Appendix B Traffic Counts and Study

MEMORANDUM

TO: Kristy Le, David J. Powers & Associates
FROM: Gary Black and Leilani Valerio
DATE: November 14, 2007
SUBJECT: Traffic Count Analysis for the Height Expansion for Newby Island Landfill in Milpitas, California

This memorandum discusses the existing traffic volumes going in and out of the Newby Island Landfill and the adjacent Recyclery via Dixon Landing Road in Milpitas, California, over a period of one week.

Existing Site Volumes

The existing traffic volumes using Dixon Landing Road in and out of the Newby Island Landfill were counted over one period of a week, from Saturday, 11/3/07 through Friday, 11/9/07. Based on the data, the weekdays are the busiest days, with Friday being the busiest. On Friday, 11/9/07, there were 2,423 vehicles entering and leaving the site. The other weekdays were almost the same. The total vehicles entering and exiting the site were as follows:

Monday, 11/5/07 – 2,358 vehicles
Tuesday, 11/6/07 – 2,417 vehicles
Wednesday, 11/7/07 – 2,401 vehicles
Thursday, 11/8/07 – 2,163 vehicles

The peak hours do not conform to the normal AM and PM commute hours of 7-9am and 4-6pm, respectively. The busiest peak hour was at noon on Friday, when there were 254 vehicles on Dixon Landing Road, with 125 vehicles entering the site and 129 vehicles leaving the site.

The weekend volumes were the lowest, with a total of 716 vehicles on Saturday and 98 vehicles on Sunday entering and exiting the site.

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/3/2007
Saturday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	2	2	1	5	3	7	12:00 PM	5	22	8	28	13	50
12:15 AM	0		2		2		12:15 PM	6		7		13	
12:30 AM	0		2		2		12:30 PM	7		6		13	
12:45 AM	0		0		0		12:45 PM	4		7		11	
1:00 AM	0	1	0	2	0	3	1:00 PM	10	26	5	41	15	67
1:15 AM	0		0		0		1:15 PM	4		5		9	
1:30 AM	1		2		3		1:30 PM	10		20		30	
1:45 AM	0		0		0		1:45 PM	2		11		13	
2:00 AM	1	5	0	1	1	6	2:00 PM	5	21	6	37	11	58
2:15 AM	1		1		2		2:15 PM	13		5		18	
2:30 AM	1		0		1		2:30 PM	2		18		20	
2:45 AM	2		0		2		2:45 PM	1		8		9	
3:00 AM	0	13	2	6	2	19	3:00 PM	6	17	2	25	8	42
3:15 AM	1		1		2		3:15 PM	8		5		13	
3:30 AM	7		0		7		3:30 PM	3		12		15	
3:45 AM	5		3		8		3:45 PM	0		6		6	
4:00 AM	3	29	5	19	8	48	4:00 PM	1	3	7	15	8	18
4:15 AM	4		5		9		4:15 PM	1		3		4	
4:30 AM	7		7		14		4:30 PM	1		5		6	
4:45 AM	15		2		17		4:45 PM	0		0		0	
5:00 AM	11	42	6	38	17	80	5:00 PM	0	0	0	1	0	1
5:15 AM	9		11		20		5:15 PM	0		0		0	
5:30 AM	11		15		26		5:30 PM	0		0		0	
5:45 AM	11		6		17		5:45 PM	0		1		1	
6:00 AM	8	30	4	21	12	51	6:00 PM	1	1	0	1	1	2
6:15 AM	10		1		11		6:15 PM	0		1		1	
6:30 AM	5		10		15		6:30 PM	0		0		0	
6:45 AM	7		6		13		6:45 PM	0		0		0	
7:00 AM	4	27	2	21	6	48	7:00 PM	0	4	0	2	0	6
7:15 AM	5		6		11		7:15 PM	1		0		1	
7:30 AM	9		7		16		7:30 PM	3		2		5	
7:45 AM	9		6		15		7:45 PM	0		0		0	
8:00 AM	6	29	15	32	21	61	8:00 PM	0	2	0	1	0	3
8:15 AM	8		7		15		8:15 PM	0		0		0	
8:30 AM	5		3		8		8:30 PM	0		1		1	
8:45 AM	10		7		17		8:45 PM	2		0		2	
9:00 AM	4	21	10	30	14	51	9:00 PM	0	0	2	2	2	2
9:15 AM	8		1		9		9:15 PM	0		0		0	
9:30 AM	4		14		18		9:30 PM	0		0		0	
9:45 AM	5		5		10		9:45 PM	0		0		0	
10:00 AM	5	23	2	24	7	47	10:00 PM	0	0	0	2	0	2
10:15 AM	4		6		10		10:15 PM	0		2		2	
10:30 AM	8		3		11		10:30 PM	0		0		0	
10:45 AM	6		13		19		10:45 PM	0		0		0	
11:00 AM	3	20	10	24	13	44	11:00 PM	0	0	0	0	0	0
11:15 AM	4		7		11		11:15 PM	0		0		0	
11:30 AM	9		2		11		11:30 PM	0		0		0	
11:45 AM	4		5		9		11:45 PM	0		0		0	
Totals													
12 Hours	242		223		465			96		155		251	
	52.0 %		48.0 %					38.2 %		61.8 %			
24 Hours	338		378		716								
	47.2 %		52.8 %										
Peak Hours													
AM	4:45 AM		5:00 AM		4:45 AM		PM	1:30 PM		1:15 PM		1:30 PM	
Volume	46		38		80			30		42		72	
Factor	0.77		0.63		0.77			0.58		0.53		0.60	

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/4/2007
Sunday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	0	0	0	0	0	0	12:00 PM	2	2	2	2	4	4
12:15 AM	0		0		0		12:15 PM	0		0		0	
12:30 AM	0		0		0		12:30 PM	0		0		0	
12:45 AM	0		0		0		12:45 PM	0		0		0	
1:00 AM	0	0	0	0	0	0	1:00 PM	0	10	0	4	0	14
1:15 AM	0		0		0		1:15 PM	1		0		1	
1:30 AM	0		0		0		1:30 PM	3		1		4	
1:45 AM	0		0		0		1:45 PM	6		3		9	
2:00 AM	0	0	0	0	0	0	2:00 PM	3	8	3	8	6	16
2:15 AM	0		0		0		2:15 PM	4		2		6	
2:30 AM	0		0		0		2:30 PM	0		1		1	
2:45 AM	0		0		0		2:45 PM	1		2		3	
3:00 AM	0	1	0	0	0	1	3:00 PM	5	7	5	7	10	14
3:15 AM	0		0		0		3:15 PM	1		1		2	
3:30 AM	0		0		0		3:30 PM	1		1		2	
3:45 AM	1		0		1		3:45 PM	0		0		0	
4:00 AM	0	0	0	1	0	1	4:00 PM	3	6	3	4	6	10
4:15 AM	0		1		1		4:15 PM	3		1		4	
4:30 AM	0		0		0		4:30 PM	0		0		0	
4:45 AM	0		0		0		4:45 PM	0		0		0	
5:00 AM	0	0	0	0	0	0	5:00 PM	0	1	0	2	0	3
5:15 AM	0		0		0		5:15 PM	0		0		0	
5:30 AM	0		0		0		5:30 PM	0		0		0	
5:45 AM	0		0		0		5:45 PM	1		2		3	
6:00 AM	0	0	0	0	0	0	6:00 PM	0	1	0	5	0	6
6:15 AM	0		0		0		6:15 PM	1		3		4	
6:30 AM	0		0		0		6:30 PM	0		2		2	
6:45 AM	0		0		0		6:45 PM	0		0		0	
7:00 AM	0	2	0	2	0	4	7:00 PM	1	3	0	2	1	5
7:15 AM	0		0		0		7:15 PM	0		0		0	
7:30 AM	2		2		4		7:30 PM	1		0		1	
7:45 AM	0		0		0		7:45 PM	1		2		3	
8:00 AM	2	3	0	0	2	3	8:00 PM	0	0	0	1	0	1
8:15 AM	0		0		0		8:15 PM	0		1		1	
8:30 AM	1		0		1		8:30 PM	0		0		0	
8:45 AM	0		0		0		8:45 PM	0		0		0	
9:00 AM	0	1	0	2	0	3	9:00 PM	2	4	0	3	2	7
9:15 AM	0		0		0		9:15 PM	1		3		4	
9:30 AM	1		1		2		9:30 PM	1		0		1	
9:45 AM	0		1		1		9:45 PM	0		0		0	
10:00 AM	0	0	0	0	0	0	10:00 PM	0	2	0	0	0	2
10:15 AM	0		0		0		10:15 PM	1		0		1	
10:30 AM	0		0		0		10:30 PM	0		0		0	
10:45 AM	0		0		0		10:45 PM	1		0		1	
11:00 AM	0	1	0	1	0	2	11:00 PM	0	0	0	2	0	2
11:15 AM	1		0		1		11:15 PM	0		2		2	
11:30 AM	0		1		1		11:30 PM	0		0		0	
11:45 AM	0		0		0		11:45 PM	0		0		0	
Totals													
12 Hours	8		6		14			44		40		84	
	57.1 %		42.9 %					52.4 %		47.6 %			
24 Hours	52		46		98								
	53.1 %		46.9 %										
Peak Hours													
AM	7:15 AM		6:45 AM		7:15 AM		PM	1:30 PM		2:15 PM		1:30 PM	
Volume	4		2		6			16		10		25	
Factor	0.50		0.25		0.38			0.67		0.50		0.69	

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/5/2007
Monday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	0	1	0	0	0	1	12:00 PM	27	103	26	103	53	206
12:15 AM	0		0		0		12:15 PM	23		29		52	
12:30 AM	1		0		1		12:30 PM	27		21		48	
12:45 AM	0		0		0		12:45 PM	26		27		53	
1:00 AM	0	7	0	0	0	7	1:00 PM	25	121	27	113	52	234
1:15 AM	0		0		0		1:15 PM	31		31		62	
1:30 AM	2		0		2		1:30 PM	30		25		55	
1:45 AM	5		0		5		1:45 PM	35		30		65	
2:00 AM	3	10	4	17	7	27	2:00 PM	20	101	29	106	49	207
2:15 AM	2		7		9		2:15 PM	27		23		50	
2:30 AM	1		5		6		2:30 PM	25		27		52	
2:45 AM	4		1		5		2:45 PM	29		27		56	
3:00 AM	6	29	2	9	8	38	3:00 PM	15	69	25	111	40	180
3:15 AM	3		4		7		3:15 PM	25		32		57	
3:30 AM	5		0		5		3:30 PM	17		23		40	
3:45 AM	15		3		18		3:45 PM	12		31		43	
4:00 AM	5	48	3	27	8	75	4:00 PM	9	42	17	81	26	123
4:15 AM	8		7		15		4:15 PM	9		22		31	
4:30 AM	15		12		27		4:30 PM	13		20		33	
4:45 AM	20		5		25		4:45 PM	11		22		33	
5:00 AM	7	57	5	37	12	94	5:00 PM	6	19	20	81	26	100
5:15 AM	13		10		23		5:15 PM	7		23		30	
5:30 AM	18		15		33		5:30 PM	5		20		25	
5:45 AM	19		7		26		5:45 PM	1		18		19	
6:00 AM	15	67	15	55	30	122	6:00 PM	6	8	16	47	22	55
6:15 AM	13		17		30		6:15 PM	0		13		13	
6:30 AM	14		9		23		6:30 PM	1		12		13	
6:45 AM	25		14		39		6:45 PM	1		6		7	
7:00 AM	19	89	18	59	37	148	7:00 PM	3	10	8	17	11	27
7:15 AM	25		17		42		7:15 PM	1		2		3	
7:30 AM	24		10		34		7:30 PM	4		4		8	
7:45 AM	21		14		35		7:45 PM	2		3		5	
8:00 AM	23	91	22	63	45	154	8:00 PM	2	5	4	8	6	13
8:15 AM	20		18		38		8:15 PM	0		0		0	
8:30 AM	23		10		33		8:30 PM	2		3		5	
8:45 AM	25		13		38		8:45 PM	1		1		2	
9:00 AM	27	82	18	65	45	147	9:00 PM	0	3	3	5	3	8
9:15 AM	23		14		37		9:15 PM	0		1		1	
9:30 AM	13		20		33		9:30 PM	3		0		3	
9:45 AM	19		13		32		9:45 PM	0		1		1	
10:00 AM	16	85	13	82	29	167	10:00 PM	1	3	4	8	5	11
10:15 AM	18		15		33		10:15 PM	2		1		3	
10:30 AM	30		19		49		10:30 PM	0		0		0	
10:45 AM	21		35		56		10:45 PM	0		3		3	
11:00 AM	28	113	17	88	45	201	11:00 PM	3	4	4	9	7	13
11:15 AM	26		23		49		11:15 PM	1		1		2	
11:30 AM	27		23		50		11:30 PM	0		3		3	
11:45 AM	32		25		57		11:45 PM	0		1		1	
Totals													
12 Hours	679		502		1181			488		689		1177	
	57.5 %		42.5 %					41.5 %		58.5 %			
24 Hours	1167		1191		2358								
	49.5 %		50.5 %										
Peak Hours													
AM	11:00 AM		10:45 AM		11:00 AM		PM	1:00 PM		1:15 PM		1:00 PM	
Volume	113		98		201			121		115		234	
Factor	0.88		0.70		0.88			0.86		0.93		0.90	

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/6/2007
Tuesday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	0	2	0	15	0	17	12:00 PM	30	119	52	132	82	251
12:15 AM	1		3		4		12:15 PM	35		22		57	
12:30 AM	1		8		9		12:30 PM	33		25		58	
12:45 AM	0		4		4		12:45 PM	21		33		54	
1:00 AM	0	3	2	6	2	9	1:00 PM	26	99	31	98	57	197
1:15 AM	0		2		2		1:15 PM	14		25		39	
1:30 AM	2		2		4		1:30 PM	23		27		50	
1:45 AM	1		0		1		1:45 PM	36		15		51	
2:00 AM	1	8	1	7	2	15	2:00 PM	24	102	20	104	44	206
2:15 AM	2		2		4		2:15 PM	22		30		52	
2:30 AM	1		3		4		2:30 PM	24		25		49	
2:45 AM	4		1		5		2:45 PM	32		29		61	
3:00 AM	6	27	1	10	7	37	3:00 PM	10	78	24	111	34	189
3:15 AM	2		1		3		3:15 PM	22		31		53	
3:30 AM	5		3		8		3:30 PM	28		29		57	
3:45 AM	14		5		19		3:45 PM	18		27		45	
4:00 AM	4	48	3	25	7	73	4:00 PM	15	38	28	97	43	135
4:15 AM	2		12		14		4:15 PM	11		29		40	
4:30 AM	17		6		23		4:30 PM	6		25		31	
4:45 AM	25		4		29		4:45 PM	6		15		21	
5:00 AM	17	69	8	40	25	109	5:00 PM	10	22	15	81	25	103
5:15 AM	14		16		30		5:15 PM	6		25		31	
5:30 AM	16		11		27		5:30 PM	0		24		24	
5:45 AM	22		5		27		5:45 PM	6		17		23	
6:00 AM	15	80	14	44	29	124	6:00 PM	2	9	15	38	17	47
6:15 AM	14		5		19		6:15 PM	4		9		13	
6:30 AM	25		16		41		6:30 PM	1		7		8	
6:45 AM	26		9		35		6:45 PM	2		7		9	
7:00 AM	14	82	20	81	34	163	7:00 PM	2	8	1	15	3	23
7:15 AM	30		16		46		7:15 PM	2		2		4	
7:30 AM	21		19		40		7:30 PM	1		8		9	
7:45 AM	17		26		43		7:45 PM	3		4		7	
8:00 AM	15	85	11	40	26	125	8:00 PM	2	3	3	7	5	10
8:15 AM	18		8		26		8:15 PM	0		3		3	
8:30 AM	23		13		36		8:30 PM	1		0		1	
8:45 AM	29		8		37		8:45 PM	0		1		1	
9:00 AM	19	87	16	60	35	147	9:00 PM	0	4	0	8	0	12
9:15 AM	24		10		34		9:15 PM	1		2		3	
9:30 AM	16		20		36		9:30 PM	3		5		8	
9:45 AM	28		14		42		9:45 PM	0		1		1	
10:00 AM	29	97	29	92	58	189	10:00 PM	1	2	0	2	1	4
10:15 AM	15		18		33		10:15 PM	1		0		1	
10:30 AM	20		25		45		10:30 PM	0		0		0	
10:45 AM	33		20		53		10:45 PM	0		2		2	
11:00 AM	37	127	20	104	57	231	11:00 PM	0	0	0	1	0	1
11:15 AM	30		31		61		11:15 PM	0		0		0	
11:30 AM	34		24		58		11:30 PM	0		1		1	
11:45 AM	26		29		55		11:45 PM	0		0		0	
Totals													
12 Hours	715		524		1239			484		694		1178	
	57.7 %		42.3 %					41.1 %		58.9 %			
24 Hours	1199		1218		2417								
	49.6 %		50.4 %										
Peak Hours													
AM	10:45 AM		11:00 AM		11:00 AM		PM	12:00 PM		12:00 PM		12:00 PM	
Volume	134		104		231			119		132		251	
Factor	0.91		0.84		0.95			0.85		0.63		0.77	

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/7/2007
Wednesday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	0	0	1	15	1	15	12:00 PM	40	118	32	130	72	248
12:15 AM	0		1		1		12:15 PM	22		38		60	
12:30 AM	0		4		4		12:30 PM	21		37		58	
12:45 AM	0		9		9		12:45 PM	35		23		58	
1:00 AM	0	4	4	7	4	11	1:00 PM	23	97	28	113	51	210
1:15 AM	0		1		1		1:15 PM	28		23		51	
1:30 AM	2		0		2		1:30 PM	22		28		50	
1:45 AM	2		2		4		1:45 PM	24		34		58	
2:00 AM	1	10	0	8	1	18	2:00 PM	14	90	26	91	40	181
2:15 AM	1		6		7		2:15 PM	20		26		46	
2:30 AM	2		1		3		2:30 PM	29		17		46	
2:45 AM	6		1		7		2:45 PM	27		22		49	
3:00 AM	3	26	2	12	5	38	3:00 PM	29	97	28	112	57	209
3:15 AM	3		1		4		3:15 PM	22		25		47	
3:30 AM	8		5		13		3:30 PM	31		33		64	
3:45 AM	12		4		16		3:45 PM	15		26		41	
4:00 AM	3	42	2	32	5	74	4:00 PM	10	37	30	92	40	129
4:15 AM	9		9		18		4:15 PM	12		26		38	
4:30 AM	10		17		27		4:30 PM	7		26		33	
4:45 AM	20		4		24		4:45 PM	8		10		18	
5:00 AM	16	69	2	38	18	107	5:00 PM	16	27	17	68	33	95
5:15 AM	17		16		33		5:15 PM	3		23		26	
5:30 AM	15		9		24		5:30 PM	4		20		24	
5:45 AM	21		11		32		5:45 PM	4		8		12	
6:00 AM	23	85	15	60	38	145	6:00 PM	3	10	17	41	20	51
6:15 AM	9		16		25		6:15 PM	5		14		19	
6:30 AM	23		9		32		6:30 PM	2		6		8	
6:45 AM	30		20		50		6:45 PM	0		4		4	
7:00 AM	11	84	12	74	23	158	7:00 PM	0	3	0	10	0	13
7:15 AM	27		21		48		7:15 PM	2		2		4	
7:30 AM	17		17		34		7:30 PM	1		6		7	
7:45 AM	29		24		53		7:45 PM	0		2		2	
8:00 AM	18	74	16	64	34	138	8:00 PM	0	1	1	4	1	5
8:15 AM	13		14		27		8:15 PM	0		0		0	
8:30 AM	29		21		50		8:30 PM	1		2		3	
8:45 AM	14		13		27		8:45 PM	0		1		1	
9:00 AM	22	84	12	46	34	130	9:00 PM	0	3	0	2	0	5
9:15 AM	27		7		34		9:15 PM	0		0		0	
9:30 AM	19		14		33		9:30 PM	2		1		3	
9:45 AM	16		13		29		9:45 PM	1		1		2	
10:00 AM	18	107	20	86	38	193	10:00 PM	2	4	0	3	2	7
10:15 AM	27		16		43		10:15 PM	2		1		3	
10:30 AM	34		25		59		10:30 PM	0		0		0	
10:45 AM	28		25		53		10:45 PM	0		2		2	
11:00 AM	27	113	28	105	55	218	11:00 PM	0	2	0	1	0	3
11:15 AM	27		24		51		11:15 PM	2		0		2	
11:30 AM	18		35		53		11:30 PM	0		1		1	
11:45 AM	41		18		59		11:45 PM	0		0		0	
Totals													
12 Hours	698		547		1245			489		667		1156	
	56.1 %		43.9 %					42.3 %		57.7 %			
24 Hours	1187		1214		2401								
	49.4 %		50.6 %										
Peak Hours													
AM	10:15 AM		10:45 AM		10:30 AM		PM	12:00 PM		12:00 PM		12:00 PM	
Volume	116		112		218			118		130		248	
Factor	0.85		0.80		0.92			0.74		0.86		0.86	

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/8/2007
Thursday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	1	4	1	19	2	23	12:00 PM	23	114	31	109	54	223
12:15 AM	0		1		1		12:15 PM	34		26		60	
12:30 AM	1		9		10		12:30 PM	19		32		51	
12:45 AM	2		8		10		12:45 PM	38		20		58	
1:00 AM	0	4	3	7	3	11	1:00 PM	20	88	20	92	40	180
1:15 AM	1		4		5		1:15 PM	21		22		43	
1:30 AM	0		0		0		1:30 PM	20		28		48	
1:45 AM	3		0		3		1:45 PM	27		22		49	
2:00 AM	1	9	0	7	1	16	2:00 PM	14	78	22	79	36	157
2:15 AM	1		4		5		2:15 PM	15		24		39	
2:30 AM	3		3		6		2:30 PM	34		10		44	
2:45 AM	4		0		4		2:45 PM	15		23		38	
3:00 AM	5	25	2	10	7	35	3:00 PM	18	72	25	102	43	174
3:15 AM	3		1		4		3:15 PM	16		26		42	
3:30 AM	4		3		7		3:30 PM	17		29		46	
3:45 AM	13		4		17		3:45 PM	21		22		43	
4:00 AM	7	49	3	27	10	76	4:00 PM	14	35	18	84	32	119
4:15 AM	9		8		17		4:15 PM	9		19		28	
4:30 AM	15		9		24		4:30 PM	8		23		31	
4:45 AM	18		7		25		4:45 PM	4		24		28	
5:00 AM	21	67	1	39	22	106	5:00 PM	7	22	14	51	21	73
5:15 AM	8		14		22		5:15 PM	6		12		18	
5:30 AM	16		13		29		5:30 PM	5		16		21	
5:45 AM	22		11		33		5:45 PM	4		9		13	
6:00 AM	8	76	12	45	20	121	6:00 PM	4	10	20	44	24	54
6:15 AM	18		10		28		6:15 PM	0		9		9	
6:30 AM	22		10		32		6:30 PM	1		10		11	
6:45 AM	28		13		41		6:45 PM	5		5		10	
7:00 AM	23	87	14	59	37	146	7:00 PM	1	5	4	13	5	18
7:15 AM	22		15		37		7:15 PM	1		2		3	
7:30 AM	18		15		33		7:30 PM	2		4		6	
7:45 AM	24		15		39		7:45 PM	1		3		4	
8:00 AM	17	80	12	43	29	123	8:00 PM	1	3	2	8	3	11
8:15 AM	23		8		31		8:15 PM	2		4		6	
8:30 AM	14		8		22		8:30 PM	0		1		1	
8:45 AM	26		15		41		8:45 PM	0		1		1	
9:00 AM	9	72	9	43	18	115	9:00 PM	0	6	0	2	0	8
9:15 AM	26		9		35		9:15 PM	1		1		2	
9:30 AM	22		17		39		9:30 PM	4		1		5	
9:45 AM	15		8		23		9:45 PM	1		0		1	
10:00 AM	15	77	16	59	31	136	10:00 PM	4	8	3	6	7	14
10:15 AM	16		12		28		10:15 PM	2		1		3	
10:30 AM	25		11		36		10:30 PM	1		1		2	
10:45 AM	21		20		41		10:45 PM	1		1		2	
11:00 AM	30	116	19	100	49	216	11:00 PM	1	2	1	6	2	8
11:15 AM	28		23		51		11:15 PM	0		0		0	
11:30 AM	30		19		49		11:30 PM	0		4		4	
11:45 AM	28		39		67		11:45 PM	1		1		2	
Totals													
12 Hours	666		458		1124			443		596		1039	
	59.3 %		40.7 %					42.6 %		57.4 %			
24 Hours	1109		1054		2163								
	51.3 %		48.7 %										
Peak Hours													
AM	11:00 AM		11:00 AM		11:00 AM		PM	12:00 PM		12:00 PM		12:00 PM	
Volume	116		100		216			114		109		223	
Factor	0.97		0.64		0.81			0.75		0.85		0.93	

Auto-Census

Newby Island :
Milpitas :
In and Out Report :

Site: 000000000000
Date: 11/9/2007
Friday

24 Hour Volume (2 channels/pg., 15 min.)

Begin	Southbound - IN		Northbound - OUT		Combined		Begin	Southbound - IN		Northbound - OUT		Combined	
12:00 AM	1	2	5	18	6	20	12:00 PM	28	125	42	129	70	254
12:15 AM	0		3		3		12:15 PM	29		23		52	
12:30 AM	1		4		5		12:30 PM	33		38		71	
12:45 AM	0		6		6		12:45 PM	35		26		61	
1:00 AM	3	11	3	3	6	14	1:00 PM	23	107	29	106	52	213
1:15 AM	3		0		3		1:15 PM	30		27		57	
1:30 AM	1		0		1		1:30 PM	25		23		48	
1:45 AM	4		0		4		1:45 PM	29		27		56	
2:00 AM	1	9	0	6	1	15	2:00 PM	24	102	25	114	49	216
2:15 AM	1		5		6		2:15 PM	28		20		48	
2:30 AM	2		1		3		2:30 PM	31		27		58	
2:45 AM	5		0		5		2:45 PM	19		42		61	
3:00 AM	6	28	0	11	6	39	3:00 PM	13	57	24	101	37	158
3:15 AM	1		4		5		3:15 PM	10		25		35	
3:30 AM	9		6		15		3:30 PM	20		27		47	
3:45 AM	12		1		13		3:45 PM	14		25		39	
4:00 AM	4	48	1	22	5	70	4:00 PM	9	25	18	79	27	104
4:15 AM	4		9		13		4:15 PM	5		20		25	
4:30 AM	15		10		25		4:30 PM	6		29		35	
4:45 AM	25		2		27		4:45 PM	5		12		17	
5:00 AM	11	55	7	49	18	104	5:00 PM	5	31	19	53	24	84
5:15 AM	12		12		24		5:15 PM	11		9		20	
5:30 AM	14		15		29		5:30 PM	11		14		25	
5:45 AM	18		15		33		5:45 PM	4		11		15	
6:00 AM	12	64	6	43	18	107	6:00 PM	5	10	11	27	16	37
6:15 AM	14		13		27		6:15 PM	2		9		11	
6:30 AM	18		10		28		6:30 PM	1		4		5	
6:45 AM	20		14		34		6:45 PM	2		3		5	
7:00 AM	16	90	19	66	35	156	7:00 PM	2	6	12	20	14	26
7:15 AM	19		17		36		7:15 PM	0		0		0	
7:30 AM	25		14		39		7:30 PM	0		3		3	
7:45 AM	30		16		46		7:45 PM	4		5		9	
8:00 AM	14	80	20	62	34	142	8:00 PM	2	4	3	6	5	10
8:15 AM	13		19		32		8:15 PM	1		2		3	
8:30 AM	25		13		38		8:30 PM	0		0		0	
8:45 AM	28		10		38		8:45 PM	1		1		2	
9:00 AM	25	95	15	71	40	166	9:00 PM	1	6	3	6	4	12
9:15 AM	30		21		51		9:15 PM	2		0		2	
9:30 AM	23		20		43		9:30 PM	2		1		3	
9:45 AM	17		15		32		9:45 PM	1		2		3	
10:00 AM	28	108	14	80	42	188	10:00 PM	3	6	4	22	7	28
10:15 AM	26		15		41		10:15 PM	1		10		11	
10:30 AM	25		24		49		10:30 PM	1		6		7	
10:45 AM	29		27		56		10:45 PM	1		2		3	
11:00 AM	23	119	16	127	39	246	11:00 PM	1	4	0	10	1	14
11:15 AM	33		28		61		11:15 PM	0		0		0	
11:30 AM	37		40		77		11:30 PM	2		5		7	
11:45 AM	26		43		69		11:45 PM	1		5		6	
Totals													
12 Hours	709		558		1267			483		673		1156	
	56.0 %		44.0 %					41.8 %		58.2 %			
24 Hours	1192		1231		2423								
	49.2 %		50.8 %										
Peak Hours													
AM	10:45 AM		11:00 AM		11:00 AM		PM	12:00 PM		12:00 PM		12:00 PM	
Volume	122		127		246			125		129		254	
Factor	0.82		0.74		0.80			0.89		0.77		0.89	

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: June 23, 2008

To: Kristy Le, David J. Powers and Associates

From: Gary Black
Steve Orem

Subject: Traffic Study for the Newby Island Land Fill

Hexagon Transportation Consultants has completed a traffic study for the Newby Island Land Fill in Milpitas, California. The purpose of the study is to document existing conditions and determine the potential for traffic impacts with the implementation of the proposal to increase the maximum height of the landfill.

The Newby Island Land Fill is located at the western end of Dixon Landing Road at McCarthy Boulevard (see Figure 1). The land fill has access via one driveway on the west approach to the McCarthy Boulevard and Dixon Landing Road intersection.

Scope of Study

We understand that it has been determined that increasing the maximum permitted height of the land fill would not result in additional trips to and from the land fill. Therefore, the traffic study documents only existing and background traffic levels. The traffic study is based on peak-hour levels of service for the study intersections. The study intersections are identified below.

Study Intersections

I-880 SB Ramps and Dixon Landing Road
I-880 NB Ramps and Dixon Landing Road

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from recent traffic counts.

Scenario 2 *Background Conditions.* Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter components are contained in the City of Milpitas Approved Trips Inventory (ATI).

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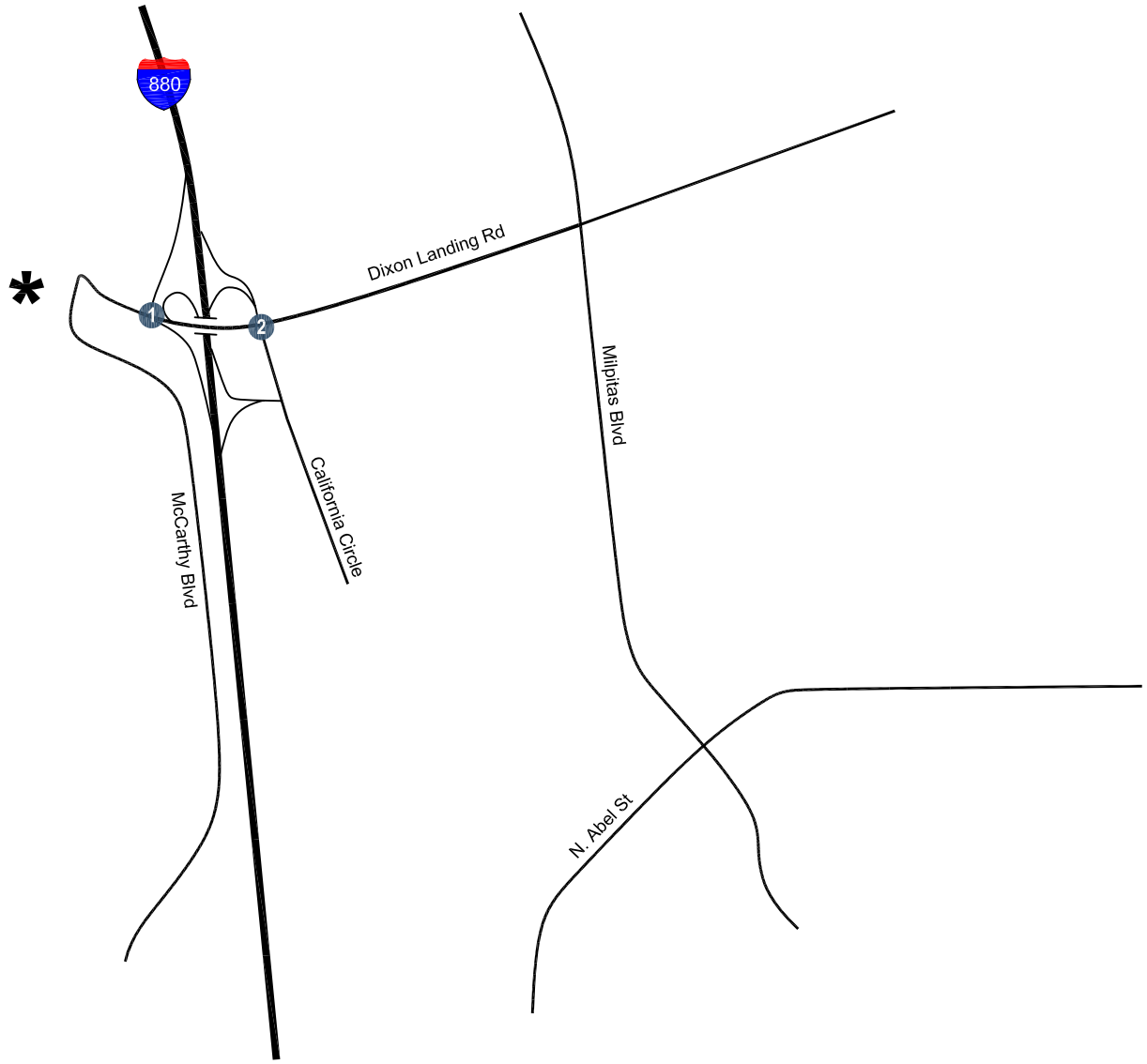

Figure 1

SITE LOCATION AND STUDY INTERSECTIONS

Hexagon Transportation Consultants, Inc.

Newby Island Landfill TIA

Analysis Methodology

Traffic conditions at the study locations were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

The City of Milpitas uses the *2000 Highway Capacity Manual* (HCM) method to analyze intersection levels of service, and evaluates intersection operations on the basis of average delay for all vehicles at the intersection. This average delay can then be correlated to a level of service as shown in Table 1 for signalized intersections.

For intersections in Milpitas that are not Congestion Management Program (CMP) intersections, the minimum acceptable level of service is LOS D. The study intersections are both non-CMP intersections.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual 2000,* Exhibit 16-2.

Existing Conditions

Existing Roadway Network

Regional access to the project site is provided via I-880, a north/south freeway providing regional access from East Bay cities to Milpitas and San Jose, where it becomes SR 17. Within the City of Milpitas, I-880 is a six-to-eight lane freeway.

Local access to the site is provided by Dixon Landing Road, an east-west major arterial in Milpitas. A full interchange is present with I-880. In the vicinity of the project site, Dixon Landing Road is a divided four-lane roadway that expands to eight lanes for the interchange with I-880. East of I-880, Dixon Landing Road becomes a divided four-lane roadway, with intermittent left-turn pockets to Milmont Drive, east of which Dixon Landing Road is a four-lane roadway with a shared center left-turn lane with intermittent left-turn pockets. Dixon Landing Road provides direct access to the project site via a site driveway at the western terminus of Dixon Landing Road and its intersection with McCarthy Boulevard.

Existing Intersection Lane Configurations & Traffic Volumes

The existing lane configurations at the study intersections were determined by observations in the field. The existing intersection lane configurations are shown on Figure 2.

Existing peak-hour traffic volumes were obtained from manual turning-movement counts at intersections where counts were either unavailable or outdated (more than two years old). The existing peak-hour intersection volumes are shown on Figure 3. The traffic count data are included in the Appendix.

Existing Intersection Analysis

The level of service results for the signalized intersections under existing conditions are summarized in Table 2. The results show that the study intersections currently operate at an acceptable LOS C or better during the AM and PM peak hours. The level of service calculation sheets are included in the Appendix.

Table 2
Intersection Levels of Service Under Existing Conditions

Intersection	Peak Hour	Count Date	Avg. Delay	LOS
I-880 SB Ramps and Calaveras Boulevard	AM	04/30/08	10.1	B
	PM	04/30/08	9.0	A
I-880 NB Ramps and Calaveras Boulevard	AM	04/30/08	18.2	B
	PM	04/30/08	24.1	C

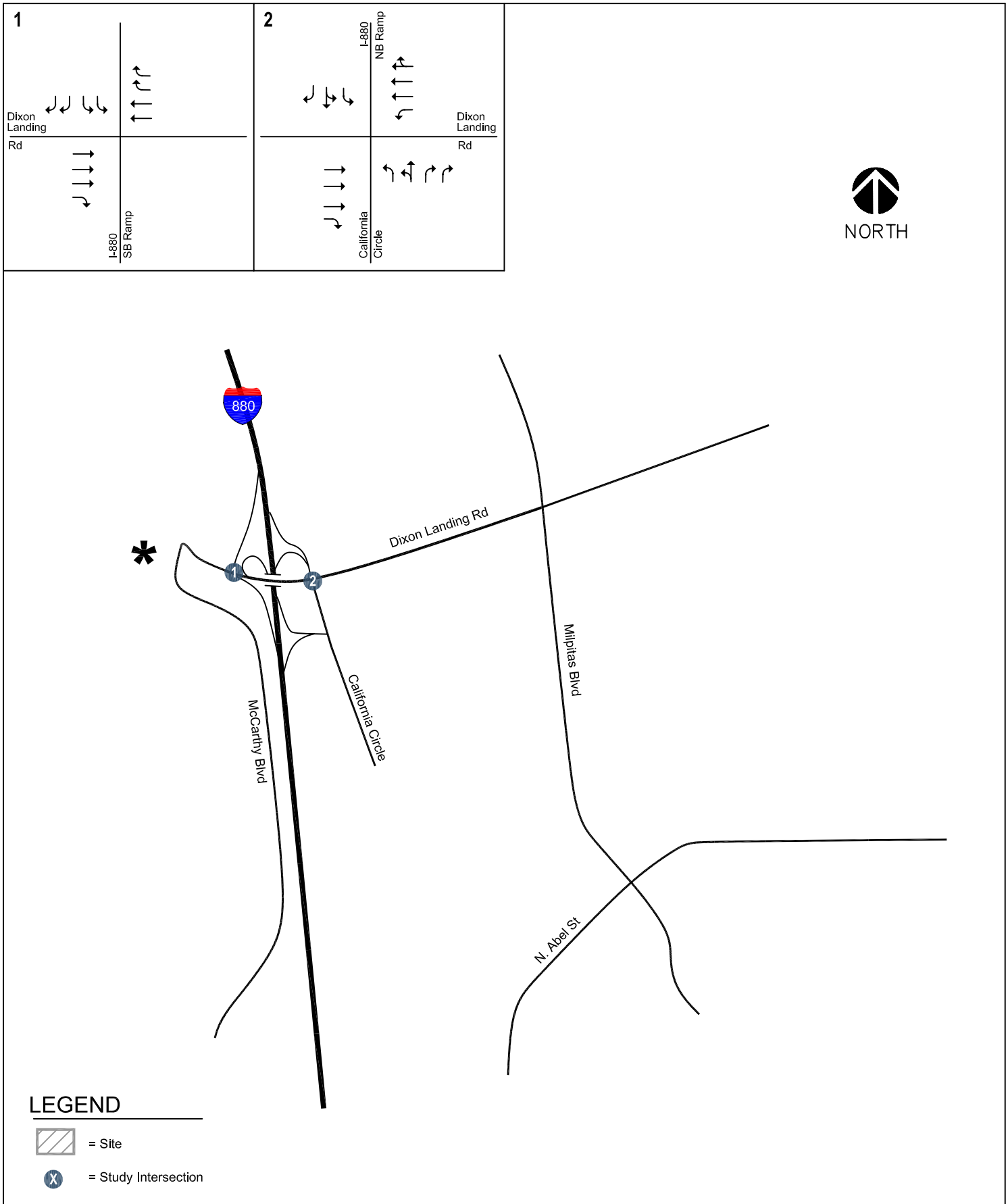

Figure 2

EXISTING LANE CONFIGURATIONS

Hexagon Transportation Consultants, Inc.

Newby Island Landfill TIA

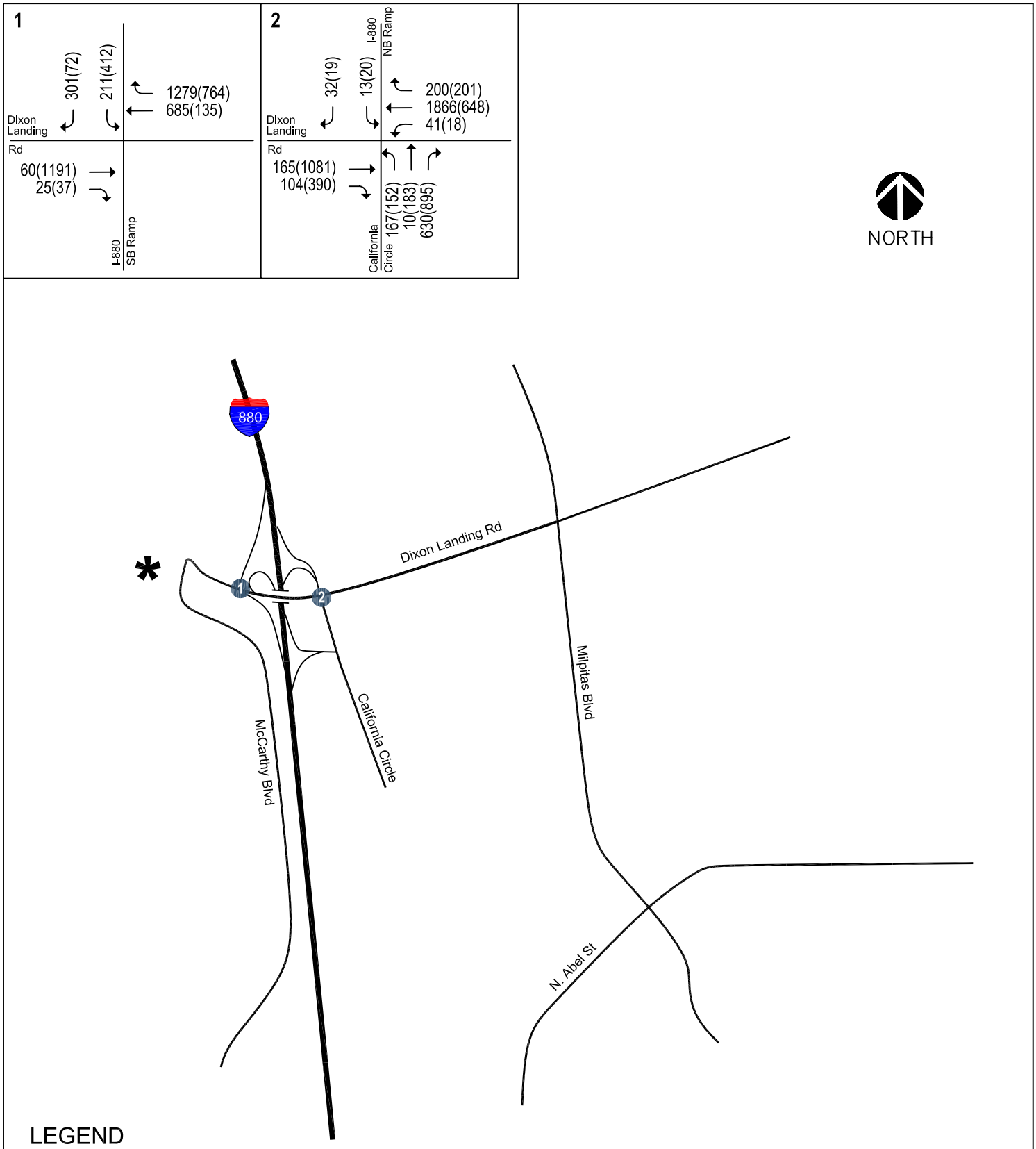

Figure 3

EXISTING TRAFFIC VOLUMES

Newby Island Landfill TIA

Hexagon Transportation Consultants, Inc.

Background Conditions

Background Transportation Network & Traffic Volumes

It is assumed in this analysis that the roadway network under background conditions would be the same as the existing roadway network.

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The latter were provided by the City of Milpitas in the form of the Approved Trips Inventory (ATI). Background traffic volumes are shown on Figure 4. A list of major approved projects that would add traffic to the study intersections is provided below. A full description of the ATI are included in the Appendix.

Irvine Company R&D -Phase 2
Veritas Software
Everlasting Private Foundation- Religious facility

Background Intersection Analysis

The results of the intersection level of service analysis under background conditions are summarized in Table 3. The results show that both of the study intersections would operate at an acceptable LOS C or better. The level of service calculation sheets are included in the Appendix.

Table 3
Intersection Levels of Service Under Background Conditions

		Existing		Background	
Intersection	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS
I-880 SB Ramps and Calaveras Boulevard	AM	10.1	B	10.7	B
	PM	9.0	A	8.8	A
I-880 NB Ramps and Calaveras Boulevard	AM	18.2	B	18.5	B
	PM	24.1	C	24.8	C

Conclusions

The intersections at the Dixon Landing Road/I-880 interchange operate at acceptable levels of service under existing conditions and are estimated to continue to do so under background conditions.

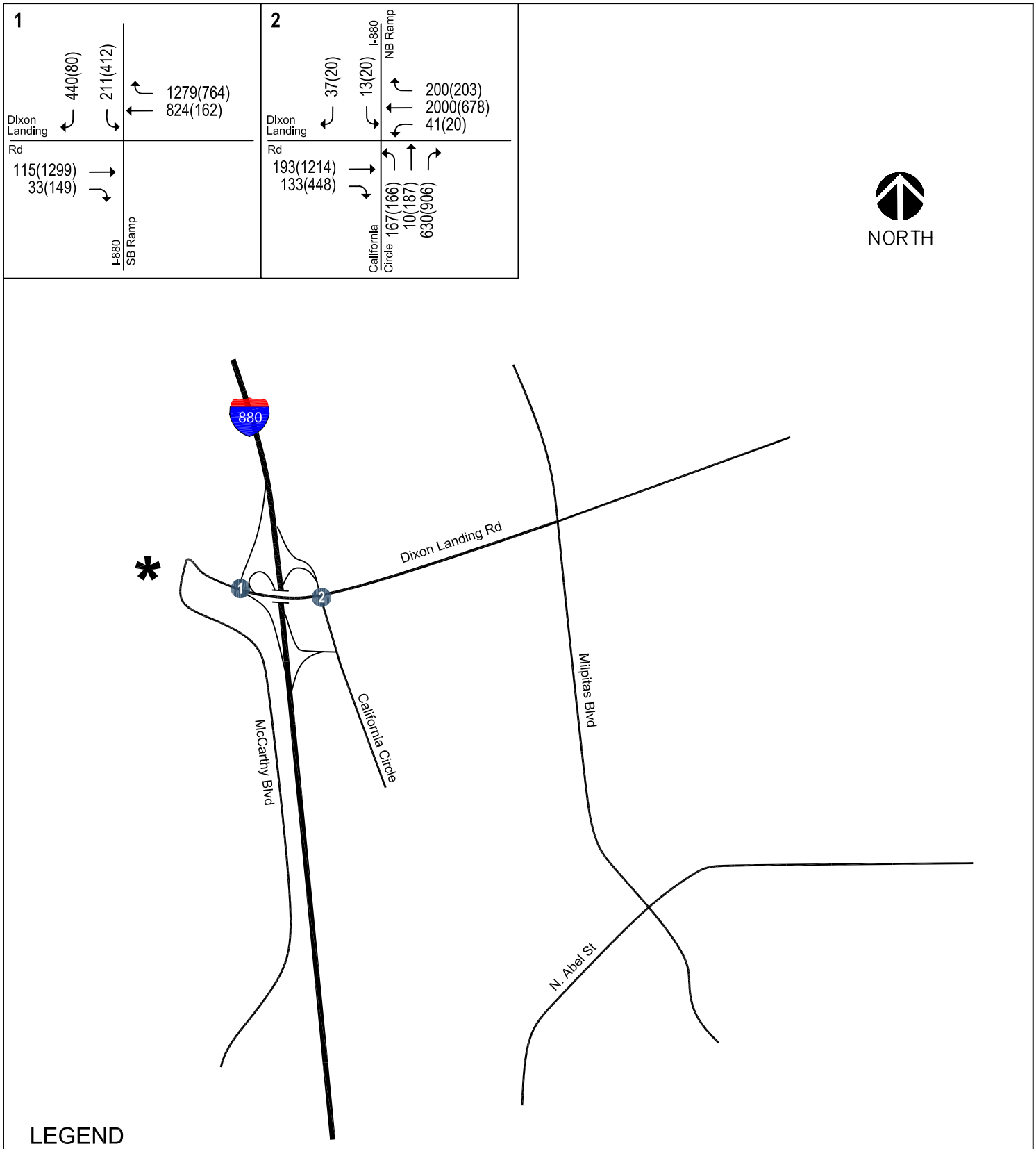

Figure 4

BACKGROUND TRAFFIC VOLUMES

Hexagon Transportation Consultants, Inc.

Newby Island Landfill TIA

Newby Island Land Fill
Technical Appendices

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AM Peak-Hour Volume Count Worksheet

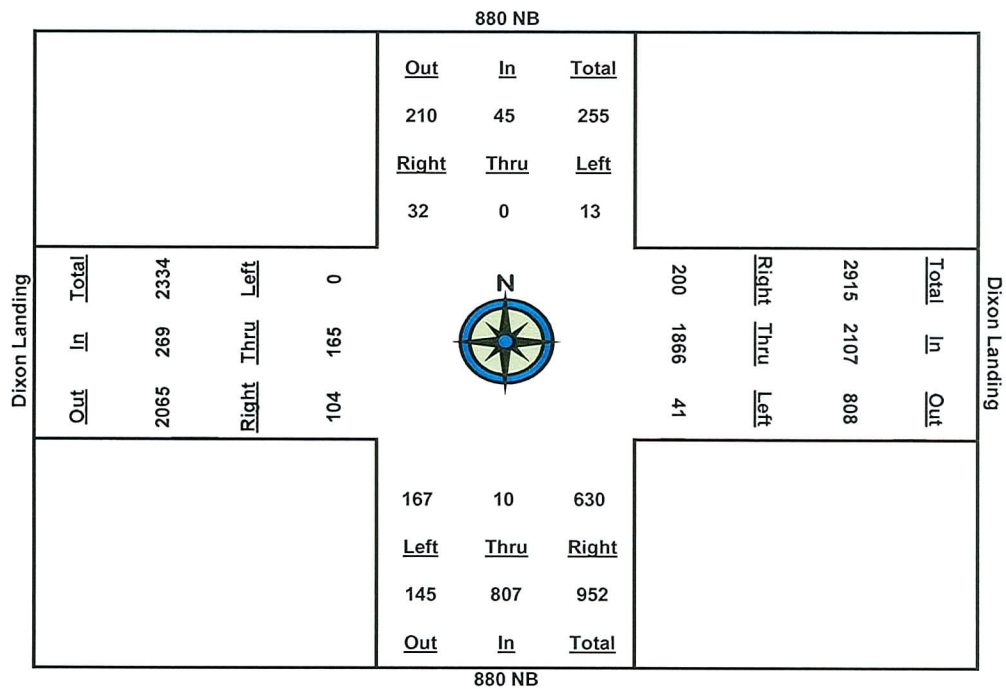
Date: 4/30/08
Counter: Byron & Tony
Intersection Name: 880NB & Dixon Landing
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	880 NB				Dixon Landing				880 NB				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	12	0	2	14	46	492	16	554	132	2	20	154	19	45	0	64
7:30	19	0	3	22	74	731	33	838	228	3	40	271	29	71	0	100
7:45	31	0	6	37	123	1,169	42	1,334	398	6	70	474	58	116	0	174
8:00	35	0	8	43	189	1,661	56	1,906	571	8	125	704	82	164	0	246
8:15	38	0	13	51	239	2,142	64	2,445	702	10	162	874	104	199	0	303
8:30	51	0	16	67	274	2,597	74	2,945	858	13	207	1,078	133	236	0	369
8:45	72	0	17	89	308	3,097	81	3,486	986	14	247	1,247	147	262	0	409
9:00	81	0	20	101	337	3,488	86	3,911	1,123	15	284	1,422	172	301	0	473

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	35	0	8	43	189	1,661	56	1,906	571	8	125	704	82	164	0	246	2,899
7:15 - 8:15	26	0	11	37	193	1,650	48	1,891	570	8	142	720	85	154	0	239	2,887
7:30 - 8:30	32	0	13	45	200	1,866	41	2,107	630	10	167	807	104	165	0	269	3,228
7:45 - 8:45	41	0	11	52	185	1,928	39	2,152	588	8	177	773	89	146	0	235	3,212
8:00 - 9:00	46	0	12	58	148	1,827	30	2,005	552	7	159	718	90	137	0	227	3,008
Peak Volumes:	**32**	**0**	**13**	**45**	**200**	**1,866**	**41**	**2,107**	**630**	**10**	**167**	**807**	**104**	**165**	**0**	**269**	**3,228**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	167	10	630	13	0	32	0	165	104	41	1,866	200



PM Peak-Hour Volume Count Worksheet

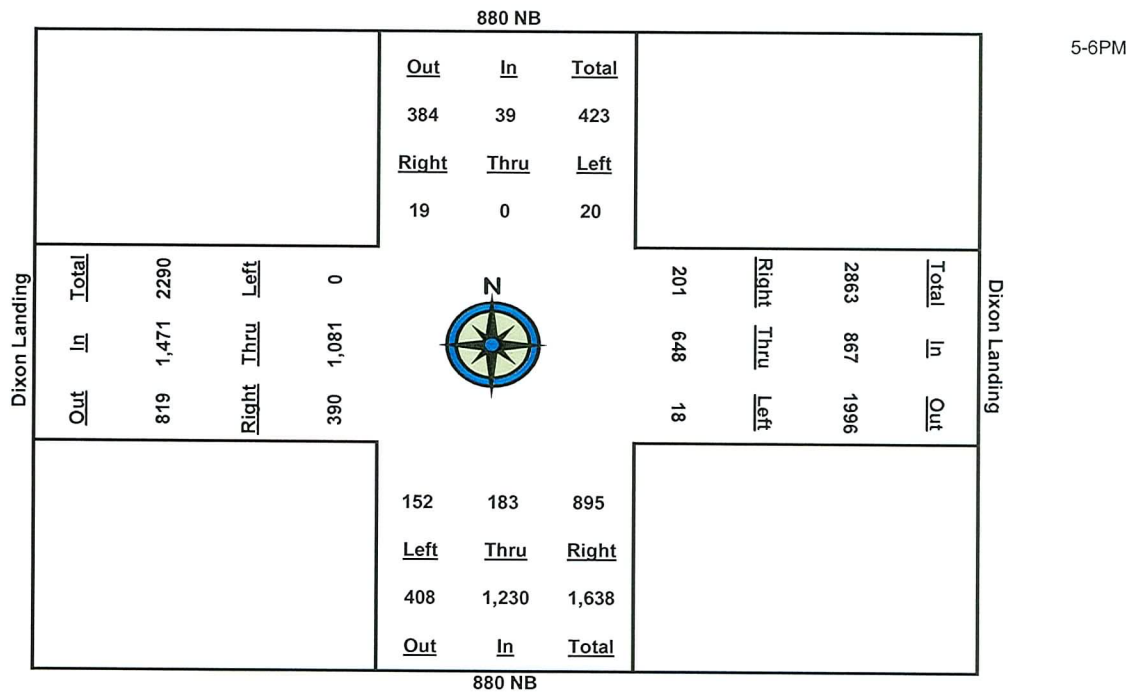
Date: 4/30/08
Counter: Byron & Tony
Intersection Name: 880NB & Dixon Landing
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	880 NB				Dixon Landing				880 NB				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	6	0	2	8	79	227	12	318	255	28	42	325	108	296	0	404
5:30	7	0	8	15	122	354	12	488	419	59	70	548	190	509	0	699
5:45	18	0	16	34	161	527	14	702	706	126	113	945	308	850	0	1,158
6:00	19	0	20	39	201	648	18	867	895	183	152	1,230	390	1,081	0	1,471
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
5:00 - 6:00	19	0	20	39	201	648	18	867	895	183	152	1,230	390	1,081	0	1,471	3,607
x	-6	0	-2	-8	-79	-227	-12	-318	-255	-28	-42	-325	-108	-296	0	-404	-1,055
x	-7	0	-8	-15	-122	-354	-12	-488	-419	-59	-70	-548	-190	-509	0	-699	-1,750
x	-18	0	-16	-34	-161	-527	-14	-702	-706	-126	-113	-945	-308	-850	0	-1,158	-2,839
x	-19	0	-20	-39	-201	-648	-18	-867	-895	-183	-152	-1,230	-390	-1,081	0	-1,471	-3,607
Peak Volumes:	**19**	**0**	**20**	**39**	**201**	**648**	**18**	**867**	**895**	**183**	**152**	**1,230**	**390**	**1,081**	**0**	**1,471**	**3,607**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	152	183	895	20	0	19	0	1,081	390	18	648	201



5-6PM

AM Peak-Hour Volume Count Worksheet

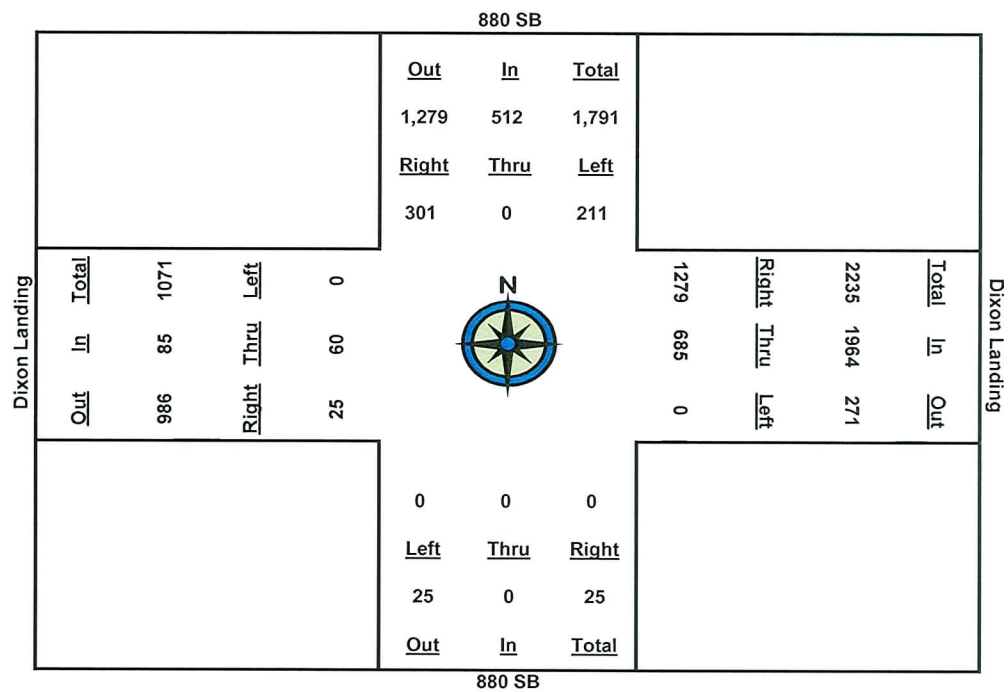
Date: 4/30/08
Counter: Logan & Irene
Intersection Name: 880SB & Dixon Landing
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	880 SB				Dixon Landing				880 SB				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	43	0	42	85	321	152	0	473	0	0	0	0	8	20	0	28
7:30	111	0	79	190	607	250	0	857	0	0	0	0	18	34	0	52
7:45	189	0	136	325	953	408	0	1,361	0	0	0	0	27	55	0	82
8:00	248	0	182	430	1,228	573	0	1,801	0	0	0	0	32	68	0	100
8:15	328	0	237	565	1,573	743	0	2,316	0	0	0	0	39	81	0	120
8:30	412	0	290	702	1,886	935	0	2,821	0	0	0	0	43	94	0	137
8:45	504	0	326	830	2,205	1,120	0	3,325	0	0	0	0	49	107	0	156
9:00	579	0	356	935	2,497	1,254	0	3,751	0	0	0	0	62	128	0	190

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	248	0	182	430	1,228	573	0	1,801	0	0	0	0	32	68	0	100	2,331
7:15 - 8:15	285	0	195	480	1,252	591	0	1,843	0	0	0	0	31	61	0	92	2,415
7:30 - 8:30	301	0	211	512	1,279	685	0	1,964	0	0	0	0	25	60	0	85	2,561
7:45 - 8:45	315	0	190	505	1,252	712	0	1,964	0	0	0	0	22	52	0	74	2,543
8:00 - 9:00	331	0	174	505	1,269	681	0	1,950	0	0	0	0	30	60	0	90	2,545
Peak Volumes:	**301**	**0**	**211**	**512**	**1,279**	**685**	**0**	**1,964**	**0**	**0**	**0**	**0**	**25**	**60**	**0**	**85**	**2,561**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	211	0	301	0	60	25	0	685	1,279



PM Peak-Hour Volume Count Worksheet

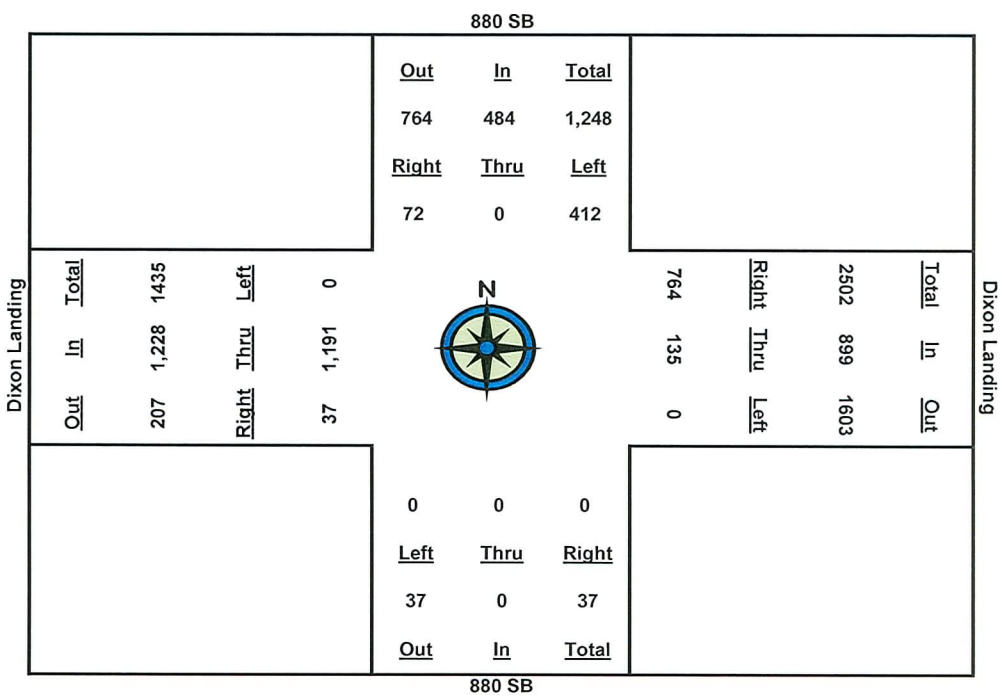
Date: 4/30/08
Counter: Logan & Irene
Intersection Name: 880SB & Dixon Landing
Weather: Clear

AUTO-CENSUS
Traffic Monitoring and Analysis
870 Castlewood Dr. #1
Los Gatos, CA 95032
Phone 408-826-9673 Fax 408-877-1625

	880 SB				Dixon Landing				880 SB				Dixon Landing			
	North Approach				East Approach				South Approach				West Approach			
Start Time	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	19	0	95	114	214	33	0	247	0	0	0	0	12	247	0	259
5:30	33	0	204	237	391	51	0	442	0	0	0	0	23	549	0	572
5:45	50	0	295	345	590	80	0	670	0	0	0	0	28	863	0	891
6:00	72	0	412	484	764	135	0	899	0	0	0	0	37	1,191	0	1,228
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
x	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
5:00 - 6:00	72	0	412	484	764	135	0	899	0	0	0	0	37	1,191	0	1,228	2,611
x	-19	0	-95	-114	-214	-33	0	-247	0	0	0	0	-12	-247	0	-259	-620
x	-33	0	-204	-237	-391	-51	0	-442	0	0	0	0	-23	-549	0	-572	-1,251
x	-50	0	-295	-345	-590	-80	0	-670	0	0	0	0	-28	-863	0	-891	-1,906
x	-72	0	-412	-484	-764	-135	0	-899	0	0	0	0	-37	-1,191	0	-1,228	-2,611
Peak Volumes:	**72**	**0**	**412**	**484**	**764**	**135**	**0**	**899**	**0**	**0**	**0**	**0**	**37**	**1,191**	**0**	**1,228**	**2,611**

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	0	0	0	412	0	72	0	1,191	37	0	135	764



5-6PM

City of Milpitas ATI dix3

Project Percent Included Scenario

Intersection: **Dixon Landing(E/W)/I-880 NB Ramps(N/S)** **AM Peak Hour**

Num.	Approved Project	Vehicular Movement Volumes											
		NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D -Phase 2	0	0	0	0	84	0	0	0	0	0	17	18
4	Veritas Software	0	0	0	0	50	0	0	0	5	0	11	11
5	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
6	Hillview Center Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
7	Hillview Center Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
8	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
9	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
10	Elmwood Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
12	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
13	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
14	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Centria Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
16	Paragon Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
17	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
18	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
19	Everlasting Private Foundation- Religious facility	0	0	0	0	0	0	0	0	0	0	0	0
20	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
21													
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35													
36													
37													
38													
39													
40													
41													
42													
	TOTALS	0	0	0	0	134	0	0	0	5	0	28	29

City of Milpitas ATI dix4

Project Percent Included Scenario

Intersection: **Dixon Landing(E/W)/I-880 SB Ramps(N/S)** **AM Peak Hour**

Num.	Approved Project	Vehicular Movement Volumes											
		NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D -Phase 2	0	0	0	0	84	0	0	0	84	8	34	0
4	Veritas Software	0	0	0	0	55	0	0	0	55	0	21	1
5	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
6	Hillview Center Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
7	Hillview Center Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
8	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
9	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
10	Elmwood Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
12	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
13	North Main Street - County Medical Center	0	0	0	0	0	0	0	0	0	0	0	0
14	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Centria Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
16	Paragon Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
17	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
18	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
19	Everlasting Private Foundation- Religious facility	0	0	0	0	0	0	0	0	0	0	0	0
20	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
21													
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28													
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34													
35													
36													
37													
38													
39													
40													
41													
42													
	TOTALS	0	0	0	0	139	0	0	0	139	8	55	1

City of Milpitas ATI dix3

Project Percent Included Scenario

Intersection: **Dixon Landing(E/W)/I-880 NB Ramps(N/S)** **PM Peak Hour**

Num	Approved Project	Vehicular Movement Volumes											
		NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D -Phase 2	0	0	0	0	14	0	0	0	0	0	76	0
4	Veritas Software	0	0	0	0	8	0	0	0	1	0	47	49
5	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
6	Hillview Center Mixed Use Developme	0	0	0	0	0	0	0	0	0	0	0	0
7	Hillview Center Mixed Use Developme	0	0	0	0	0	0	0	0	0	0	0	0
8	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
9	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
10	Elmwood Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
12	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
13	North Main Street - County Medical Ce	0	0	0	0	0	0	0	0	0	0	0	0
14	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Centria Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
16	Paragon Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
17	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
18	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
19	Everlasting Private Foundation- Religic	14	4	11	2	8	2	0	0	0	0	10	9
20	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
21													
22													
23													
24													
25													
26													
27													
28													
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36													
37													
38													
39													
40													
41													
42													
	TOTALS	14	4	11	2	30	2	0	0	1	0	133	58

City of Milpitas ATI dix4

Project Percent Included Scenario

Intersection: **Dixon Landing(E/W)/I-880 SB Ramps(N/S)** **PM Peak Hour**

Num	Approved Project	Vehicular Movement Volumes											
		NBL	NBT	NBR	WBL	WBT	WBR	SBL	SBT	SBR	EBL	EBT	EBR
1	Tasman/McCarthy Business Center	0	0	0	0	0	0	0	0	0	0	0	0
2	Irvine Company R&D - Phase 1	0	0	0	0	0	0	0	0	0	0	0	0
3	Irvine Company R&D -Phase 2	0	112	0	0	0	0	0	0	0	0	0	0
4	Veritas Software	0	0	0	0	9	0	0	0	8	0	95	5
5	Milpitas Town Center Redevelopment	0	0	0	0	0	0	0	0	0	0	0	0
6	Hillview Center Mixed Use Developme	0	0	0	0	0	0	0	0	0	0	0	0
7	Hillview Center Mixed Use Developme	0	0	0	0	0	0	0	0	0	0	0	0
8	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
9	Apton Plaza Mixed Use Development	0	0	0	0	0	0	0	0	0	0	0	0
10	Elmwood Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
11	North Main Street - Library	0	0	0	0	0	0	0	0	0	0	0	0
12	North Main Street - Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0
13	North Main Street - County Medical Ce	0	0	0	0	0	0	0	0	0	0	0	0
14	North Main Street - Specialty Retail	0	0	0	0	0	0	0	0	0	0	0	0
15	Centria Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
16	Paragon Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
17	Aspen Family Apartments	0	0	0	0	0	0	0	0	0	0	0	0
18	Starlight Center - Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
19	Everlasting Private Foundation- Religic	2	0	0	15	3	0	0	0	0	0	13	0
20	Matteson Residential Project	0	0	0	0	0	0	0	0	0	0	0	0
21													
22													
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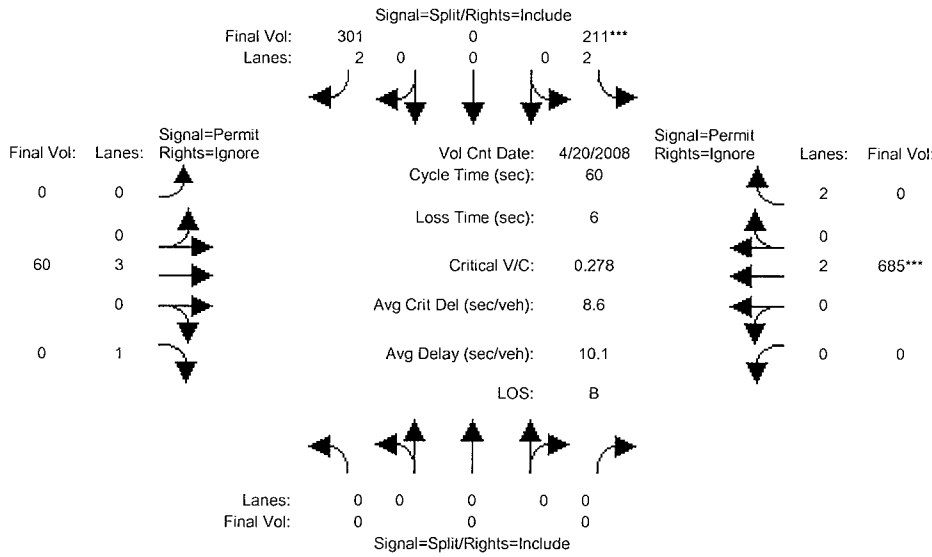
39													
40													
41													
42													
	TOTALS	2	112	0	15	12	0	0	0	8	0	108	5

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

Intersection #163: I-880 SB Ramps and Dixon Landing Road

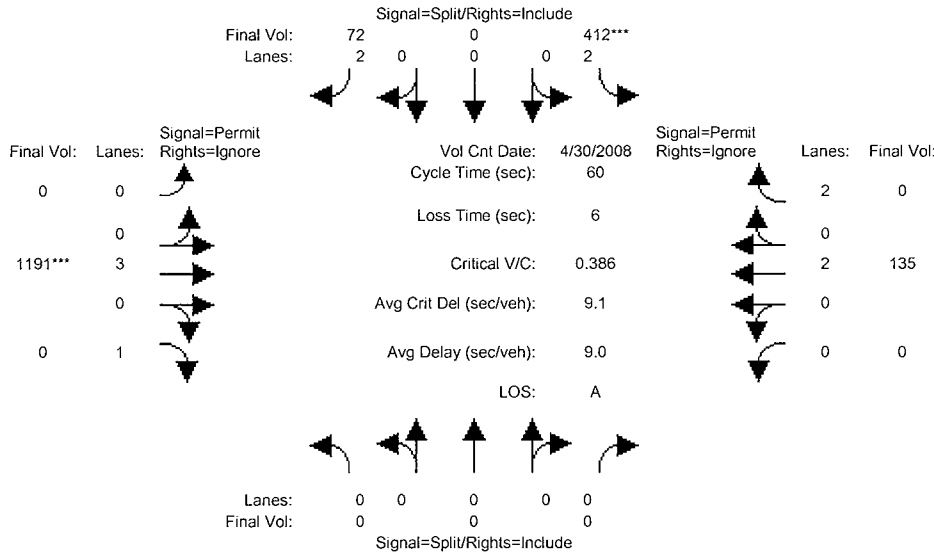


Street Name:	I-880 SB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Volume Module: >> Count Date: 20 Apr 2008 << 7:30-8:30 AM												
Base Vol:	0	0	0	211	0	301	0	60	25	0	685	1279
Growth Adj:	1.00	1.00	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	211	0	301	0	60	25	0	685	1279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	211	0	301	0	60	25	0	685	1279
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	211	0	301	0	60	0	0	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	211	0	301	0	60	0	0	685	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	211	0	301	0	60	0	0	685	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	0.11	0.00	0.01	0.00	0.00	0.19	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.00	0.58	0.00	0.00	0.58	0.00
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.33	0.00	0.02	0.00	0.00	0.33	0.00
Uniform Del:	0.0	0.0	0.0	14.7	0.0	15.4	0.0	5.4	0.0	0.0	6.6	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	15.6	0.0	5.4	0.0	0.0	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	0.0	15.6	0.0	5.4	0.0	0.0	6.7	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	0	0	0	4	0

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

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

Intersection #163: I-880 SB Ramps and Dixon Landing Road

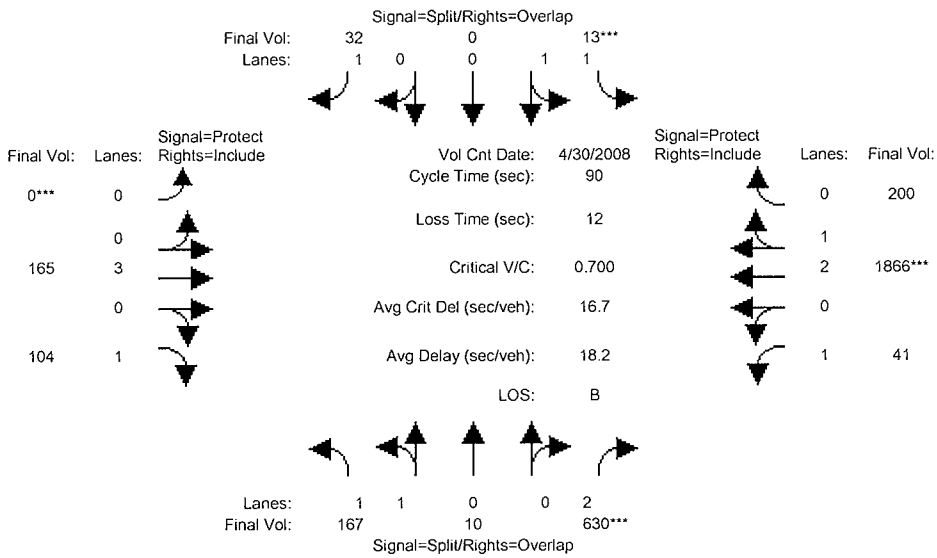


Street Name:	I-880 SB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Volume Module: >> Count Date: 30 Apr 2008 << 5:00-6:00 PM												
Base Vol:	0	0	0	412	0	72	0	1191	37	0	135	764
Growth Adj:	1.00	1.00	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	412	0	72	0	1191	37	0	135	764
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	412	0	72	0	1191	37	0	135	764
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	412	0	72	0	1191	0	0	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	412	0	72	0	1191	0	0	135	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	412	0	72	0	1191	0	0	135	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	0.12	0.00	0.03	0.00	0.23	0.00	0.00	0.04	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.08	0.00	0.39	0.00	0.00	0.06	0.00
Uniform Del:	0.0	0.0	0.0	16.4	0.0	14.9	0.0	6.4	0.0	0.0	5.1	0.0
IncremntDel:	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	0.0	14.9	0.0	6.5	0.0	0.0	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	0.0	14.9	0.0	6.5	0.0	0.0	5.1	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	0	4	0	0	1	0

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

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

Intersection #164: I-880 NB Ramps and Dixon Landing Road

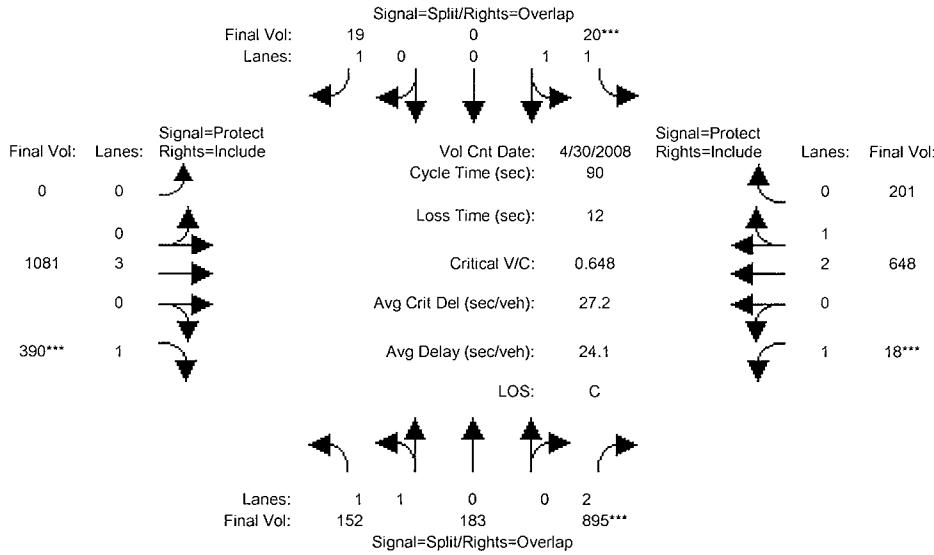


Street Name:	I-880 NB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30 AM												
Base Vol:	167	10	630	13	0	32	0	165	104	41	1866	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	10	630	13	0	32	0	165	104	41	1866	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	10	630	13	0	32	0	165	104	41	1866	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	10	630	13	0	32	0	165	104	41	1866	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	10	630	13	0	32	0	165	104	41	1866	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	10	630	13	0	32	0	165	104	41	1866	200
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	0.90	0.90
Lanes:	1.89	0.11	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.71	0.29
Final Sat.:	3424	205	2842	3618	0	1615	0	5187	1615	1805	4615	495
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.22	0.00	0.00	0.02	0.00	0.03	0.06	0.02	0.40	0.40
Crit Moves:			****	****			****				****	
Green/Cycle:	0.20	0.20	0.43	0.11	0.00	0.11	0.00	0.33	0.33	0.23	0.56	0.56
Volume/Cap:	0.25	0.25	0.52	0.03	0.00	0.18	0.00	0.10	0.20	0.10	0.73	0.73
Uniform Del:	30.4	30.4	18.9	35.7	0.0	36.3	0.0	21.0	21.7	27.3	14.8	14.8
IncremntDel:	0.2	0.2	0.4	0.0	0.0	0.5	0.0	0.0	0.2	0.1	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.6	30.6	19.3	35.7	0.0	36.8	0.0	21.0	21.9	27.4	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	19.3	35.7	0.0	36.8	0.0	21.0	21.9	27.4	15.8	15.8
LOS by Move:	C	C	B	D	A	D	A	C	C	C	B	B
HCM2kAvgQ:	2	2	8	0	0	1	0	1	2	1	17	17

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

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

Intersection #164: I-880 NB Ramps and Dixon Landing Road

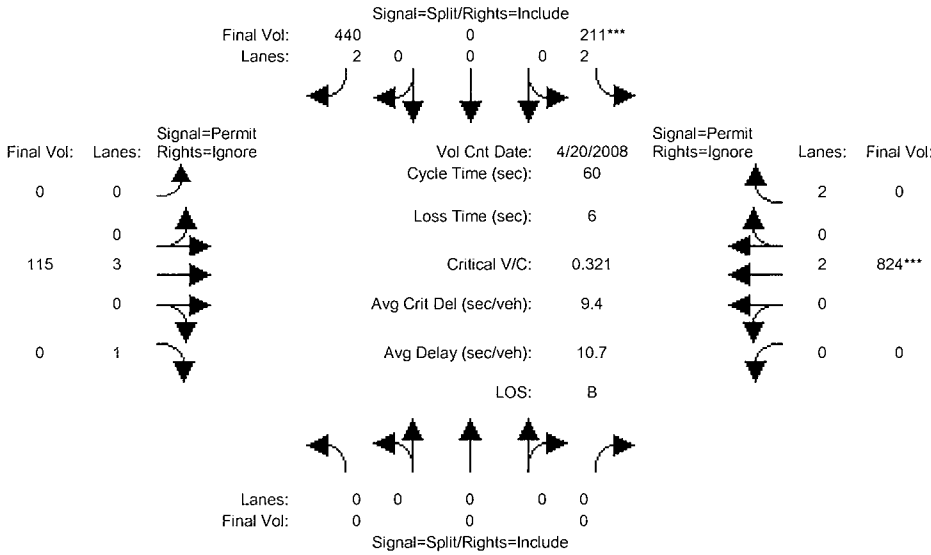


Street Name:	I-880 NB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 30 Apr 2008 << 5:00-6:00 PM												
Base Vol:	152	183	895	20	0	19	0	1081	390	18	648	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	183	895	20	0	19	0	1081	390	18	648	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	183	895	20	0	19	0	1081	390	18	648	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	183	895	20	0	19	0	1081	390	18	648	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	183	895	20	0	19	0	1081	390	18	648	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	183	895	20	0	19	0	1081	390	18	648	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.75	0.95	1.00	0.85	1.00	0.91	0.85	0.95	0.88	0.88
Lanes:	1.00	1.00	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	1858	1858	2842	3618	0	1615	0	5187	1615	1805	3816	1184
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.31	0.01	0.00	0.01	0.00	0.21	0.24	0.01	0.17	0.17
Crit Moves:			****	****					****	****		
Green/Cycle:	0.34	0.34	0.41	0.11	0.00	0.11	0.00	0.34	0.34	0.08	0.42	0.42
Volume/Cap:	0.24	0.29	0.76	0.05	0.00	0.11	0.00	0.61	0.71	0.13	0.40	0.40
Uniform Del:	21.6	22.0	22.6	35.8	0.0	36.0	0.0	24.6	25.7	38.7	18.2	18.2
IncremntDel:	0.1	0.1	3.0	0.1	0.0	0.3	0.0	0.6	4.2	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.7	22.2	25.6	35.8	0.0	36.2	0.0	25.2	29.9	39.1	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	22.2	25.6	35.8	0.0	36.2	0.0	25.2	29.9	39.1	18.4	18.4
LOS by Move:	C	C	C	D	A	D	A	C	C	D	B	B
HCM2kAvgQ:	3	4	14	0	0	1	0	10	11	1	6	6

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

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

Intersection #163: I-880 SB Ramps and Dixon Landing Road

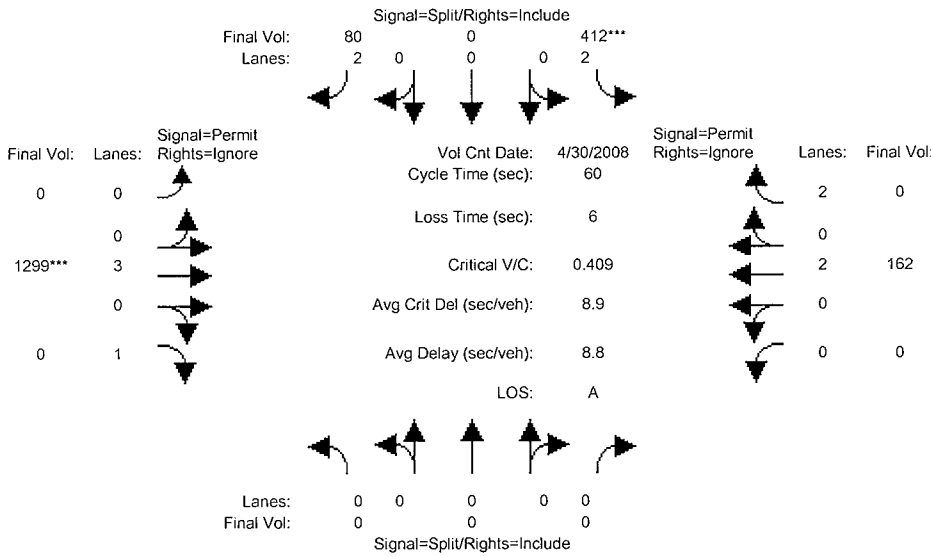


Street Name:	I-880 SB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Volume Module: >> Count Date: 20 Apr 2008 << 7:30-8:30 AM												
Base Vol:	0	0	0	211	0	301	0	60	25	0	685	1279
Growth Adj:	1.00	1.00	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	211	0	301	0	60	25	0	685	1279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	139	0	55	8	0	139	0
Initial Fut:	0	0	0	211	0	440	0	115	33	0	824	1279
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	211	0	440	0	115	0	0	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	211	0	440	0	115	0	0	824	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	211	0	440	0	115	0	0	824	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	0.15	0.00	0.02	0.00	0.00	0.23	0.00
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.00	0.54	0.00	0.00	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.43	0.00	0.04	0.00	0.00	0.43	0.00
Uniform Del:	0.0	0.0	0.0	12.9	0.0	14.4	0.0	6.6	0.0	0.0	8.4	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	14.7	0.0	6.6	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	13.0	0.0	14.7	0.0	6.6	0.0	0.0	8.5	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	4	0	0	0	0	5	0

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

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

Intersection #163: I-880 SB Ramps and Dixon Landing Road

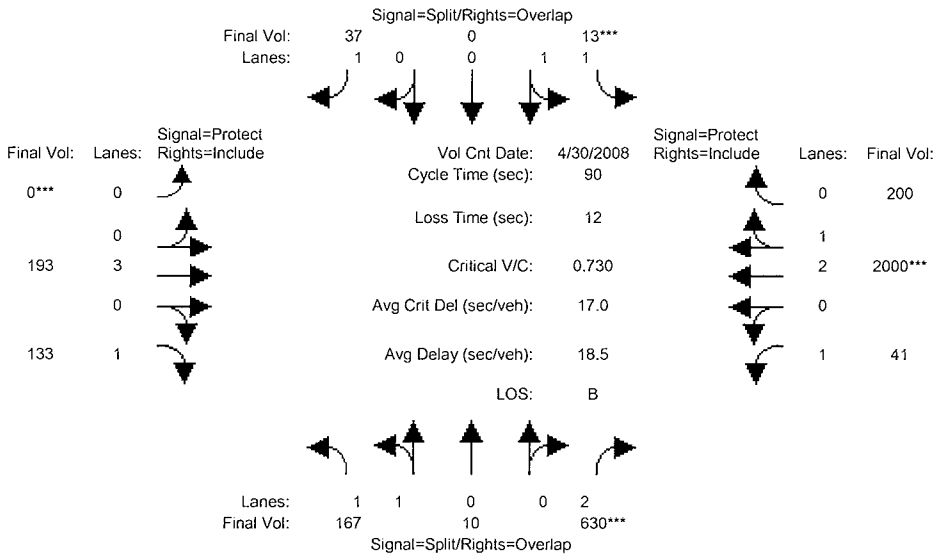


Street Name:	I-880 SB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Volume Module: >> Count Date: 30 Apr 2008 << 5:00-6:00 PM												
Base Vol:	0	0	0	412	0	72	0	1191	37	0	135	764
Growth Adj:	1.00	1.00	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	412	0	72	0	1191	37	0	135	764
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	8	0	108	112	0	27	0
Initial Fut:	0	0	0	412	0	80	0	1299	149	0	162	764
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	412	0	80	0	1299	0	0	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	412	0	80	0	1299	0	0	162	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	412	0	80	0	1299	0	0	162	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	0.12	0.00	0.03	0.00	0.25	0.00	0.00	0.04	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.10	0.00	0.41	0.00	0.00	0.07	0.00
Uniform Del:	0.0	0.0	0.0	17.3	0.0	15.7	0.0	6.0	0.0	0.0	4.7	0.0
IncremntDel:	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	15.7	0.0	6.1	0.0	0.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	15.7	0.0	6.1	0.0	0.0	4.7	0.0
LOS by Move:	A	A	A	B	A	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	1	0	5	0	0	1	0

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

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

Intersection #164: I-880 NB Ramps and Dixon Landing Road

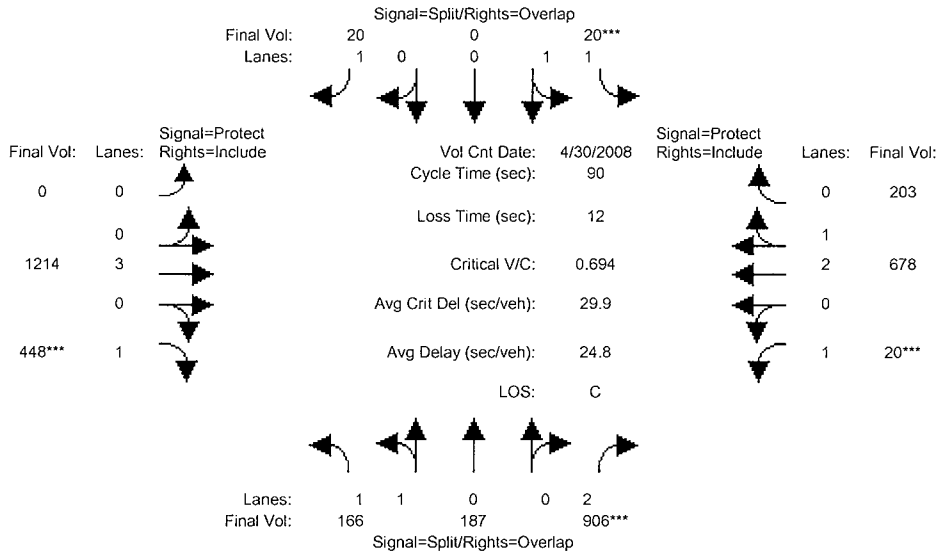


Street Name:	I-880 NB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 30 Apr 2008 << 7:30-8:30 AM												
Base Vol:	167	10	630	13	0	32	0	165	104	41	1866	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	10	630	13	0	32	0	165	104	41	1866	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	5	0	28	29	0	134	0
Initial Fut:	167	10	630	13	0	37	0	193	133	41	2000	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	10	630	13	0	37	0	193	133	41	2000	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	10	630	13	0	37	0	193	133	41	2000	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	10	630	13	0	37	0	193	133	41	2000	200
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	0.90	0.90
Lanes:	1.89	0.11	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.73	0.27
Final Sat.:	3424	205	2842	3618	0	1615	0	5187	1615	1805	4649	465
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.22	0.00	0.00	0.02	0.00	0.04	0.08	0.02	0.43	0.43
Crit Moves:			****	****			****				****	
Green/Cycle:	0.19	0.19	0.42	0.11	0.00	0.11	0.00	0.33	0.33	0.23	0.57	0.57
Volume/Cap:	0.26	0.26	0.52	0.03	0.00	0.21	0.00	0.11	0.25	0.10	0.76	0.76
Uniform Del:	31.1	31.1	19.3	35.7	0.0	36.4	0.0	20.8	21.8	27.1	14.9	14.9
IncremntDel:	0.2	0.2	0.4	0.0	0.0	0.6	0.0	0.0	0.2	0.1	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.3	31.3	19.7	35.7	0.0	37.0	0.0	20.8	22.1	27.2	16.1	16.1
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:	31.3	31.3	19.7	35.7	0.0	37.0	0.0	20.8	22.1	27.2	16.1	16.1
LOS by Move:	C	C	B	D	A	D	A	C	C	C	B	B
HCM2kAvgQ:	2	2	8	0	0	1	0	1	3	1	18	18

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

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

Intersection #164: I-880 NB Ramps and Dixon Landing Road



Street Name:	I-880 NB Ramps						Dixon Landing Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Volume Module: >> Count Date: 30 Apr 2008 << 5:00-6:00 PM												
Base Vol:	152	183	895	20	0	19	0	1081	390	18	648	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	183	895	20	0	19	0	1081	390	18	648	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	4	11	0	0	1	0	133	58	2	30	2
Initial Fut:	166	187	906	20	0	20	0	1214	448	20	678	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	187	906	20	0	20	0	1214	448	20	678	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	187	906	20	0	20	0	1214	448	20	678	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	187	906	20	0	20	0	1214	448	20	678	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.75	0.95	1.00	0.85	1.00	0.91	0.85	0.95	0.88	0.88
Lanes:	1.00	1.00	2.00	2.00	0.00	1.00	0.00	3.00	1.00	1.00	2.31	0.69
Final Sat.:	1856	1856	2842	3618	0	1615	0	5187	1615	1805	3856	1155
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.32	0.01	0.00	0.01	0.00	0.23	0.28	0.01	0.18	0.18
Crit Moves:			****	****					****	****		
Green/Cycle:	0.32	0.32	0.39	0.11	0.00	0.11	0.00	0.36	0.36	0.08	0.44	0.44
Volume/Cap:	0.28	0.32	0.81	0.05	0.00	0.11	0.00	0.65	0.76	0.14	0.40	0.40
Uniform Del:	23.2	23.5	24.3	35.8	0.0	36.0	0.0	23.9	25.3	38.7	17.1	17.1
IncremntDel:	0.1	0.2	4.6	0.1	0.0	0.3	0.0	0.8	6.0	0.5	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	23.3	23.6	28.9	35.8	0.0	36.3	0.0	24.6	31.3	39.2	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.6	28.9	35.8	0.0	36.3	0.0	24.6	31.3	39.2	17.2	17.2
LOS by Move:	C	C	C	D	A	D	A	C	C	D	B	B
HCM2kAvgQ:	4	4	15	0	0	1	0	11	13	1	6	6

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