queue reported is the number of cars per lane.
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****************************************************************************
Intersection #1 Dixon Landing Rd/McCarthy Blvd
****************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.605
Loss Time (sec):     12                 Average Delay (sec/veh):        13.9
Optimal Cycle:       49                 Level Of Service:                  B
****************************************************************************
Street Name:          McCarthy Blvd                    Dixon Landing Rd
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------------------------------------------------------
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:        1  0  0  0  2    0  0  0  0  0    0  0  0  1  0    2  0  1  0  0
----------------------------------------------------------------------------
Volume Module:
Base Vol:       3    0 1200    0    0    0    0   60   10  161    9    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:    3    0 1200    0    0    0    0   60   10  161    9    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:     3    0 1263    0    0    0    0   63   11  169    9    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    3    0 1263    0    0    0    0   63   11  169    9    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    3    0 1263    0    0    0    0   63   11  169    9    0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 1.00 0.75 1.00 1.00 1.00 1.00 0.98 0.98 0.92 1.00 1.00
Lanes:       1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.86 0.14 2.00 1.00 0.00
Final Sat.:  1805    0 2842    0    0    0    0 1598  266 3502 1900    0
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.44 0.00 0.00 0.00 0.00 0.04 0.04 0.05 0.00 0.00
Crit Moves:             ****                      ****      ****
Green/Cycle: 0.73 0.00 0.73 0.00 0.00 0.00 0.00 0.07 0.07 0.08 0.15 0.00
Volume/Cap:  0.00 0.00 0.60 0.00 0.00 0.00 0.00 0.60 0.60 0.60 0.03 0.00
Delay/Veh:    3.5  0.0  6.8  0.0  0.0  0.0  0.0 53.9 53.9 48.2 36.8  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   3.5  0.0  6.8  0.0  0.0  0.0  0.0 53.9 53.9 48.2 36.8  0.0
LOS by Move:              A    A    A    A    A    D    D    D    D    A
HCM2k95thQ:     A    A   20    0    0    0    0    7    7    5    0    0
                0    0
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
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*******************************************************************************
Intersection #2 I-880 SB Ramps/Dixon landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.318
Loss Time (sec):     8                  Average Delay (sec/veh):        16.5
Optimal Cycle:       24                 Level Of Service:                  B
*******************************************************************************
Street Name:         Dixon Landing Rd                   I-880 SB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:        0  0  0  0  0    2  0  0  0  2    0  0  3  0  1    0  0  2  0  2
----------------------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0  220    0  276    0   59   30    0  601 1272
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0  220    0  276    0   59   30    0  601 1272
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:     0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.00 0.90 0.90 0.00
PHF Volume:     0    0    0  244    0  307    0   66    0    0  668    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    0    0    0  244    0  307    0   66    0    0  668    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:    0    0    0  244    0  307    0   66    0    0  668    0
----------------------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00 0.92 1.00 0.75 1.00 0.91 1.00 1.00 0.95 0.88
Lanes:       0.00 0.00 0.00 2.00 0.00 2.00 0.00 3.00 1.00 0.00 2.00 2.00
Final Sat.:     0    0    0 3502    0 2842    0 5187 1900    0 3610 3344
----------------------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.07 0.00 0.11 0.00 0.01 0.00 0.00 0.18 0.00
Crit Moves:                            ****  ****                 ****
Green/Cycle: 0.00 0.00 0.00 0.34 0.00 0.34 0.00 0.58 0.00 0.00 0.58 0.00
Volume/Cap:  0.00 0.00 0.00 0.21 0.00 0.32 0.00 0.02 0.00 0.00 0.32 0.00
Delay/Veh:    0.0  0.0  0.0 23.6  0.0 24.7  0.0  8.9  0.0  0.0 10.9  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0 23.6  0.0 24.7  0.0  8.9  0.0  0.0 10.9  0.0
LOS by Move:                A    C    A    C    A    A    A    A    B    A
HCM2k95thQ:     0    0    0    6    0    8    0    1    0    0   10    0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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*******************************************************************************
Intersection #2 I-880 SB Ramps/Dixon landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.424
Loss Time (sec):     8                  Average Delay (sec/veh):        14.5
Optimal Cycle:       28                 Level Of Service:                  B
*******************************************************************************
Street Name:         Dixon Landing Rd                   I-880 SB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:        0  0  0  0  0    2  0  0  0  2    0  0  3  0  1    0  0  2  0  2
----------------------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0  434    0   52    0 1280   40    0  119  670
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0  434    0   52    0 1280   40    0  119  670
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:     0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.00 0.95 0.95 0.00
PHF Volume:     0    0    0  457    0   55    0 1347    0    0  125    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    0    0    0  457    0   55    0 1347    0    0  125    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:    0    0    0  457    0   55    0 1347    0    0  125    0
----------------------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00 0.92 1.00 0.75 1.00 0.91 1.00 1.00 0.95 0.88
Lanes:       0.00 0.00 0.00 2.00 0.00 2.00 0.00 3.00 1.00 0.00 2.00 2.00
Final Sat.:     0    0    0 3502    0 2842    0 5187 1900    0 3610 3344
----------------------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.13 0.00 0.02 0.00 0.26 0.00 0.00 0.03 0.00
Crit Moves:                            ****                 ****      ****
Green/Cycle: 0.00 0.00 0.00 0.31 0.00 0.31 0.00 0.61 0.00 0.00 0.61 0.00
Volume/Cap:  0.00 0.00 0.00 0.42 0.00 0.06 0.00 0.42 0.00 0.00 0.06 0.00
Delay/Veh:    0.0  0.0  0.0 27.8  0.0 24.5  0.0 10.2  0.0  0.0  7.8  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0 27.8  0.0 24.5  0.0 10.2  0.0  0.0  7.8  0.0
LOS by Move:                A    C    A    C    A    B    A    A    A    A
HCM2k95thQ:     0    0    0   11    0    1    0   14    0    0    2    0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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*******************************************************************************
Intersection #3 I-880 NB Ramp-California Cir/Dixon landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.689
Loss Time (sec):     16                 Average Delay (sec/veh):        17.9
Optimal Cycle:       67                 Level Of Service:                  B
*******************************************************************************
Street Name:         Dixon Landing Rd            I-880 NB Ramp-California Cir
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:        1  1  0  0  2    1  0  0  1  1    0  0  3  0  1    1  0  2  1  0
----------------------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     145   16  479    18    0   46     0  174  105    61 1682  318
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  145   16  479    18    0   46     0  174  105    61 1682  318
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:   154   17  510    19    0   49     0  185  112    65 1789  338
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  154   17  510    19    0   49     0  185  112    65 1789  338
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  154   17  510    19    0   49     0  185  112    65 1789  338
----------------------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.96 0.96 0.75  0.95 1.00 0.85  1.00 0.91 0.85  0.95 0.89 0.89
Lanes:       1.80 0.20 2.00  1.00 0.00 2.00  0.00 3.00 1.00  1.00 2.52 0.48
Final Sat.:  3275  361 2842  1805    0 3230     0 5187 1615  1805 4258  805
----------------------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.05 0.18  0.01 0.00 0.02  0.00 0.04 0.07  0.04 0.42 0.42
Crit Moves:             ****             ****  ****                 ****
Green/Cycle: 0.21 0.21 0.42  0.02 0.00 0.02  0.00 0.40 0.40  0.21 0.61 0.61
Volume/Cap:  0.23 0.23 0.43  0.48 0.00 0.69  0.00 0.09 0.17  0.17 0.69 0.69
Delay/Veh:   33.1 33.1 21.0  57.3  0.0 73.5   0.0 18.6 19.4  32.7 13.8 13.8
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  33.1 33.1 21.0  57.3  0.0 73.5   0.0 18.6 19.4  32.7 13.8 13.8
LOS by Move:             C     E    A     E     A    B    B     C    B    B
HCM2k95thQ:    C5   C5   12     3    0     4     0    3    4     3   29   29
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```



```
*******************************************************************************
Intersection #3 I-880 NB Ramp-California Cir/Dixon landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.748
Loss Time (sec):     16                 Average Delay (sec/veh):        22.9
Optimal Cycle:       76                 Level Of Service:                  C
*******************************************************************************
Street Name:         Dixon Landing Rd            I-880 NB Ramp-California Cir
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:        1  1  0  0  2    1  0  0  1  1    0  0  3  0  1    1  0  2  1  0
----------------------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     120  108  721    20    0    7     0 1174  567    31  670  217
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  120  108  721    20    0    7     0 1174  567    31  670  217
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.98 0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98  0.98 0.98 0.98
PHF Volume:   122  110  736    20    0    7     0 1198  579    32  684  221
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  122  110  736    20    0    7     0 1198  579    32  684  221
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  122  110  736    20    0    7     0 1198  579    32  684  221
----------------------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.97 0.97 0.75  0.95 1.00 0.85  1.00 0.91 0.85  0.95 0.88 0.88
Lanes:       1.05 0.95 2.00  1.00 0.00 2.00  0.00 3.00 1.00  1.00 2.27 0.73
Final Sat.:  1948 1753 2842  1805    0 3230     0 5187 1615  1805 3773 1222
----------------------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.06 0.26  0.01 0.00 0.00  0.00 0.23 0.36  0.02 0.18 0.18
Crit Moves:             ****  ****                      ****  ****
Green/Cycle: 0.32 0.32 0.35  0.02 0.00 0.02  0.00 0.48 0.48  0.02 0.50 0.50
Volume/Cap:  0.19 0.19 0.75  0.75 0.00 0.15  0.00 0.48 0.75  0.75 0.36 0.36
Delay/Veh:   24.6 24.6 32.1 121.6  0.0 50.0   0.0 17.8 25.2 101.0 15.2 15.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  24.6 24.6 32.1 121.6  0.0 50.0   0.0 17.8 25.2 101.0 15.2 15.2
LOS by Move:             C     F    A     D     A    B    C     F    B    B
HCM2k95thQ:    C5   C5   23     4    0     1     0   17   26     5   12   12
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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*******************************************************************************
Intersection #4 237/ZANKER (N)
*******************************************************************************
Cycle (sec):          88                Critical Vol./Cap.(X):         0.165
Loss Time (sec):      9                 Average Delay (sec/veh):        13.0
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           Ovl
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    1  0  1  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
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
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:     0.95 0.95 0.00 0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    0   87    0   23   60    0     0    0    0   352    0   66
Reduct Vol:    0    0    0    0    0    0     0    0    0     0    0    0
Reduced Vol:   0   87    0   23   60    0     0    0    0   352    0   66
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   87    0   23   60    0     0    0    0   352    0   66
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 1.00 0.92  0.92 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 12.3  0.0  7.1 19.4  0.0   0.0  0.0  0.0  59.6  0.0 66.7
Volume/Cap:  0.00 0.16 0.00 0.16 0.14 0.00  0.00 0.00 0.00  0.16 0.00 0.05
Delay/Veh:    0.0 34.0  0.0 40.2 28.4  0.0   0.0  0.0  0.0   5.3  0.0  2.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 34.0  0.0 40.2 28.4  0.0   0.0  0.0  0.0   5.3  0.0  2.7
LOS by Move:    A  C-    A    D    C    A     A    A    A     A    A    A
HCM2kAvgQ:      0    1    0    1    1    0     0    0    0     2    0    0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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*******************************************************************************
Intersection #4 237/ZANKER (N)
*******************************************************************************
Cycle (sec):          71                Critical Vol./Cap.(X):         0.242
Loss Time (sec):      9                 Average Delay (sec/veh):        16.2
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    1  0  1  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 << 5:00PM-6PM
Base Vol:      0   65  534   22  317    0     0    0    0   513    0   81
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0   65  534   22  317    0     0    0    0   513    0   81
User Adj:    1.00 1.00 0.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.91 0.91 0.00 0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:    0   71    0   24  348    0     0    0    0   564    0   89
Reduct Vol:    0    0    0    0    0    0     0    0    0     0    0    0
Reduced Vol:   0   71    0   24  348    0     0    0    0   564    0   89
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   71    0   24  348    0     0    0    0   564    0   89
------------|---------------||---------------||---------------||---------------|
Saturation Flow 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 0.18 0.00  0.00 0.00 0.00  0.18 0.00 0.05
Crit Moves:       ****      ****                             ****
Green Time:   0.0 10.0  0.0  7.0 17.0  0.0   0.0  0.0  0.0  45.0  0.0 45.0
Volume/Cap:  0.00 0.13 0.00 0.14 0.77 0.00  0.00 0.00 0.00  0.28 0.00 0.08
Delay/Veh:    0.0 26.8  0.0 29.6 32.8  0.0   0.0  0.0  0.0   5.9  0.0  5.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:   0.0 26.8  0.0 29.6 32.8  0.0   0.0  0.0  0.0   5.9  0.0  5.0
LOS by Move:    A    C    A    C   C-    A     A    A    A     A    A    A
HCM2kAvgQ:      0    1    0    1    9    0     0    0    0     3    0    1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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******************************************************************************
Intersection #5 237/ZANKER (S)
******************************************************************************
Cycle (sec):          94                Critical Vol./Cap.(X):         0.405
Loss Time (sec):      9                 Average Delay (sec/veh):        21.1
Optimal Cycle:        36                Level Of Service:                 C+
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:           Ignore           Include           Ovl            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    1  0  2  0  0    0  1  0  0  2    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  705  193   48  343    0    29    1  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    29    1  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:      0.95 0.95 0.00 0.95 0.95 0.95  0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:      0  742    0   51  361    0    31    1  654    0    0    0
Reduct Vol:      0    0    0    0    0    0     0    0    0    0    0    0
Reduced Vol:     0  742    0   51  361    0    31    1  654    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
FinalVolume:     0  742    0   51  361    0    31    1  654    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900  1900 1900 1900 1900 1900 1900
Adjustment:   0.92 1.00 0.92 0.92 1.00 0.92  0.92 1.00 0.83 0.92 1.00 0.92
Lanes:        0.00 3.00 1.00 1.00 2.00 0.00  0.97 0.03 2.00 0.00 0.00 0.00
Final Sat.:      0 5700 1750 1750 3800    0  1696   58 3150    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.13 0.00 0.03 0.10 0.00  0.02 0.02 0.21 0.00 0.00 0.00
Crit Moves:        ****      ****                     ****
Green Time:    0.0 30.1  0.0  7.0 37.1  0.0  47.9 47.9 47.9  0.0  0.0  0.0
Volume/Cap:   0.00 0.41 0.00 0.39 0.24 0.00  0.04 0.04 0.41 0.00 0.00 0.00
Delay/Veh:     0.0 25.7  0.0 49.9 19.4  0.0  11.6 11.6 15.0  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 25.7  0.0 49.9 19.4  0.0  11.6 11.6 15.0  0.0  0.0  0.0
LOS by Move:         A    C    A    D   B-    A   B+   B+    B    A    A    A
HCM2kAvgQ:       0    5    0    2    3    0    0    0    7    0    0    0
******************************************************************************
Note: Queue reported is the number of cars per lane.
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******************************************************************************
Intersection #5 237/ZANKER (S)
******************************************************************************
Cycle (sec):          76                Critical Vol./Cap.(X):         0.330
Loss Time (sec):      9                 Average Delay (sec/veh):        13.6
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    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    1  0  2  0  0    0  1  0  0  2    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 << 5:00-6:00PM
Base Vol:        0  617  690  284  560    0     2    3   69    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  617  690  284  560    0     2    3   69    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:      0.94 0.94 0.00 0.94 0.94 0.94  0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:      0  656    0  302  596    0     2    3   73    0    0    0
Reduct Vol:      0    0    0    0    0    0     0    0    0    0    0    0
Reduced Vol:     0  656    0  302  596    0     2    3   73    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
FinalVolume:     0  656    0  302  596    0     2    3   73    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  0.40 0.60 2.00 0.00 0.00 0.00
Final Sat.:      0 5700 1750 1750 3800    0   720 1080 3150    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.12 0.00 0.17 0.16 0.00  0.00 0.00 0.02 0.00 0.00 0.00
Crit Moves:        ****      ****              ****
Green Time:    0.0 22.8  0.0 34.2 57.0  0.0  10.0 10.0 10.0  0.0  0.0  0.0
Volume/Cap:   0.00 0.38 0.00 0.38 0.21 0.00  0.02 0.02 0.18 0.00 0.00 0.00
Delay/Veh:     0.0 21.2  0.0 14.2  2.9  0.0  28.8 28.8 29.5  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 21.2  0.0 14.2  2.9  0.0  28.8 28.8 29.5  0.0  0.0  0.0
LOS by Move:     A   C+    A    B    A    A    C    C    C    A    A    A
HCM2kAvgQ:       0    4    0    5    2    0    0    0    1    0    0    0
******************************************************************************
Note: Queue reported is the number of cars per lane.
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******************************************************************************
Intersection #6 237/FIRST (N)
******************************************************************************
Cycle (sec):          93                Critical Vol./Cap.(X):         0.278
Loss Time (sec):      9                 Average Delay (sec/veh):        19.4
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:          Include          Include          Include          Ovl
Min Green:     7   10    0    0   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
Lanes:         2  0  2  0  0    0  0  1  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    358  517    0    0  274   90    0    0    0   95    1  126
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 358  517    0    0  274   90    0    0    0   95    1  126
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:  377  544    0    0  288   95    0    0    0  100    1  133
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 377  544    0    0  288   95    0    0    0  100    1  133
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 377  544    0    0  288   95    0    0    0  100    1  133
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:      2.00 2.00 0.00 0.00 1.47 0.53 0.00 0.00 0.00 1.98 0.02 1.00
Final Sat.: 3150 3800    0    0 2801  920    0    0    0 3466   36 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.12 0.14 0.00 0.00 0.10 0.10 0.00 0.00 0.00 0.03 0.03 0.08
Crit Moves: ****                 ****                                ****
Green Time: 31.5 58.7  0.0  0.0 27.1 27.1  0.0  0.0  0.0 25.3 25.3 25.3
Volume/Cap: 0.35 0.23 0.00 0.00 0.35 0.35 0.00 0.00 0.00 0.11 0.11 0.28
Delay/Veh:  24.0  7.6  0.0  0.0 26.9 26.9  0.0  0.0  0.0 25.6 25.6 28.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.0  7.6  0.0  0.0 26.9 26.9  0.0  0.0  0.0 25.6 25.6 28.1
LOS by Move:             A    A    C    C    A    A    A    C    C    C
HCM2kAvgQ:    C5   A3    0    0    5    5    0    0    0    1    1    3
******************************************************************************
Note: Queue reported is the number of cars per lane.
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******************************************************************************
Intersection #6 237/FIRST (N)
******************************************************************************
Cycle (sec):          75                Critical Vol./Cap.(X):         0.582
Loss Time (sec):      9                 Average Delay (sec/veh):        19.6
Optimal Cycle:        38                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:          Include          Include          Include          Include
Min Green:     7   10    0    0   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
Lanes:         2  0  2  0  0    0  0  1  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 << 5:00PM-6PM
Base Vol:    816  170    0    0  506  179    0    0    0  167    2   67
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 816  170    0    0  506  179    0    0    0  167    2   67
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume:  850  177    0    0  527  186    0    0    0  174    2   70
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 850  177    0    0  527  186    0    0    0  174    2   70
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 850  177    0    0  527  186    0    0    0  174    2   70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 1.00 0.92 0.92 0.98 0.95 0.92 1.00 0.92 0.93 0.95 0.92
Lanes:      2.00 2.00 0.00 0.00 1.46 0.54 0.00 0.00 0.00 1.98 0.02 1.00
Final Sat.: 3150 3800    0    0 2732  967    0    0    0 3508   42 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.27 0.05 0.00 0.00 0.19 0.19 0.00 0.00 0.00 0.05 0.05 0.04
Crit Moves: ****                 ****                                ****
Green Time: 32.7 56.0  0.0  0.0 23.3 23.3  0.0  0.0  0.0 10.0 10.0 10.0
Volume/Cap: 0.62 0.06 0.00 0.00 0.62 0.62 0.00 0.00 0.00 0.37 0.37 0.30
Delay/Veh:  17.2  2.5  0.0  0.0 23.1 23.1  0.0  0.0  0.0 30.1 30.1 30.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 17.2  2.5  0.0  0.0 23.1 23.1  0.0  0.0  0.0 30.1 30.1 30.1
LOS by Move:             A    A    C    C    A    A    A    C    C    C
HCM2kAvgQ:    B9   A1    0    0    8    8    0    0    0    2    2    2
******************************************************************************
Note: Queue reported is the number of cars per lane.
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*******************************************************************************
Intersection #7 237/FIRST (S)
*******************************************************************************
Cycle (sec):         158                Critical Vol./Cap.(X):         0.526
Loss Time (sec):     12                 Average Delay (sec/veh):        44.7
Optimal Cycle:       49                 Level Of Service:                  D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:           Ignore           Include          Include          Ignore
Min Green:     7   10   10     7   10   10    10   10   10    10   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:         1  0  2  0  1    1  0  2  1  0    1  0  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      4  667   232   115  251     6    26   10    17   718    2   194
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   4  667   232   115  251     6    26   10    17   718    2   194
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     0.95 0.95  0.00  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.00
PHF Volume:    4  702     0   121  264     6    27   11    18   756    2     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   4  702     0   121  264     6    27   11    18   756    2     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  0.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00
FinalVolume:   4  702     0   121  264     6    27   11    18   756    2     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 2.00  1.00  1.00 2.92  0.08  1.00 0.35  0.65  1.99 0.01  1.00
Final Sat.:  1750 3800  1750  1750 5556   133  1750  668  1135  3491   10  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.00  0.07 0.05  0.05  0.02 0.02  0.02  0.22 0.22  0.00
Crit Moves:       ****        ****                 ****              ****
Green Time:  30.2 53.4   0.0  20.0 43.2  43.2  10.0 10.0  10.0  62.6 62.6   0.0
Volume/Cap:  0.01 0.55  0.00  0.55 0.17  0.17  0.25 0.25  0.25  0.55 0.55  0.00
Delay/Veh:   51.9 44.1   0.0  74.1 44.0  44.0  75.7 75.6  75.6  38.3 38.3   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  51.9 44.1   0.0  74.1 44.0  44.0  75.7 75.6  75.6  38.3 38.3   0.0
LOS by Move:  D-    D     A     E    D     D    E-   E-    E-    D+   D+     A
HCM2kAvgQ:     0   13     0     6    3     3     2    2     2    15   15     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```



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*******************************************************************************
Intersection #7 237/FIRST (S)
*******************************************************************************
Cycle (sec):         77                 Critical Vol./Cap.(X):         0.499
Loss Time (sec):     12                 Average Delay (sec/veh):        21.3
Optimal Cycle:       49                 Level Of Service:                 C+
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected       Split Phase      Split Phase
Rights:           Ignore           Include          Include          Include
Min Green:     7   10   10     7   10   10    10   10   10    10   10   10
Y+R:         4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:         1  0  2  0  1    2  0  2  1  0    1  0  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 13 Sep 2012 << 5:00-6PM
Base Vol:     37  938   360   194  463    10     2    4     9   280    4    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  37  938   360   194  463    10     2    4     9   280    4    28
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:     0.94 0.94  0.00  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:   39  998     0   206  493    11     2    4    10   298    4    30
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  39  998     0   206  493    11     2    4    10   298    4    30
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:  39  998     0   206  493    11     2    4    10   298    4    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.83 0.98  0.95  0.92 0.95  0.95  0.93 0.95  0.92
Lanes:       1.00 2.00  1.00  2.00 2.93  0.07  1.00 0.31  0.69  1.97 0.03  1.00
Final Sat.:  1750 3800  1750  3150 5481   118  1750  554  1246  3500   50  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.00  0.07 0.09  0.09  0.00 0.01  0.01  0.09 0.09  0.02
Crit Moves:       ****        ****                 ****        ****
Green Time:  18.0 35.0   0.0   8.7 25.7  25.7  10.0 10.0  10.0  11.3 11.3  11.3
Volume/Cap:  0.10 0.58  0.00  0.58 0.27  0.27  0.01 0.06  0.06  0.58 0.58  0.12
Delay/Veh:   23.2 16.1   0.0  34.8 18.9  18.9  29.2 29.5  29.5  32.2 32.2  28.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  23.2 16.1   0.0  34.8 18.9  18.9  29.2 29.5  29.5  32.2 32.2  28.7
LOS by Move:  C    B     A     C-   B-    B-    C    C     C     C-   C-     C
HCM2kAvgQ:     1    9     0     3    3     3     0    0     0     4    4     1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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******************************************************************************
Intersection #1 Dixon Landing Rd/McCarthy Blvd
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.403
Loss Time (sec):      12                Average Delay (sec/veh):        13.5
Optimal Cycle:        35                Level Of Service:                  B
******************************************************************************
Street Name:          McCarthy Blvd                  Dixon Landing Rd
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:        1  0  0  0  2    0  0  0  0  0    0  0  0  1  0    2  0  1  0  0
----------------------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11    0  135    0    0    0    0   59   14  938   96    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   11    0  135    0    0    0    0   59   14  938   96    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    11    0  135    0    0    0    0   59   14  938   96    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   11    0  135    0    0    0    0   59   14  938   96    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   11    0  135    0    0    0    0   59   14  938   96    0
----------------------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.95 1.00 0.75 1.00 1.00 1.00 1.00 0.97 0.97 0.92 1.00 1.00
Lanes:       1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.81 0.19 2.00 1.00 0.00
Final Sat.:  1805    0 2842    0    0    0    0 1496  355 3502 1900    0
----------------------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00 0.05 0.00 0.00 0.00 0.00 0.04 0.04 0.27 0.05 0.00
Crit Moves:             ****                     ****      ****
Green/Cycle: 0.12 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.10 0.66 0.76 0.00
Volume/Cap:  0.05 0.00 0.40 0.00 0.00 0.00 0.00 0.40 0.40 0.40 0.07 0.00
Delay/Veh:   39.3  0.0 41.7  0.0  0.0  0.0  0.0 43.8 43.8  7.8  3.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  39.3  0.0 41.7  0.0  0.0  0.0  0.0 43.8 43.8  7.8  3.0  0.0
LOS by Move:              D    A    A    A    A    D    D    A    A    A
HCM2k95thQ:     D1   A0    5    0    0    0    0    5    5   13    2    0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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******************************************************************************
Intersection #2 I-880 SB Ramps/Dixon Landing Rd
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.371
Loss Time (sec):       8                Average Delay (sec/veh):        14.5
Optimal Cycle:        26                Level Of Service:                  B
******************************************************************************
Street Name:          Dixon Landing Rd               I-880 SB Ramps
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include           Ignore           Ignore
Min. Green:     0    0    0    0    0    0    0    0    0    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
Lanes:        0  0  0  0  0    2  0  0  0  2    0  0  3  0  1    0  0  2  0  2
----------------------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0  205    0  279    0  189   32    0  878 1540
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0  205    0  279    0  189   32    0  878 1540
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume:     0    0    0  205    0  279    0  189    0    0  878    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:    0    0    0  205    0  279    0  189    0    0  878    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume:    0    0    0  205    0  279    0  189    0    0  878    0
----------------------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 1.00 1.00 0.92 1.00 0.75 1.00 0.91 1.00 1.00 0.95 0.88
Lanes:       0.00 0.00 0.00 2.00 0.00 2.00 0.00 3.00 1.00 0.00 2.00 2.00
Final Sat.:     0    0    0 3502    0 2842    0 5187 1900    0 3610 3344
----------------------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.06 0.00 0.10 0.00 0.04 0.00 0.00 0.24 0.00
Crit Moves:                              ****  ****                ****
Green/Cycle: 0.00 0.00 0.00 0.26 0.00 0.26 0.00 0.66 0.00 0.00 0.66 0.00
Volume/Cap:  0.00 0.00 0.00 0.22 0.00 0.37 0.00 0.06 0.00 0.00 0.37 0.00
Delay/Veh:    0.0  0.0  0.0 28.8  0.0 30.3  0.0  6.2  0.0  0.0  7.9  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0  0.0  0.0 28.8  0.0 30.3  0.0  6.2  0.0  0.0  7.9  0.0
LOS by Move:              A    C    A    C    A    A    A    A    A    A
HCM2k95thQ:     A0   A0    0    5    0    8    0    2    0    0   12    0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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*******************************************************************************
Intersection #3 I-880 NB Ramp-California Cir/Dixon Landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.821
Loss Time (sec):      16                Average Delay (sec/veh):        21.5
Optimal Cycle:        92                Level Of Service:                  C
*******************************************************************************
Street Name:      Dixon Landing Rd            I-880 NB Ramp-California Cir
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:            Ovl            Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  1  0  0  2    1  0  0  1  1    0  0  3  0  1    1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     232   35   618    17    0    55     0  376   138    61 2019   449
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  232   35   618    17    0    55     0  376   138    61 2019   449
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   232   35   618    17    0    55     0  376   138    61 2019   449
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  232   35   618    17    0    55     0  376   138    61 2019   449
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  232   35   618    17    0    55     0  376   138    61 2019   449
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.96 0.96  0.75  0.95 1.00  0.85  1.00 0.91  0.85  0.95 0.89  0.89
Lanes:       1.74 0.26  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.45  0.55
Final Sat.:  3163  477  2842  1805    0  3230     0 5187  1615  1805 4129   918
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.07  0.22  0.01 0.00  0.02  0.00 0.07  0.09  0.03 0.49  0.49
Crit Moves:             ****              ****  ****                   ****
Green/Cycle: 0.22 0.22  0.39  0.02 0.00  0.02  0.00 0.43  0.43  0.17 0.60  0.60
Volume/Cap:  0.33 0.33  0.55  0.45 0.00  0.82  0.00 0.17  0.20  0.20 0.82  0.82
Delay/Veh:   32.8 32.8  24.2  56.9  0.0 101.8   0.0 17.7  18.1  36.1 17.9  17.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  32.8 32.8  24.2  56.9  0.0 101.8   0.0 17.7  18.1  36.1 17.9  17.9
LOS by Move:             C     E    A     F     A    B     B     D    B     B
HCM2k95thQ:    C7   C7   16     2    0     5     0    5     5     3   40    40
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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*******************************************************************************
Intersection #4 237/ZANKER (N)
*******************************************************************************
Cycle (sec):          71                Critical Vol./Cap.(X):         0.247
Loss Time (sec):       9                Average Delay (sec/veh):        13.3
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    1  0  1  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  151   704    35  188     0     0    0     0   491    0    98
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  151   704    35  188     0     0    0     0   491    0    98
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  151     0    35  188     0     0    0     0   491    0    98
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  151     0    35  188     0     0    0     0   491    0    98
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  151     0    35  188     0     0    0     0   491    0    98
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.83 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  0.02 0.10  0.00  0.00 0.00  0.00  0.16 0.00  0.06
Crit Moves:         ****        ****                             ****
Green Time:   0.0 11.2   0.0   7.0 18.2   0.0   0.0  0.0   0.0  43.8  0.0  43.8
Volume/Cap:  0.00 0.25  0.00  0.20 0.39  0.00  0.00 0.00  0.00  0.25 0.00  0.09
Delay/Veh:    0.0 26.5   0.0  30.0 22.3   0.0   0.0  0.0   0.0   6.2  0.0   5.5
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 26.5   0.0  30.0 22.3   0.0   0.0  0.0   0.0   6.2  0.0   5.5
LOS by Move:              A     C   C+     A     A    A     A     A    A     A
HCM2kAvgQ:     A0   C1    0     1    4     0     0    0     0     3    0     1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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**********************************************************************************
Intersection #5 237/ZANKER (S)
**********************************************************************************
Cycle (sec):          76                Critical Vol./Cap.(X):         0.477
Loss Time (sec):       9                Average Delay (sec/veh):        18.8
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   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    1  0  2  0  0    0  1  0  0  2    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  742  746  177  529    0   59    2  597    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  742  746  177  529    0   59    2  597    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  742    0  177  529    0   59    2  597    0    0    0
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   0  742    0  177  529    0   59    2  597    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
FinalVolume:   0  742    0  177  529    0   59    2  597    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.83 0.92 1.00 0.92
Lanes:       0.00 3.00 1.00 1.00 2.00 0.00 0.97 0.03 2.00 0.00 0.00 0.00
Final Sat.:     0 5700 1750 1750 3800    0 1697   58 3150    0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.13 0.00 0.10 0.14 0.00 0.03 0.03 0.19 0.00 0.00 0.00
Crit Moves:       ****      ****                    ****
Green Time:   0.0 20.7  0.0 16.1 36.8  0.0 30.2 30.2 30.2  0.0  0.0  0.0
Volume/Cap:  0.00 0.48 0.00 0.48 0.29 0.00 0.09 0.09 0.48 0.00 0.00 0.00
Delay/Veh:    0.0 23.3  0.0 27.2 11.8  0.0 14.4 14.4 17.3  0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:   0.0 23.3  0.0 27.2 11.8  0.0 14.4 14.4 17.3  0.0  0.0  0.0
LOS by Move:                A    C   B+    A    B    B    B    A    A    A
HCM2kAvgQ:     A0   C5     0    4    4    0    1    1    7    0    0    0
**********************************************************************************
Note: Queue reported is the number of cars per lane.
**********************************************************************************
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**********************************************************************************
Intersection #6 237/FIRST (N)
**********************************************************************************
Cycle (sec):          93                Critical Vol./Cap.(X):         0.293
Loss Time (sec):       9                Average Delay (sec/veh):        19.8
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:          Include           Include          Include           Ovl
Min. Green:    7   10    0    0   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
Lanes:         2  0  2  0  0    0  0  1  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    330  600    0    0  307   69    0    0    0  207    1  171
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 330  600    0    0  307   69    0    0    0  207    1  171
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  330  600    0    0  307   69    0    0    0  207    1  171
Reduct Vol:    0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 330  600    0    0  307   69    0    0    0  207    1  171
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 330  600    0    0  307   69    0    0    0  207    1  171
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       2.00 2.00 0.00 0.00 1.61 0.39 0.00 0.00 0.00 1.99 0.01 1.00
Final Sat.:  3150 3800    0    0 3055  687    0    0    0 3484   17 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.16 0.00 0.00 0.10 0.10 0.00 0.00 0.00 0.06 0.06 0.10
Crit Moves:  ****                 ****                           ****
Green Time:  29.0 56.9  0.0  0.0 27.9 27.9  0.0  0.0  0.0 27.1 27.1 27.1
Volume/Cap:  0.34 0.26 0.00 0.00 0.34 0.34 0.00 0.00 0.00 0.20 0.20 0.34
Delay/Veh:   25.5  8.6  0.0  0.0 26.2 26.2  0.0  0.0  0.0 25.3 25.3 27.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  25.5  8.6  0.0  0.0 26.2 26.2  0.0  0.0  0.0 25.3 25.3 27.7
LOS by Move:                A    A    C    C    A    A    A    C    C    C
HCM2kAvgQ:     C4   A4     0    0    4    4    0    0    0    2    2    4
**********************************************************************************
Note: Queue reported is the number of cars per lane.
**********************************************************************************
```

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**************************************************************************
Intersection #6 237/FIRST (N)
**************************************************************************
Cycle (sec):          75                Critical Vol./Cap.(X):         0.660
Loss Time (sec):       9                Average Delay (sec/veh):        20.7
Optimal Cycle:        44                Level Of Service:                C+
**************************************************************************
2000 HCM Operations Method (Base Volume Alternative)
South San Francisco Bay Shoreline Study
PM Peak Hour - 2019 No Project
City of San Jose
Level Of Service Computation Report
```

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	0	0	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				
Lanes:	2	0 2	0	0	0	0 1	1	0	0	0 0	0	0	1	1 0	0	1
Volume Module:																
Base Vol:	947	223	0	0	618	147	0	0	0	264	2	76				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	947	223	0	0	618	147	0	0	0	264	2	76				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	947	223	0	0	618	147	0	0	0	264	2	76				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	947	223	0	0	618	147	0	0	0	264	2	76				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	947	223	0	0	618	147	0	0	0	264	2	76				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	2.00	0.00	0.00	1.59	0.41	0.00	0.00	0.00	1.99	0.01	1.00				
Final Sat.:	3150	3800	0	0	3020	718	0	0	0	3476	26	1750				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.06	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.08	0.08	0.04				
Crit Moves:	****				****						****					
Green Time:	33.3	56.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	10.0	10.0	10.0				
Volume/Cap:	0.68	0.08	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.57	0.57	0.33				
Delay/Veh:	17.9	2.6	0.0	0.0	24.6	24.6	0.0	0.0	0.0	32.2	32.2	30.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	17.9	2.6	0.0	0.0	24.6	24.6	0.0	0.0	0.0	32.2	32.2	30.3				
LOS by Move:	B	A	A	A	C	C	A	A	A	C-	C-	C				
HCM2kAvgQ:	10	1	0	0	9	9	0	0	0	4	4	2				

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**************************************************************************
Note: Queue reported is the number of cars per lane.
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**************************************************************************
Intersection #7 237/FIRST (S)
**************************************************************************
Cycle (sec):         158                Critical Vol./Cap.(X):         0.552
Loss Time (sec):      12                Average Delay (sec/veh):        44.9
Optimal Cycle:        49                Level Of Service:                D
**************************************************************************
2000 HCM Operations Method (Base Volume Alternative)
South San Francisco Bay Shoreline Study
AM Peak Hour - 2019 No Project
City of San Jose
Level Of Service Computation Report
```

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				Ignore			
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 2	0	1	1	0 2	1	0	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	5	674	309	121	420	7	29	11	19	862	3	117				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	5	674	309	121	420	7	29	11	19	862	3	117				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	5	674	0	121	420	7	29	11	19	862	3	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	674	0	121	420	7	29	11	19	862	3	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	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	5	674	0	121	420	7	29	11	19	862	3	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	2.00	1.00	1.00	2.95	0.05	1.00	0.35	0.65	1.99	0.01	1.00				
Final Sat.:	1750	3800	1750	1750	5599	93	1750	661	1141	3489	12	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00	0.07	0.08	0.08	0.02	0.02	0.02	0.25	0.25	0.00				
Crit Moves:		****		****				****		****						
Green Time:	25.2	48.9	0.0	19.1	42.7	42.7	10.0	10.0	10.0	68.1	68.1	0.0				
Volume/Cap:	0.02	0.57	0.00	0.57	0.28	0.28	0.26	0.26	0.26	0.57	0.57	0.00				
Delay/Veh:	56.1	47.8	0.0	76.5	45.9	45.9	76.2	76.0	76.0	35.6	35.6	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	56.1	47.8	0.0	76.5	45.9	45.9	76.2	76.0	76.0	35.6	35.6	0.0				
LOS by Move:	E+	D	A	E-	D	D	E-	E-	E-	D+	D+	A				
HCM2kAvgQ:	0	14	0	6	5	5	2	2	2	17	17	0				

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**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************
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****
Intersection #7 237/FIRST (S)
****

Cycle (sec):	77	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	12	Average Delay (sec/veh):	21.8
Optimal Cycle:	49	Level Of Service:	C+

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 2	0	1	2	0 2	1	0	1	0 0	1	0	1	1 0	0	1
Volume Module:																
Base Vol:	40	1107	537		216	686	11		3	5	10		314	5	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1107	537		216	686	11		3	5	10		314	5	34	
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:	40	1107	0		216	686	11		3	5	10		314	5	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1107	0		216	686	11		3	5	10		314	5	34	
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:	40	1107	0		216	686	11		3	5	10		314	5	34	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	2.95	0.05		1.00	0.32	0.68		1.97	0.03	1.00	
Final Sat.:	1750	3800	1750		3150	5602	90		1750	599	1198		3449	55	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.29	0.00		0.07	0.12	0.12		0.00	0.01	0.01		0.09	0.09	0.02	
Crit Moves:		****			****					****				****		
Green Time:	18.1	35.5	0.0		8.4	25.8	25.8		10.0	10.0	10.0		11.1	11.1	11.1	
Volume/Cap:	0.10	0.63	0.00		0.63	0.37	0.37		0.01	0.06	0.06		0.63	0.63	0.13	
Delay/Veh:	23.2	16.5	0.0		36.6	19.5	19.5		29.2	29.5	29.5		33.6	33.6	29.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.2	16.5	0.0		36.6	19.5	19.5		29.2	29.5	29.5		33.6	33.6	29.0	
LOS by Move:	C	B	A		D+	B-	B-		C	C	C		C-	C-	C	
HCM2kAvgQ:	1	10	0		3	4	4		0	0	0		5	5	1	

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

AM*Peak*Hour***2019*plus*Project*East*of*Artesian*Slough**********
Intersection #1 Dixon Landing Rd/McCarthy Blvd
****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 12 Average Delay (sec/veh): 13.3
Optimal Cycle: 36 Level Of Service: B
****

Street Name: McCarthy Blvd Dixon Landing Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 0 0 2 0 0 0 0 0 0 0 1 0 2 0 1 0 0
Volume Module:
Base Vol: 11 0 135 0 0 0 0 59 14 938 96 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 11 0 135 0 0 0 0 59 14 938 96 0
Added Vol: 0 0 0 0 0 0 0 0 0 20 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 0 135 0 0 0 0 59 14 958 96 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 11 0 135 0 0 0 0 59 14 958 96 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 11 0 135 0 0 0 0 59 14 958 96 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 11 0 135 0 0 0 0 59 14 958 96 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.75 1.00 1.00 1.00 1.00 0.97 0.97 0.92 1.00 1.00
Lanes: 1.00 0.00 2.00 0.00 0.00 0.00 0.00 0.81 0.19 2.00 1.00 0.00
Final Sat.: 1805 0 2842 0 0 0 0 1496 355 3502 1900 0
Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.05 0.00 0.00 0.00 0.00 0.04 0.04 0.27 0.05 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.12 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.10 0.67 0.76 0.00
Volume/Cap: 0.05 0.00 0.41 0.00 0.00 0.00 0.00 0.41 0.41 0.41 0.07 0.00
Delay/Veh: 39.4 0.0 41.9 0.0 0.0 0.0 0.0 44.0 44.0 7.7 3.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.4 0.0 41.9 0.0 0.0 0.0 0.0 44.0 44.0 7.7 3.0 0.0
LOS by Move: D A D A A A A D D A A A
HCM2k95thQ: 1 0 5 0 0 0 0 5 5 13 2 0
****

AM*Peak*Hour***2019*plus*Project*East*of*Artesian*Slough**********
Intersection #2 I-880 SB Ramps/Dixon Landing Rd
****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 8 Average Delay (sec/veh): 14.6
Optimal Cycle: 26 Level Of Service: B
****

Street Name: Dixon Landing Rd I-880 SB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Ignore Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 0 0 2 0 0 0 2 0 0 3 0 1 0 0 2 0 2
Volume Module:
Base Vol: 0 0 0 205 0 279 0 189 32 0 878 1540
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 205 0 279 0 189 32 0 878 1540
Added Vol: 0 0 0 0 0 7 0 0 0 0 13 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 205 0 286 0 189 32 0 891 1540
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
PHF Volume: 0 0 0 205 0 286 0 189 0 0 891 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 205 0 286 0 189 0 0 891 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00
FinalVolume: 0 0 0 205 0 286 0 189 0 0 891 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.92 1.00 0.75 1.00 0.91 1.00 1.00 0.95 0.88
Lanes: 0.00 0.00 0.00 2.00 0.00 2.00 0.00 3.00 1.00 0.00 2.00 2.00
Final Sat.: 0 0 0 3502 0 2842 0 5187 1900 0 3610 3344
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.10 0.00 0.04 0.00 0.00 0.25 0.00
Crit Moves: **** **** ****
Green/Cycle: 0.00 0.00 0.00 0.27 0.00 0.27 0.00 0.65 0.00 0.00 0.65 0.00
Volume/Cap: 0.00 0.00 0.00 0.22 0.00 0.38 0.00 0.06 0.00 0.00 0.38 0.00
Delay/Veh: 0.0 0.0 0.0 28.7 0.0 30.2 0.0 6.2 0.0 0.0 8.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 28.7 0.0 30.2 0.0 6.2 0.0 0.0 8.1 0.0
LOS by Move: A A A C A C A A A A A A
HCM2k95thQ: 0 0 0 5 0 8 0 2 0 0 12 0
****

AM Peak Hour 2019 plus Project East of Artesian Slough

Intersection #3 I-880 NB Ramp-California Cir/Dixon Landing Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 16 Average Delay (sec/veh): 21.9
Optimal Cycle: 93 Level Of Service: C

Signalized Operations Method (Future Volume Alternative)

Street Name: Dixon Landing Rd I-880 NB Ramp-California Cir

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0 2	1	0	0	1 1	0	0	3	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	232	35	618		17	0	55		0	376	138		61	2019	449	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	232	35	618		17	0	55		0	376	138		61	2019	449	
Added Vol:	0	0	0		0	0	13		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	232	35	618		17	0	68		0	376	138		61	2019	449	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	232	35	618		17	0	68		0	376	138		61	2019	449	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	35	618		17	0	68		0	376	138		61	2019	449	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	232	35	618		17	0	68		0	376	138		61	2019	449	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.96	0.96	0.75		0.95	1.00	0.85		1.00	0.91	0.85		0.95	0.89	0.89	
Lanes:	1.74	0.26	2.00		1.00	0.00	2.00		0.00	3.00	1.00		1.00	2.45	0.55	
Final Sat.:	3163	477	2842		1805	0	3230		0	5187	1615		1805	4129	918	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.22		0.01	0.00	0.02		0.00	0.07	0.09		0.03	0.49	0.49	
Crit Moves:			****				****		****					****		
Green/Cycle:	0.22	0.22	0.39		0.03	0.00	0.03		0.00	0.42	0.42		0.17	0.59	0.59	
Volume/Cap:	0.33	0.33	0.56		0.37	0.00	0.83		0.00	0.17	0.20		0.20	0.83	0.83	
Delay/Veh:	32.9	32.9	24.4		52.9	0.0	95.3		0.0	17.9	18.3		36.2	18.3	18.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.9	32.9	24.4		52.9	0.0	95.3		0.0	17.9	18.3		36.2	18.3	18.3	
LOS by Move:	C	C	C		D	A	F		A	B	B		D	B	B	
HCM2k95thQ:	7	7	16		2	0	5		0	5	5		3	40	40	

PM*Peak*Hour***2019*plus*Project*East*of*Artesian*Slough**********
Intersection #4 237/ZANKER (N)
****

Cycle (sec): 71 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 9 Average Delay (sec/veh): 13.6
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		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
Lanes:	0	0	2	0 1	1	0	1	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	151	704		35	188		0	0		0		491	0		98
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:	0	151	704		35	188		0	0		0		491	0		98
Added Vol:	0	0	0		7	13		0	0		0		0	0		0
PasserByVol:			0		0	0		0	0		0		0	0		0
Initial Fut:	0	151	704		42	201		0	0		0		491	0		98
User Adj:	1.00	1.00	0.00		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
PHF Volume:	0	151	0		42	201		0	0		0		491	0		98
Reduct Vol:	0	0	0		0	0		0	0		0		0	0		0
Reduced Vol:	0	151	0		42	201		0	0		0		491	0		98
PCE Adj:	1.00	1.00	0.00		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
FinalVolume:	0	151	0		42	201		0	0		0		491	0		98
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900		1900	1900		1900
Adjustment:	0.92	1.00	0.92		0.92	1.00		0.92	0.92		1.00		0.92	0.83		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		0.02	0.11		0.00	0.00		0.00		0.00	0.16		0.00	0.06
Crit Moves:		****			****									****			
Green Time:	0.0	11.2	0.0		7.0	18.2		0.0	0.0		0.0		0.0	43.8		0.0	43.8
Volume/Cap:	0.00	0.25	0.00		0.24	0.41		0.00	0.00		0.00		0.00	0.25		0.00	0.09
Delay/Veh:	0.0	26.5	0.0		30.3	22.6		0.0	0.0		0.0		0.0	6.2		0.0	5.5
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	26.5	0.0		30.3	22.6		0.0	0.0		0.0		0.0	6.2		0.0	5.5
LOS by Move:			A		C	C+		A	A		A		A	A		A	A
HCM2kAvgQ:	0	1	0		1	4		0	0		0		0	3		0	1

****

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

PM*Peak*Hour***2019*plus*Project*East*of*Artesian*Slough**********
Intersection #5 237/ZANKER (S)
****

Cycle (sec): 76 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 9 Average Delay (sec/veh): 19.0
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	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
Lanes:	0	0	3	0 1	1	0	2	0 0	0	1	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	742	746		177	529		0	59		2		597	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	742	746		177	529		0	59		2		597	0		0	0
Added Vol:	0	0	0		13	0		0	0		0		0	0		0	0
PasserByVol:			0		0	0		0	0		0		0	0		0	0
Initial Fut:	0	742	746		190	529		0	59		2		597	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	742	0		190	529		0	59		2		597	0		0	0
Reduct Vol:	0	0	0		0	0		0	0		0		0	0		0	0
Reduced Vol:	0	742	0		190	529		0	59		2		597	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
FinalVolume:	0	742	0		190	529		0	59		2		597	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900		1900	1900		1900		1900	1900		1900	1900
Adjustment:	0.92	1.00	0.92		0.92	1.00		0.92	0.92		1.00		0.83	0.92		1.00	0.92
Lanes:	0.00	3.00	1.00		1.00	2.00		0.00	0.97		0.03		2.00	0.00		0.00	0.00
Final Sat.:	0	5700	1750		1750	3800		0	1697		58		3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00		0.11	0.14		0.00	0.03		0.03		0.19	0.00		0.00	0.00
Crit Moves:		****			****								****				
Green Time:	0.0	20.4	0.0		17.0	37.4		0.0	29.6		29.6		29.6	0.0		0.0	0.0
Volume/Cap:	0.00	0.49	0.00		0.49	0.28		0.00	0.09		0.09		0.49	0.00		0.00	0.00
Delay/Veh:	0.0	23.7	0.0		26.7	11.5		0.0	14.7		14.7		17.7	0.0		0.0	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	23.7	0.0		26.7	11.5		0.0	14.7		14.7		17.7	0.0		0.0	0.0
LOS by Move:			A		C	B+		A	B		B		B	A		A	A
HCM2kAvgQ:	0	5	0		4	4		0	1		1		7	0		0	0

****

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

AM*Peak*Hour***2019*plus*Project*West*of*Artesian*Slough**********
Intersection #6 237/FIRST (N)
****

Cycle (sec): 93 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 9 Average Delay (sec/veh): 20.1
Optimal Cycle: 36 Level Of Service: C+
****

Level Of Service Computation Report
City of San Jose

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Include				Include				Include				Ovl		
Min Green:	7	10	0	0	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				
Lanes:	2	0	2	0 0	0	0	1	1 0	0	0	0	0 0	1	1	0	0 1
Volume Module:																
Base Vol:	330	600	0	0	307	69	0	0	0	207	1	171				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	330	600	0	0	307	69	0	0	0	207	1	171				
Added Vol:	0	7	0	0	0	0	0	0	0	0	0	13				
PasserByVol:			0	0	0	0	0	0	0	0	0	0				
Initial Fut:	330	607	0	0	307	69	0	0	0	207	1	184				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	330	607	0	0	307	69	0	0	0	207	1	184				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	330	607	0	0	307	69	0	0	0	207	1	184				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	330	607	0	0	307	69	0	0	0	207	1	184				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	2.00	0.00	0.00	1.61	0.39	0.00	0.00	0.00	1.99	0.01	1.00				
Final Sat.:	3150	3800	0	0	3055	687	0	0	0	3484	17	1750				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.06	0.06	0.11				
Crit Moves:	****				****					****						
Green Time:	28.3	55.5	0.0	0.0	27.2	27.2	0.0	0.0	0.0	28.5	28.5	28.5				
Volume/Cap:	0.34	0.27	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.19	0.19	0.34				
Delay/Veh:	26.1	9.3	0.0	0.0	26.7	26.7	0.0	0.0	0.0	24.2	24.2	26.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.1	9.3	0.0	0.0	26.7	26.7	0.0	0.0	0.0	24.2	24.2	26.8				
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C				
HCM2kAvgQ:	4	4	0	0	4	4	0	0	0	2	2	5				

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

PM*Peak*Hour***2019*plus*Project*West*of*Artesian*Slough**********
Intersection #6 237/FIRST (N)
****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 9 Average Delay (sec/veh): 20.9
Optimal Cycle: 45 Level Of Service: C+
****

Level Of Service Computation Report
City of San Jose

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Include				Include				Include				Include		
Min Green:	7	10	0	0	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				
Lanes:	2	0	2	0 0	0	0	1	1 0	0	0	0	0 0	1	1	0	0 1
Volume Module:																
Base Vol:	947	223	0	0	618	147	0	0	0	264	2	76				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	947	223	0	0	618	147	0	0	0	264	2	76				
Added Vol:	0	0	0	0	13	7	0	0	0	0	0	0				
PasserByVol:			0	0	0	0	0	0	0	0	0	0				
Initial Fut:	947	223	0	0	631	154	0	0	0	264	2	76				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	947	223	0	0	631	154	0	0	0	264	2	76				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	947	223	0	0	631	154	0	0	0	264	2	76				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	947	223	0	0	631	154	0	0	0	264	2	76				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	2.00	0.00	0.00	1.58	0.42	0.00	0.00	0.00	1.99	0.01	1.00				
Final Sat.:	3150	3800	0	0	3004	733	0	0	0	3476	26	1750				
Capacity Analysis Module:																
Vol/Sat:	0.30	0.06	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.08	0.08	0.04				
Crit Moves:	****				****						****					
Green Time:	33.0	56.0	0.0	0.0	23.0	23.0	0.0	0.0	0.0	10.0	10.0	10.0				
Volume/Cap:	0.68	0.08	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.57	0.57	0.33				
Delay/Veh:	18.3	2.6	0.0	0.0	24.5	24.5	0.0	0.0	0.0	32.2	32.2	30.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	18.3	2.6	0.0	0.0	24.5	24.5	0.0	0.0	0.0	32.2	32.2	30.3				
LOS by Move:	B-	A	A	A	C	C	A	A	A	C-	C-	C				
HCM2kAvgQ:	10	1	0	0	9	9	0	0	0	4	4	2				

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

AM*Peak*Hour***2019*plus*Project*West*of*Artesian*Slough**********
Intersection #7 237/FIRST (S)
****

Cycle (sec): 158 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): 44.9
Optimal Cycle: 49 Level Of Service: D
****

Level Of Service Computation Report
City of San Jose
****

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				Ignore			
Min Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	1 0	1	0	0	1 0	1	1	0	0 1
Volume Module:																
Base Vol:	5	674	309		121	420	7		29	11	19		862	3	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	674	309		121	420	7		29	11	19		862	3	117	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	7	
PasserByVol:			0		0	0	0		0	0	0		0	0	0	
Initial Fut:	5	674	309		121	420	7		29	11	19		862	3	124	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	5	674	0		121	420	7		29	11	19		862	3	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	674	0		121	420	7		29	11	19		862	3	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	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	5	674	0		121	420	7		29	11	19		862	3	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.95	0.05		1.00	0.35	0.65		1.99	0.01	1.00	
Final Sat.:	1750	3800	1750		1750	5599	93		1750	661	1141		3489	12	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.00		0.07	0.08	0.08		0.02	0.02	0.02		0.25	0.25	0.00	
Crit Moves:		****			****					****			****			
Green Time:	25.2	48.9	0.0		19.1	42.7	42.7		10.0	10.0	10.0		68.1	68.1	0.0	
Volume/Cap:	0.02	0.57	0.00		0.57	0.28	0.28		0.26	0.26	0.26		0.57	0.57	0.00	
Delay/Veh:	56.1	47.8	0.0		76.5	45.9	45.9		76.2	76.0	76.0		35.6	35.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.1	47.8	0.0		76.5	45.9	45.9		76.2	76.0	76.0		35.6	35.6	0.0	
LOS by Move:	E+	D	A		E-	D	D		E-	E-	E-		D+	D+	A	
HCM2kAvgQ:	0	14	0		6	5	5		2	2	2		17	17	0	

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

PM*Peak*Hour***2019*plus*Project*West*of*Artesian*Slough**********
Intersection #7 237/FIRST (S)
****

Cycle (sec): 77 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 49 Level Of Service: C+
****

Level Of Service Computation Report
City of San Jose
****

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:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	2	0	2	1 0	1	0	0	1 0	1	1	0	0 1
Volume Module:																
Base Vol:	40	1107	537		216	686	11		3	5	10		314	5	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	1107	537		216	686	11		3	5	10		314	5	34	
Added Vol:	0	0	0		13	0	0		0	0	0		0	0	0	
PasserByVol:			0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	1107	537		229	686	11		3	5	10		314	5	34	
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:	40	1107	0		229	686	11		3	5	10		314	5	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	1107	0		229	686	11		3	5	10		314	5	34	
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:	40	1107	0		229	686	11		3	5	10		314	5	34	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	2.95	0.05		1.00	0.32	0.68		1.97	0.03	1.00	
Final Sat.:	1750	3800	1750		3150	5602	90		1750	599	1198		3449	55	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.29	0.00		0.07	0.12	0.12		0.00	0.01	0.01		0.09	0.09	0.02	
Crit Moves:		****			****					****				****		
Green Time:	18.1	35.2	0.0		8.8	25.9	25.9		10.0	10.0	10.0		11.0	11.0	11.0	
Volume/Cap:	0.10	0.64	0.00		0.64	0.36	0.36		0.01	0.06	0.06		0.64	0.64	0.14	
Delay/Veh:	23.1	16.8	0.0		36.4	19.5	19.5		29.2	29.5	29.5		33.8	33.8	29.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.1	16.8	0.0		36.4	19.5	19.5		29.2	29.5	29.5		33.8	33.8	29.1	
LOS by Move:	C	B+	A		D+	B-	B-		C	C	C		C-	C-	C	
HCM2kAvgQ:	1	10	0		3	4	4		0	0	0		5	5	1	

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

```
*******************************************************************************
Intersection #1 Dixon Landing Rd/McCarthy Blvd-Fremont Blvd Ext
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.510
Loss Time (sec):      12                Average Delay (sec/veh):        15.2
Optimal Cycle:        41                Level Of Service:                  B
*******************************************************************************
Street Name:  McCarthy Blvd-Fremont Blvd Ext           Dixon Landing Rd
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           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  0  1  0  1    2  0  1  1  0    1  0  0  1  0    1  1  0  0  2
----------------------------------------------------------------------------
Volume Module:
Base Vol:      15   18   437   244   14     0     0   63    17  1059  126   322
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15   18   437   244   14     0     0   63    17  1059  126   322
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:    15   18     0   244   14     0     0   63    17  1059  126   322
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   15   18     0   244   14     0     0   63    17  1059  126   322
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:   15   18     0   244   14     0     0   63    17  1059  126   322
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 1.00  1.00  0.92 0.95  0.95  1.00 0.97  0.97  0.96 0.96  0.75
Lanes:       1.00 1.00  1.00  2.00 2.00  0.00  1.00 0.79  0.21  1.79 0.21  2.00
Final Sat.:  1805 1900  1900  3502 3610     0  1900 1448   391  3250  387  2842
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.00  0.07 0.00  0.00  0.00 0.04  0.04  0.33 0.33  0.11
Crit Moves:       ****        ****                 ****        ****
Green/Cycle: 0.11 0.02  0.00  0.14 0.05  0.00  0.00 0.09  0.09  0.64 0.64  0.78
Volume/Cap:  0.08 0.51  0.00  0.51 0.08  0.00  0.00 0.51  0.51  0.51 0.51  0.15
Delay/Veh:   40.5 60.5   0.0  41.0 45.5   0.0   0.0 46.5  46.5   9.8  9.8   2.9
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  40.5 60.5   0.0  41.0 45.5   0.0   0.0 46.5  46.5   9.8  9.8   2.9
LOS by Move:   D    E     A     D    D     A     A    D     D     A    A     A
HCM2k95thQ:    1    3     0     8    1     0     0    6     6    18   18     3
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```



```
*******************************************************************************
Intersection #2 I-880 SB Ramps/Dixon landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.576
Loss Time (sec):       8                Average Delay (sec/veh):        13.3
Optimal Cycle:        37                Level Of Service:                  B
*******************************************************************************
Street Name:  Dixon Landing Rd                   I-880 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------------------------------------------------------------------
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        0  0  0  0  0    2  0  0  0  2    0  0  3  0  1    0  0  2  0  2
----------------------------------------------------------------------------
Volume Module:
Base Vol:       0    0     0   190    0   383     0  623   163     0 1426  1807
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   190    0   383     0  623   163     0 1426  1807
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:     0    0     0   190    0   383     0  623     0     0 1426     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   190    0   383     0  623     0     0 1426     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
FinalVolume:    0    0     0   190    0   383     0  623     0     0 1426     0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  1.00  0.92 1.00  0.75  1.00 0.91  1.00  1.00 0.95  0.88
Lanes:       0.00 0.00  0.00  2.00 0.00  2.00  0.00 3.00  1.00  0.00 2.00  2.00
Final Sat.:     0    0     0  3502    0  2842     0 5187  1900     0 3610  3344
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.05 0.00  0.13  0.00 0.12  0.00  0.00 0.40  0.00
Crit Moves:                                ****  ****                 ****
Green/Cycle: 0.00 0.00  0.00  0.23 0.00  0.23  0.00 0.69  0.00  0.00 0.69  0.00
Volume/Cap:  0.00 0.00  0.00  0.23 0.00  0.58  0.00 0.18  0.00  0.00 0.58  0.00
Delay/Veh:    0.0  0.0   0.0  31.2  0.0  35.2   0.0  5.6   0.0   0.0  8.5   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  31.2  0.0  35.2   0.0  5.6   0.0   0.0  8.5   0.0
LOS by Move:    A    A     A     C    A     D     A    A     A     A    A     A
HCM2k95thQ:     0    0     0     5    0    13     0    5     0     0   20     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
*******************************************************************************
Intersection #3 I-880 NB Ramp-California Cir/Dixon landing Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.076
Loss Time (sec):      16                Average Delay (sec/veh):        52.4
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Street Name:      Dixon Landing Rd            I-880 NB Ramp-California Cir
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
----------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
Lanes:        1  1  0  0  2    1  0  0  1  1    0  0  3  0  1    1  0  2  1  0
----------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     347   68   762    16    0   236     0  760   253    61 2400   602
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  347   68   762    16    0   236     0  760   253    61 2400   602
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   347   68   762    16    0   236     0  760   253    61 2400   602
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  347   68   762    16    0   236     0  760   253    61 2400   602
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  347   68   762    16    0   236     0  760   253    61 2400   602
----------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.96 0.96  0.75  0.95 1.00  0.85  1.00 0.91  0.85  0.95 0.88  0.88
Lanes:       1.67 0.33  2.00  1.00 0.00  2.00  0.00 3.00  1.00  1.00 2.40  0.60
Final Sat.:  3050  598  2842  1805    0  3230     0 5187  1615  1805 4022  1009
----------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.11  0.27  0.01 0.00  0.07  0.00 0.15  0.16  0.03 0.60  0.60
Crit Moves:              ****              ****  ****                    ****
Green/Cycle: 0.22 0.22  0.32  0.07 0.00  0.07  0.00 0.46  0.46  0.10 0.55  0.55
Volume/Cap:  0.52 0.52  0.85  0.13 0.00  1.08  0.00 0.32  0.34  0.34 1.08  1.08
Delay/Veh:   35.2 35.2  39.6  44.3  0.0 129.1   0.0 17.4  17.8  43.2 64.1  64.1
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  35.2 35.2  39.6  44.3  0.0 129.1   0.0 17.4  17.8  43.2 64.1  64.1
LOS by Move:      D    D     D     D    A     F     A    B     B     D    E     E
HCM2k95thQ:    12   12    27     1    0    15     0   10     9     4   74    74
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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South San Francisco Bay Shoreline Study
PM Peak Hour - 2024 No Project
City of San Jose

****
Intersection #4 237/ZANKER (N)
****

Cycle (sec): 71 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 9 Average Delay (sec/veh): 14.2
Optimal Cycle: 36 Level Of Service: B

2000 HCM Operations Method (Base Volume Alternative)

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	1	0	1	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	229	736	59	197	0	0	0	0	553	0	150				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	229	736	59	197	0	0	0	0	553	0	150				
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	229	0	59	197	0	0	0	0	553	0	150				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	229	0	59	197	0	0	0	0	553	0	150				
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	229	0	59	197	0	0	0	0	553	0	150				
Saturation Flow 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	0.06	0.00	0.03	0.10	0.00	0.00	0.00	0.00	0.18	0.00	0.09				
Crit Moves:		****		****						****						
Green Time:	0.0	13.9	0.0	7.8	21.6	0.0	0.0	0.0	0.0	40.4	0.0	40.4				
Volume/Cap:	0.00	0.31	0.00	0.31	0.34	0.00	0.00	0.00	0.00	0.31	0.00	0.15				
Delay/Veh:	0.0	24.7	0.0	30.1	19.5	0.0	0.0	0.0	0.0	8.1	0.0	7.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	24.7	0.0	30.1	19.5	0.0	0.0	0.0	0.0	8.1	0.0	7.3				
LOS by Move:	A		C	A	C	B-	A	A	A	A	A	A				
HCM2kAvgQ:	0		2	0	2	4	0	0	0	0	4	0	2			

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

South San Francisco Bay Shoreline Study
PM Peak Hour - 2024 No Project
City of San Jose

****
Intersection #5 237/ZANKER (S)
****

Cycle (sec): 76 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 9 Average Delay (sec/veh): 18.5
Optimal Cycle: 36 Level Of Service: B-

2000 HCM Operations Method (Base Volume Alternative)

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	1	0	2	0 0	0	1	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	0	777	774	185	614	0	97	2	572	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	777	774	185	614	0	97	2	572	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	777	0	185	614	0	97	2	572	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	777	0	185	614	0	97	2	572	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				
FinalVolume:	0	777	0	185	614	0	97	2	572	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92				
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.98	0.02	2.00	0.00	0.00	0.00				
Final Sat.:	0	5700	1750	1750	3800	0	1717	35	3150	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00	0.11	0.16	0.00	0.06	0.06	0.18	0.00	0.00	0.00				
Crit Moves:		****		****					****							
Green Time:	0.0	21.6	0.0	16.7	38.3	0.0	28.7	28.7	28.7	0.0	0.0	0.0				
Volume/Cap:	0.00	0.48	0.00	0.48	0.32	0.00	0.15	0.15	0.48	0.00	0.00	0.00				
Delay/Veh:	0.0	22.8	0.0	26.8	11.3	0.0	15.7	15.7	18.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	22.8	0.0	26.8	11.3	0.0	15.7	15.7	18.3	0.0	0.0	0.0				
LOS by Move:	A	C+	A	C	B+	A	B	B	B-	A	A	A				
HCM2kAvgQ:	0	5	0	4	4	0	2	2	6	0	0	0				

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

AM*Peak*Hour***2024*plus*Project*East*of*Artesian*Slough**********
Intersection #1 Dixon Landing Rd/McCarthy Blvd-Fremont Blvd Ext
****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): 15.2
Optimal Cycle: 42 Level Of Service: B

2000 HCM Operations Method (Future Volume Alternative)
South San Francisco Bay Shoreline Study
****

Street Name:	McCarthy Blvd-Fremont Blvd Ext						Dixon Landing Rd					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	2 0	1 1	0	1 0	0 1	0	1 1	0 0	2
Volume Module:												
Base Vol:	15	18	437	244	14	0	0	63	17	1059	126	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	18	437	244	14	0	0	63	17	1059	126	322
Added Vol:	0	0	0	0	0	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	18	437	244	14	0	0	63	17	1079	126	322
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:	15	18	0	244	14	0	0	63	17	1079	126	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	18	0	244	14	0	0	63	17	1079	126	322
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:	15	18	0	244	14	0	0	63	17	1079	126	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.92	0.95	0.95	1.00	0.97	0.97	0.96	0.96	0.75
Lanes:	1.00	1.00	1.00	2.00	2.00	0.00	1.00	0.79	0.21	1.79	0.21	2.00
Final Sat.:	1805	1900	1900	3502	3610	0	1900	1448	391	3256	380	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.07	0.00	0.00	0.00	0.04	0.04	0.33	0.33	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.02	0.00	0.14	0.05	0.00	0.00	0.08	0.08	0.64	0.64	0.78
Volume/Cap:	0.08	0.52	0.00	0.52	0.08	0.00	0.00	0.52	0.52	0.52	0.52	0.15
Delay/Veh:	40.6	61.4	0.0	41.2	45.6	0.0	0.0	46.8	46.8	9.8	9.8	2.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	61.4	0.0	41.2	45.6	0.0	0.0	46.8	46.8	9.8	9.8	2.8
LOS by Move:	D	E	A	D	D	A	A	D	D	A	A	A
HCM2k95thQ:	1	3	0	8	1	0	0	6	6	18	18	3

AM*Peak*Hour***2024*plus*Project*East*of*Artesian*Slough**********
Intersection #2 I-880 SB Ramps/Dixon landing Rd
****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 8 Average Delay (sec/veh): 13.5
Optimal Cycle: 37 Level Of Service: B

2000 HCM Operations Method (Future Volume Alternative)
South San Francisco Bay Shoreline Study
****

Street Name:	Dixon Landing Rd						I-880 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	2 0	0 0	2	0 0	3 0	1	0 0	2 0	2
Volume Module:												
Base Vol:	0	0	0	190	0	383	0	623	163	0	1426	1807
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 0	0 0	0	190	0	383	0	623	163	0	1426	1807
Added Vol:	0	0	0	0	0	7	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0 0	0 0	0	190	0	390	0	623	163	0	1439	1807
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	190	0	390	0	623	0	0	1439	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 0	0 0	0	190	0	390	0	623	0	0	1439	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	190	0	390	0	623	0	0	1439	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.75	1.00	0.91	1.00	1.00	0.95	0.88
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	2.00	2.00
Final Sat.:	0	0	0	3502	0	2842	0	5187	1900	0	3610	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.00	0.12	0.00	0.00	0.40	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.68	0.00	0.00	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.58	0.00	0.18	0.00	0.00	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	31.0	0.0	35.2	0.0	5.7	0.0	0.0	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.0	0.0	35.2	0.0	5.7	0.0	0.0	8.6	0.0
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	5	0	13	0	5	0	0	20	0

AM*Peak*Hour***2024*plus*Project*East*of*Artesian*Slough**********
Intersection #3 I-880 NB Ramp-California Cir/Dixon landing Rd
****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081
Loss Time (sec): 16 Average Delay (sec/veh): 53.8
Optimal Cycle: 180 Level Of Service: D
****

Street Name: Dixon Landing Rd I-880 NB Ramp-California Cir
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
----------||----------||----------||----------|
Control: Split Phase Split Phase Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 0 0 2 1 0 0 1 1 0 0 3 0 1 1 0 2 1 0
----------||----------||----------||----------|
Volume Module:
Base Vol: 347 68 762 16 0 236 0 760 253 61 2400 602
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 347 68 762 16 0 236 0 760 253 61 2400 602
Added Vol: 0 0 0 0 0 13 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 347 68 762 16 0 249 0 760 253 61 2400 602
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 347 68 762 16 0 249 0 760 253 61 2400 602
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 347 68 762 16 0 249 0 760 253 61 2400 602
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 347 68 762 16 0 249 0 760 253 61 2400 602
----------||----------||----------||----------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.96 0.96 0.75 0.95 1.00 0.85 1.00 0.91 0.85 0.95 0.88 0.88
Lanes: 1.67 0.33 2.00 1.00 0.00 2.00 0.00 3.00 1.00 1.00 2.40 0.60
Final Sat.: 3050 598 2842 1805 0 3230 0 5187 1615 1805 4022 1009
----------||----------||----------||----------|
Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.27 0.01 0.00 0.08 0.00 0.15 0.16 0.03 0.60 0.60
Crit Moves: **** **** **** ****
Green/Cycle: 0.22 0.22 0.31 0.07 0.00 0.07 0.00 0.45 0.45 0.10 0.55 0.55
Volume/Cap: 0.52 0.52 0.85 0.12 0.00 1.08 0.00 0.32 0.35 0.35 1.08 1.08
Delay/Veh: 35.3 35.3 40.0 43.9 0.0 128.9 0.0 17.5 18.0 43.3 66.1 66.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 35.3 35.3 40.0 43.9 0.0 128.9 0.0 17.5 18.0 43.3 66.1 66.1
LOS by Move: D D D D A F A B B D E E
HCM2k95thQ: 12 12 27 1 0 15 0 10 10 4 75 75
****

PM*Peak*Hour***2024*plus*Project*East*of*Artesian*Slough**********
Intersection #4 237/ZANKER (N)
****

Cycle (sec): 71 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
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	1 0	1 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	229	736	59	197	0	0	0	0	553	0	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	229	736	59	197	0	0	0	0	553	0	150
Added Vol:	0	0	0	7	13	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	229	736	66	210	0	0	0	0	553	0	150
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	229	0	66	210	0	0	0	0	553	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	229	0	66	210	0	0	0	0	553	0	150
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	229	0	66	210	0	0	0	0	553	0	150
Saturation Flow 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	0.06	0.00	0.04	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	0.0	13.7	0.0	8.5	22.2	0.0	0.0	0.0	0.0	39.8	0.0	39.8
Volume/Cap:	0.00	0.31	0.00	0.31	0.35	0.00	0.00	0.00	0.00	0.31	0.00	0.15
Delay/Veh:	0.0	24.9	0.0	29.4	19.2	0.0	0.0	0.0	0.0	8.4	0.0	7.6
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	24.9	0.0	29.4	19.2	0.0	0.0	0.0	0.0	8.4	0.0	7.6
LOS by Move:	A	C	A	C	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	2	4	0	0	0	0	4	0	2

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

PM*Peak*Hour***2024*plus*Project*East*of*Artesian*Slough**********
Intersection #5 237/ZANKER (S)
****

Cycle (sec): 76 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 9 Average Delay (sec/veh): 18.7
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	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	1 0	2 0	0	0 1	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	777	774	185	614	0	97	2	572	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	777	774	185	614	0	97	2	572	0	0	0
Added Vol:	0	0	0	13	0	0	0	0	0	0	0	0
PasserByVol:			0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	777	774	198	614	0	97	2	572	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	777	0	198	614	0	97	2	572	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	777	0	198	614	0	97	2	572	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
FinalVolume:	0	777	0	198	614	0	97	2	572	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.98	0.02	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1717	35	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.11	0.16	0.00	0.06	0.06	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	21.2	0.0	17.6	38.8	0.0	28.2	28.2	28.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.49	0.32	0.00	0.15	0.15	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	23.1	0.0	26.2	11.0	0.0	16.0	16.0	18.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	0.0	26.2	11.0	0.0	16.0	16.0	18.7	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B+	A	B	B	B-	A	A	A
HCM2kAvgQ:	0	5	0	4	4	0	2	2	7	0	0	0

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

Air Quality and Greenhouse Gas Emissions

Although not required under the BAAQMD 1999 CEQA Guidelines, construction emissions for each of the action alternatives were modeled in URBEMIS 2007 9.2.4 to gauge the relative difference in emissions for the various alternatives. For each of the alternatives, the flood control levee and A12 transitional habitat construction would include work over a 3-year period (2017-2020), while the A18 transitional habitat construction would take place around 2025. The tables in this appendix display the construction emissions in pounds per day (lb/day) for each of those two phases of construction for each alternative.

Alternative 2 – Alviso North

Construction of the flood control levee and transitional habitats associated with Alternative 2 would include using heavy equipment, which could create dust and result in short term vehicle emissions. Flood control levee and A12 transitional habitat construction would include work over a 3-year period (2017-2020). The A18 transitional habitat construction would take place around 2025. The transitional habitats constructed at Ponds A12 and A18 would be a 50-foot wide bench constructed on the downstream side of the flood control levee. Construction equipment would be continually moving throughout the construction area, with perhaps only two or three pieces of equipment operating simultaneously in any one area. Construction activities would use equipment such as a grader, a scraper, and a compactor.

The Alviso section of the Alternative 2 flood control levee would be constructed on the north alignment (that is, along the northern edge of New Chicago Marsh) and would be designed to provide a 4% ACE level of protection. The remainder of the flood control levee would follow an existing non-engineered levee and berm system between the WPCP and Pond A18.

Table 0-1shows the resulting daily emissions of criteria pollutants without mitigation measures (unmitigated) and with the BAAQMD basic and additional construction mitigation measures listed in their guidance. Mitigation measures are summarized in Section **Error! Reference source not found.**.

Table 0-1. Alternative 2 Maximum Construction Emissions of Criteria Pollutants (in lbs/day)

Pollutant	Unmitigated	Mitigated
Levee and A12 Transitional Habitat Construction		
ROG	10.71	10.71
NO_x	85.40	56.40
CO	41.84	41.84
SO_2	0.03	0.03
PM_{10} (Dust)	2,604.11	424.89
PM_{10} (Exhaust)	3.16	0.74
PM_{10} (Total)	2,607.27	425.63
$PM_{2.5}$ (Dust)	543.86	88.75
$PM_{2.5}$ (Exhaust)	2.91	0.68
$PM_{2.5}$ (Total)	546.76	89.43
CO_2	16,473.68	16,473.68

A18 Transitional Habitat Construction		
ROG	1.53	1.53
NO_x	11.06	7.71
CO	7.34	7.34
SO_2	0.02	0.02
PM_{10} (Dust)	2,604.07	424.85
PM_{10} (Exhaust)	0.39	0.14
PM_{10} (Total)	2,604.46	424.98
$PM_{2.5}$ (Dust)	543.84	88.73
$PM_{2.5}$ (Exhaust)	0.36	0.13
$PM_{2.5}$ (Total)	544.20	88.86
CO_2	4,023.80	4,023.80

Alternative 3 – Alviso North

Alternative 3 would be the same as Alternative 2 except that the flood control levee would be constructed to provide a 1 % ACE level of protection (meaning it would be larger) and the transitional habitat would be a 30:1 ecotone rather than a bench (also larger in size than the bench ecotone). Alternative 3 construction would be on the same schedule and use the same types of equipment.

Table 0-2 shows the resulting daily emissions of criteria pollutants without mitigation measures (unmitigated) and with the BAAQMD basic and additional construction mitigation measures listed in their guidance. Mitigation measures are summarized in Section **Error! Reference source not found.**.

Table 0-2. Alternative 3 Maximum Construction Emissions of Criteria Pollutants (in lbs/day)

Pollutant	Unmitigated	Mitigated
Levee and A12 Transitional Habitat Construction		
ROG	11.04	11.04
NO_x	89.58	58.90
CO	43.39	43.39
SO_2	0.04	0.04
PM_{10} (Dust)	2,604.16	424.94
PM_{10} (Exhaust)	3.31	0.88
PM_{10} (Total)	2,607.47	425.82
$PM_{2.5}$ (Dust)	543.87	88.76
$PM_{2.5}$ (Exhaust)	3.04	0.81
$PM_{2.5}$ (Total)	546.91	89.58
CO_2	17,834.85	17,834.85
A18 Transitional Habitat Construction		
ROG	4.02	4.02
NO_x	33.02	28.89
CO	17.80	17.80
SO_2	0.14	0.14
PM_{10} (Dust)	2,604.54	425.32
PM_{10} (Exhaust)	1.15	0.84

Table 0-2. Alternative 3 Maximum Construction Emissions of Criteria Pollutants (in lbs/day)

Pollutant	Unmitigated	Mitigated
PM_{10} (Total)	2,605.70	426.16
$PM_{2.5}$ (Dust)	544.00	88.89
$PM_{2.5}$ (Exhaust)	1.06	0.78
$PM_{2.5}$ (Total)	545.06	89.67
CO_2	18,267.79	18,267.79

Alternative 4 – Alviso Railroad

Alternative 4 includes building the WPCP levee section and an Alviso levee section along a different alignment (the Alviso Railroad Spur alignment). This levee would provide a 1% ACE level of protection. The A12 and A18 transitional habitats would be bench-type, as described for Alternative 2. The construction equipment and schedules would be the same as described for Alternative 2.

Table 0-3 shows the resulting daily emissions of criteria pollutants without mitigation measures (unmitigated) and with the BAAQMD basic and additional construction mitigation measures listed in their guidance. Mitigation measures are summarized in Section **Error! Reference source not found.**.

Table 0-3. Alternative 4 Maximum Construction Emissions of Criteria Pollutants (in lbs/day)

Pollutant	Unmitigated	Mitigated
Levee and A12 Transitional Habitat Construction		
ROG	11.88	11.88
NO_x	100.07	69.40
CO	47.26	47.26
SO_2	0.07	0.07
PM_{10} (Dust)	2,604.28	425.06
PM_{10} (Exhaust)	3.67	1.25
PM_{10} (Total)	2,607.96	426.31
$PM_{2.5}$ (Dust)	543.91	88.80
$PM_{2.5}$ (Exhaust)	3.38	1.15
$PM_{2.5}$ (Total)	547.29	89.96
CO_2	21,256.74	21,256.74
A18 Transitional Habitat Construction		
ROG	1.53	1.53
NO_x	11.06	7.71
CO	7.34	7.34
SO_2	0.02	0.02
PM_{10} (Dust)	2,604.07	424.85
PM_{10} (Exhaust)	0.39	0.14
PM_{10} (Total)	2,604.46	424.98
$PM_{2.5}$ (Dust)	543.84	88.73
$PM_{2.5}$ (Exhaust)	0.36	0.13
$PM_{2.5}$ (Total)	544.20	88.86

Table 0-3. Alternative 4 Maximum Construction Emissions of Criteria Pollutants (in lbs/day)

Pollutant	Unmitigated	Mitigated
CO_2	4,023.80	4,023.80

Alternative 5 – Alviso South

Alternative 5 would place the Alviso section of the flood control levee along the south alignment, which would abut the community of Alviso, provide a 1% ACE level of protection, and include a bench transitional habitat, as described for Alternative 2. The construction equipment and schedules would be the same as described for Alternative 2.

Table 0- shows the resulting daily emissions of criteria pollutants without mitigation measures (unmitigated) and with the BAAQMD basic and additional construction mitigation measures listed in their guidance. Mitigation measures are summarized in Section **Error! Reference source not found.**.

Table 0-4. Alternative 5 Maximum Construction Emissions of Criteria Pollutants (in lbs/day)

Pollutant	Unmitigated	Mitigated
Levee and A12 Transitional Habitat Construction		
ROG	12.12	12.12
NO_x	103.10	72.43
CO	48.38	48.38
SO_2	0.08	0.08
PM_{10} (Dust)	2,604.32	425.09
PM_{10} (Exhaust)	3.78	1.36
PM_{10} (Total)	2,608.10	426.45
$PM_{2.5}$ (Dust)	543.92	88.81
$PM_{2.5}$ (Exhaust)	3.48	1.25
$PM_{2.5}$ (Total)	547.40	90.07
CO_2	22,244.19	22,244.19
A18 Transitional Habitat Construction		
ROG	1.53	1.53
NO_x	11.06	7.71
CO	7.34	7.34
SO_2	0.02	0.02
PM_{10} (Dust)	2,604.07	424.85
PM_{10} (Exhaust)	0.39	0.14
PM_{10} (Total)	2,604.46	424.98
$PM_{2.5}$ (Dust)	543.84	88.73
$PM_{2.5}$ (Exhaust)	0.36	0.13
$PM_{2.5}$ (Total)	544.20	88.86
CO_2	4,023.80	4,023.80

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: E:\~HDR Projects\Shoreline-South Bay Salt Ponds\Urbemis models\Shoreline2013-AlvisoRail_FRM_100YR.urb924

Project Name: Shoreline - AlvisoRail FRM 100 YR - Sec 5

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2017 TOTALS (lbs/day unmitigated)	12.25	104.73	48.98	0.09	2,604.34	3.84	2,608.17	543.93	3.53	547.46	22,774.60
2017 TOTALS (lbs/day mitigated)	12.25	74.06	48.98	0.09	425.11	1.42	426.53	88.82	1.30	90.12	22,774.60

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Users\dwatson\AppData\Roaming\Urbemis\Version9a\Projects\Shoreline2013-AlvisoSouth_alternate.urb924

Project Name: Shoreline - AlvisoSouth FRM 100 YR

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2017 TOTALS (lbs/day unmitigated)	11.69	97.70	46.38	0.07	2,604.25	3.59	2,607.85	543.90	3.30	547.21	20,481.49
2017 TOTALS (lbs/day mitigated)	11.69	67.02	46.38	0.07	425.03	1.17	426.20	88.79	1.08	89.87	20,481.49
2018 TOTALS (lbs/day unmitigated)	10.97	88.29	44.35	0.07	2,604.25	3.20	2,607.46	543.90	2.95	546.85	20,481.54
2018 TOTALS (lbs/day mitigated)	10.97	60.47	44.35	0.07	425.03	1.04	426.07	88.79	0.96	89.75	20,481.54
2019 TOTALS (lbs/day unmitigated)	10.51	79.72	42.54	0.07	2,604.25	2.87	2,607.13	543.90	2.64	546.55	20,481.59
2019 TOTALS (lbs/day mitigated)	10.51	54.55	42.54	0.07	425.03	0.93	425.96	88.79	0.86	89.65	20,481.59
2020 TOTALS (lbs/day unmitigated)	9.85	72.02	41.01	0.07	2,604.25	2.70	2,606.95	543.90	2.48	546.38	20,481.64
2020 TOTALS (lbs/day mitigated)	9.85	49.26	41.01	0.07	425.03	0.85	425.89	88.79	0.79	89.58	20,481.64

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Users\dwatson\AppData\Roaming\Urbemis\Version9a\Projects\Shoreline2013-AlvisoSouth_FRM_100YR.urb924

Project Name: Shoreline - AlvisoSouth FRM 100 YR - Sec 4

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2017 TOTALS (lbs/day unmitigated)	12.12	103.10	48.38	0.08	2,604.32	3.78	2,608.10	543.92	3.48	547.40	22,244.19
2017 TOTALS (lbs/day mitigated)	12.12	72.43	48.38	0.08	425.09	1.36	426.45	88.81	1.25	90.07	22,244.19

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Users\dwatson\AppData\Roaming\Urbemis\Version9a\Projects\Shoreline2013-LPP_Ecotone_100YR_withOnsiteFill.urb924

Project Name: Shoreline - LPP Ecotone 100 YR with Onsite Fill - Sec 4

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2023 TOTALS (lbs/day unmitigated)	4.02	33.02	17.80	0.14	2,604.54	1.15	2,605.70	544.00	1.06	545.06	18,267.79
2023 TOTALS (lbs/day mitigated)	4.02	28.89	17.80	0.14	425.32	0.84	426.16	88.89	0.78	89.67	18,267.79

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Users\dwatson\AppData\Roaming\Urbemis\Version9a\Projects\Shoreline2013-LPP_FRM_100YR.urb924

Project Name: Shoreline - LPP FRM 100 YR - Sec 1

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2017 TOTALS (lbs/day unmitigated)	11.04	89.58	43.39	0.04	2,604.16	3.31	2,607.47	543.87	3.04	546.91	17,834.85
2017 TOTALS (lbs/day mitigated)	11.04	58.90	43.39	0.04	424.94	0.88	425.82	88.76	0.81	89.58	17,834.85

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Users\dwatson\AppData\Roaming\Urbemis\Version9a\Projects\Shoreline2013-NED_Bench_25YR_withOnsiteFill.urb924

Project Name: Shoreline - NED Bench 25 YR with Onsite Fill - Sec 4

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2023 TOTALS (lbs/day unmitigated)	1.53	11.06	7.34	0.02	2,604.07	0.39	2,604.46	543.84	0.36	544.20	4,023.80
2023 TOTALS (lbs/day mitigated)	1.53	7.71	7.34	0.02	424.85	0.14	424.98	88.73	0.13	88.86	4,023.80

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Users\dwatson\AppData\Roaming\Urbemis\Version9a\Projects\Shoreline2013-NED_FRM_25YR.urb924

Project Name: Shoreline - NED FRM 25 YR - Sec 1

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2017 TOTALS (lbs/day unmitigated)	10.71	85.40	41.84	0.03	2,604.11	3.16	2,607.27	543.86	2.91	546.76	16,473.68
2017 TOTALS (lbs/day mitigated)	10.71	56.40	41.84	0.03	424.89	0.74	425.63	88.75	0.68	89.43	16,473.68