HEXAGON TRANSPORTATION CONSULTANTS, INC.

Granite Rock Facility Operations Expansion

Draft Transportation Analysis

Prepared for:

David J. Powers & Associates, Inc.

August 30, 2022

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 18RD12
Phone: 408.846.7410

Table of Contents

Executive Summary i
1. Introduction 5
2. Existing Transportation Setting 11
3. CEQA Transportation Analysis 18
4. Local Transportation Analysis 27
8. Conclusions 59

Appendices

Appendix A San Jose VMT Evaluation Tool Output Sheet
Appendix B Traffic Counts
Appendix C Approved Trips Inventory
Appendix D Volume Summary
Appendix E Intersection Level of Service Calculations
Appendix F Signal Warrant Analysis

List of Tables

Table 1 CEQA VMT Analysis Screening Criteria for Development Projects 19
Table 2 Proposed Project Uses to Equivalent Industrial Space 20
Table 3 CEQA VMT Analysis Significant Impact Criteria for Development Projects 24
Table 4 Existing and Proposed Facility Operations 28
Table 5 Project Trip Estimates Based on Daily Activities – Existing Facility Operations 30
Table 6 Project Trip Estimates Based on Daily Activities – Proposed Facility Operations 31
Table 7 Daily and Peak-Hour Project Trip Generation Estimates 32
Table 8 Signalized Intersection Level of Service Definitions Based on Control Delay 41
Table 9 Intersection Levels of Service 43
Table 10 Queuing Analysis 48
Table 11 Freeway Segment Capacity 52
Table 12 Average Daily Traffic on Surrounding Streets 53

List of Figures

Figure 1 Project Site Location 6
Figure 2 Proposed Site Plan 7
Figure 3 Existing Pedestrian Facilities 13
Figure 4 Existing Bicycle Facilities 14
Figure 5 Existing Transit Services 16
Figure 6 VMT per Industrial Job Heat Map in San Jose 22
Figure 7 VMT per Industrial Job Heat Map in Project Area 23
Figure 8 VMT Analysis Summary 26
Figure 9 Project Trip Distribution 33
Figure 10 Project Trip Assignment 34
Figure 11 Existing Lane Configurations 37
Figure 12 Existing Traffic Volumes 38
Figure 13 Background Traffic Volumes 39
Figure 14 Background Plus Project Traffic Volumes 40

Figure 15 CHSPADP Caltrain Pedestrian/Bicycle Connection 46
Figure 16 Truck On-Site Circulation 54
Figure 17 Truck Turn Radii 56

Executive Summary

This report presents the results of the transportation analysis (TA) for the proposed the proposed Granite Rock Concrete & Asphalt processing facility operations expansion. The existing facility is located at 100 Granite Rock Way in San Jose, California.

The existing facility receives materials to be processed via rail cars via a spur from the railroad tracks along the site's eastern border. Products from the facility are then transported by trucks off-site to customers throughout the Bay Area. The project proposes to extend the existing rail infrastructure on-site to accommodate additional rail cars. In addition to the expansion of existing site operations, the project also proposes the addition of asphalt operations, powder operations, road oil operations, and a concrete central mix plant.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Policy (Council Policy 5-1), the City of San Jose's *Transportation Analysis Handbook 2018,* the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and the California Environmental Quality Act (CEQA) guidelines. Per the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA transportation analysis and a local transportation analysis (LTA).

The CEQA transportation analysis for the project consists of a project-level Vehicle Miles Traveled (VMT) impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA Transportation Analysis

Project-Level VMT Impact Analysis

Based on project information provided by the applicant, the proposed project with the expansion is estimated to generate the same number of daily trips as would be estimated to be generated by 302,419 square feet of industrial space. The proposed project operations will be similar to industrial uses since industrial land uses generally have minimal office space and have a greater amount of truck activity on-site. Therefore, the number and origination/destination of daily trips generated by both

industrial and the proposed concrete and asphalt processing facility should be similar. The amount of equivalent industry space was used to evaluate the project VMT impact using the San Jose's VMT evaluation tool. Based on the tool and the project site's assessor's parcel number (APN), the VMT generated by the project would be 12.28 per industrial worker, which is lower than the City's industrial threshold of 14.37 per employee. Therefore, the project's VMT impact would be less than significant.

Cumulative (GP Consistency) Evaluation

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed expansion would increase the employment density and diversity in the project area.
- The project would not negatively impact existing transit, bicycle, or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle, or pedestrian facilities.

Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Based on the proposed operations provided by the applicant and the driveway counts conducted for the existing operations, the proposed expansion would result in an increase of 780 daily trips with 90 new trips (39 inbound and 51 outbound) occurring during the AM peak hour and a reduction of 3 trips (0 inbound and -3 outbound) occurring during the PM peak hour. All new peak-hour trips would be trucks because the expanded operations would not change the existing employee work shift schedule which results in the arrival and departure of employees outside of the AM and PM peak commute periods.

Intersection Operation Conditions

Based on the City of San Jose intersection operations analysis criteria, the added project trips would cause adverse operations effects at the Snell Avenue and Capitol Expressway intersection. All other intersections would operate at acceptable levels of service under all future study scenarios.

Snell Avenue and Capitol Expressway

This intersection would operate at unacceptable LOS F and E during both the AM and PM peak hours, respectively, under background conditions and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more under the AM peak hour. Based on City of San Jose's and CMP guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect at this intersection can be addressed by extending the receiving lane on Capitol Expressway for the northbound right-turn movement from Snell Avenue and relocating the bus stop near the southeast corner of the intersection further downstream to allow the northbound right to operate as a free movement. The improvement would reduce the average intersection delay to be shorter than the average delay under background conditions, but the level of service would remain LOS F.

However, the implementation of the intersection improvement will have minimal effect on vehicular delay while degrading pedestrian and bicycle travel through the intersection and may result in additional delay to buses utilizing the referenced bus stop due to inadequate gaps in traffic flow from the

northbound right-turn. The degradation of multi-modal travel through the intersection due to the implementation of roadway adjustments for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City and County staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as a signal modification to remove the right-turn channelization islands at the northwest and northeast corners of the intersection. The removal of the channelization islands will improve the pedestrian crossing environment.. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

In addition, the project site is located within the Communications Hill Specific Plan Area Development Policy (CHSPADP) boundary. The CHSPADP identified the Capitol Expressway and Snell Avenue intersection, as well as other intersections, to operate below the City's LOS standard. Rather than constructing improvements that enhance vehicular capacity at isolated intersections, such as Capitol Expressway and Snell Avenue, that are of little benefit to the overall roadway system, the CHSPADP provides the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP acknowledged that as other properties within the CHSP came forward for development, it was expected that subsequent traffic analyses would be required to determine participation in the ADP. Thus, the implementation of the CHSPADP improvements could reduce the identified adverse operations to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

In the project area, the CHSADP identifies the improvement options to provide a pedestrian/bicycle connection and overcrossing between the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road to the west side of the railroad tracks adjacent to Hillsdale Avenues or Granite Rock Way.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment analysis show that the project is not projected to add traffic volumes representing one percent or more of the freeway capacity. Based on CMP freeway impact criteria, none of the freeway segments would be impacted by the project.

Intersection Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of trips to the left-turn movements.

The queuing analysis indicates that the projected maximum vehicle queues for the southbound left-turn pockets at the Snell Avenue and Capitol Expressway intersection exceeds the existing vehicle storage capacity (14 vehicles per lane for two left-turn lanes) under existing conditions and the maximum vehicle queues would continue to exceed the existing storage capacity under background, and project conditions during the AM and PM peak hours.

During AM peak hour, the addition of project traffic is projected to increase the projected maximum queue length by two vehicles per lane for a maximum queue length of 20 vehicles per lane under background plus project conditions. During the PM peak hour, the projected maximum queue length is 28 vehicles per lane under background conditions, and the project would not increase the queue length.

The existing southbound left-turn pockets at the intersection of Snell Avenue and Capitol Expressway cannot be extended due to inadequate spacing on Snell Avenue between Capitol Expressway and Hillcap Avenue. Therefore, the addition of a third left-turn lane on the southbound approach would be required to accommodate the projected queue. The addition of the third southbound left-turn at the intersection also would require removal of the "pork chop" islands on the southbound approach of the intersection, relocation of the existing traffic signal, and restriping of the lanes. However, the implementation of roadway adjustments for the purpose of increasing vehicular capacity that could result in the degradation of multi-modal travel through the intersection is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City and County staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as a signal modification to remove the right-turn channelization islands at the northwest and northeast corners of the intersection. The removal of the channelization islands will improve the pedestrian crossing environment.

The CHSPADP also identified the need for a third southbound left-turn lane at the Capitol Expressway and Snell Avenue intersection. However, rather than constructing improvements that enhance vehicular capacity at isolated intersections, such as Capitol Expressway and Snell Avenue, that are of little benefit to the overall roadway system, the CHSPADP provides the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP acknowledged that as other properties within the CHSP came forward for development, it was expected that subsequent traffic analyses would be required to determine participation in the ADP. Therefore, the addition of a third southbound left-turn pocket at this intersection is not recommended. The CHSPADP is described in further detail in the previous section.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveway as a result of the project. However, the City will require that the proposed 28 foot driveway along Granite Rock Way be widened to 32 feet for commercial truck use.

The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. However, the CHSADP identifies a pedestrian connection and overcrossing of the railroad tracks to provide access from the CHSPADP to the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road. The crossing would be located north of the existing Capitol Caltrain Station. Therefore, the project should consider the accommodation of a future pedestrian access easement along the north portion of the property limits.

Hexagon has the following recommendations resulting from the parking evaluations.

- Based on the proposed facility operations, the greatest number of employees on-site would occur before 11 AM when there would be 89 employees. Therefore, the proposed 75 off-street parking spaces would not meet the City's parking requirement of 89 spaces. The project may require an additional 14 off-street parking spaces for employees.
- Based on the proposed facility operations, the project is expected to have 89 full-time employees, which would require 9 long-term bicycle spaces to meet the City's bicycle parking requirement.

1. Introduction

This report presents the results of the transportation analysis (TA) for the proposed Granite Rock Concrete & Asphalt processing facility operations expansion. The existing facility is located at 100 Granite Rock Way in San Jose, California. The existing facility receives materials to be processed via rail cars via a spur from the railroad tracks along the site's eastern border. Products from the facility are then transported by trucks off-site to customers throughout the Bay Area.

Project Description

The current operations on site consist of a concrete plant, aggregate distribution, a recycle yard, and a maintenance/construction equipment dispatch yard. The aggregate distribution operations utilizes an existing 25 rail car spur track with an unloading capacity of 400 tons per hour. The current hours of operation for the facility are Monday through Friday 6:00 AM to 8:00 PM. The existing site operations are currently operated by 28 full-time employees in four shift times, with the majority of the employees (23 employees) working a 12-hour shift between 6:00 AM and 8:00 PM. The current site operations currently generate an estimated 323 daily trucks.

The proposed facility and operations expansion (the project) includes the expansion of the current concrete plant, aggregate distribution facility, recycle yard operations along with the addition of an asphalt plant and cementitious distribution facility. The existing maintenance/construction equipment dispatch will be removed from the project site. In addition, the existing rail spur will be extended to accommodate 55 or more rail cars with an increase in unloading capacity to 2,000 tons per hour. Operations of the expanded facility will continue to be Monday through Friday 6:00 AM to 8:00 PM. The number of employees is proposed to increase from the current 28 employees to 92 employees as part of the expanded and new site operations. The number of trucks associated with the expanded facility also will increase from the current 323 to 658 daily trucks.

The project site location and surrounding study area are shown in Figure 1. The proposed project site plan is shown in Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Policy (Council Policy 5-1), the City of San Jose's *Transportation Analysis Handbook* 2018, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and the California Environmental Quality Act (CEQA) guidelines. Per the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook* 2018, the TA report for the project consists of a CEQA Vehicle-Miles Traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

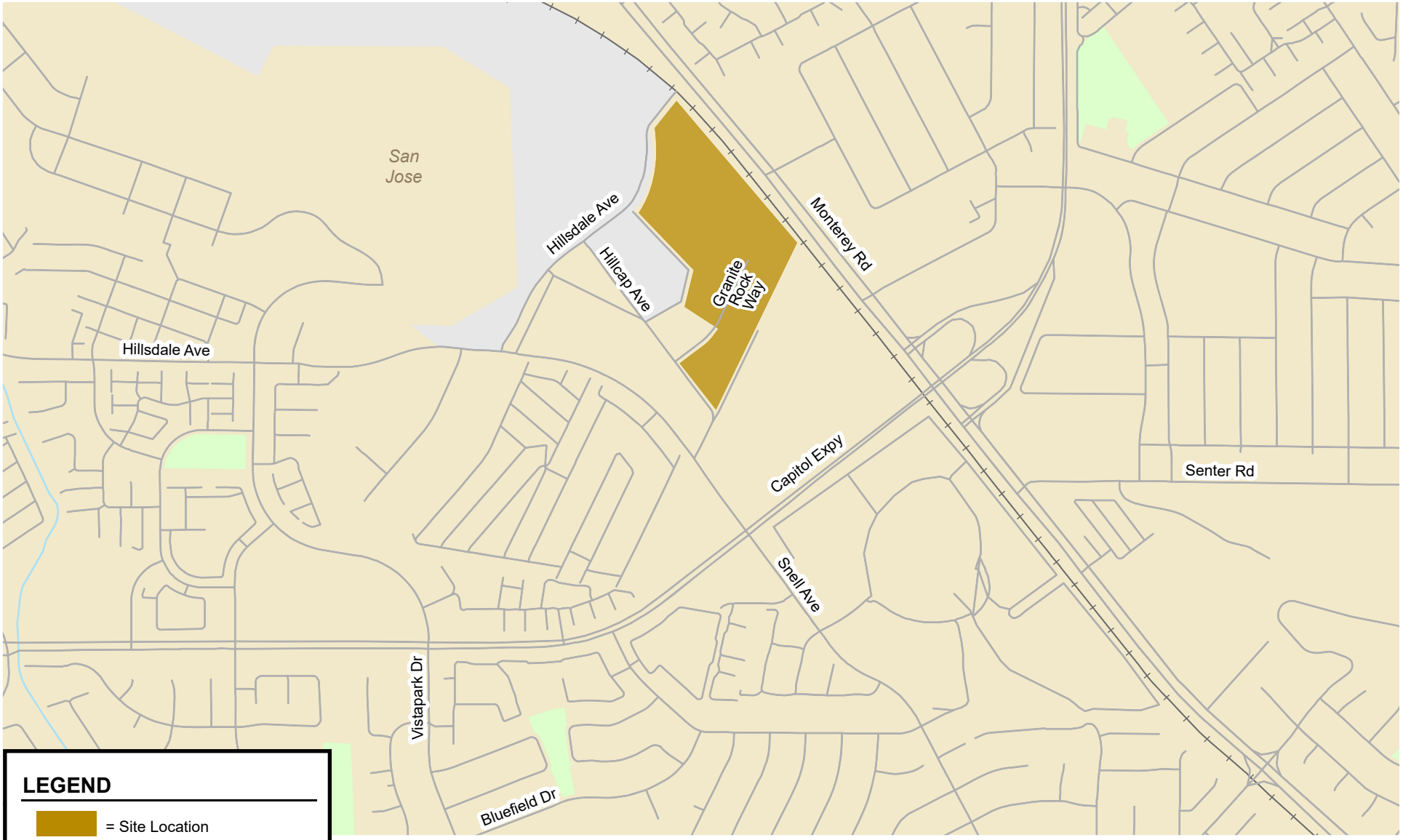


Figure 1
Site Location

NORTH
Not to Scale

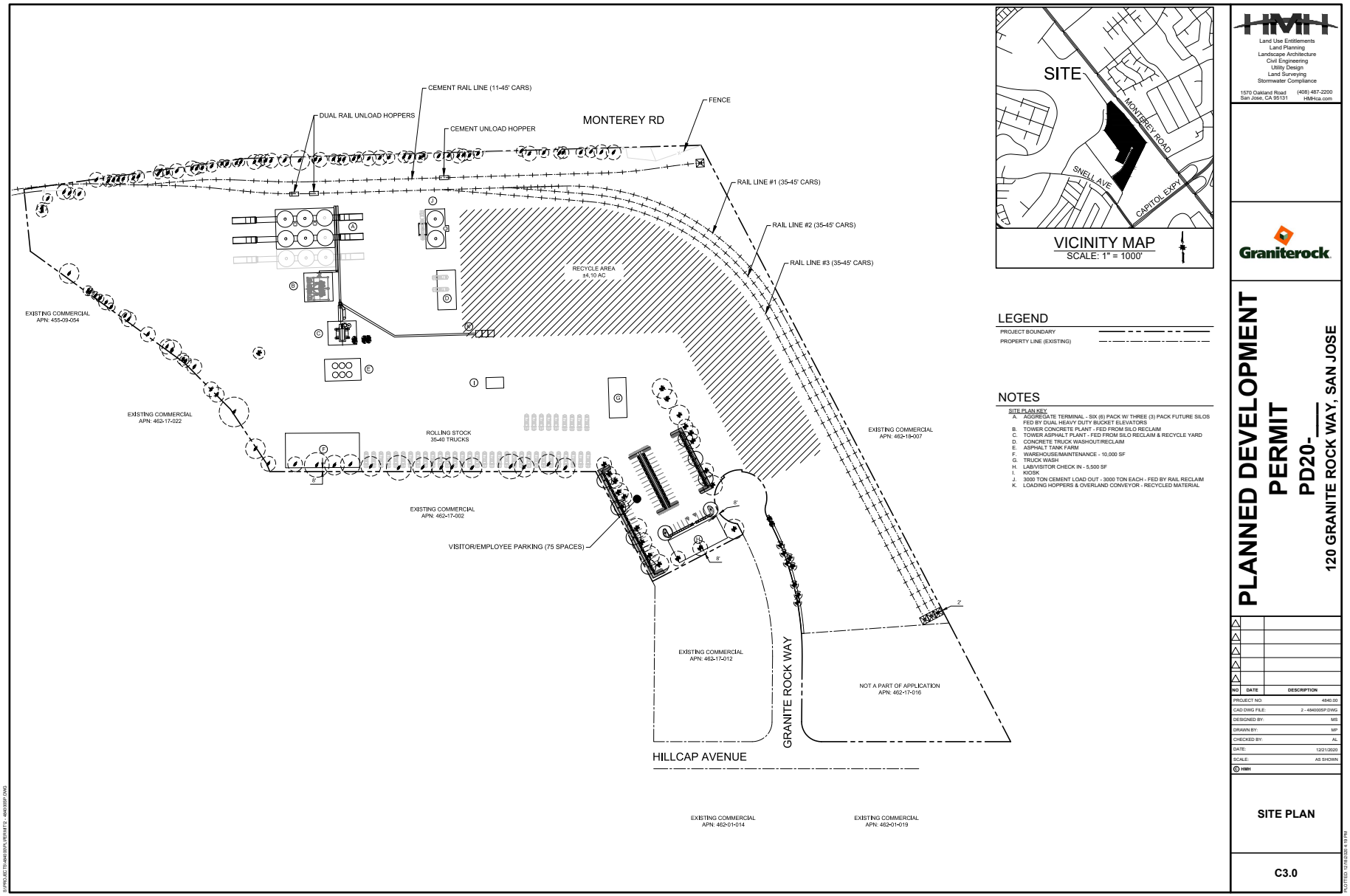


Figure 2
Proposed Site Plan

NORTH
Not to Scale

Transportation Policies

City of San Jose Transportation Policy

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on VMT rather than level of service.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);

- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project includes a project-level VMT impact analysis using the City's VMT tool and a cumulative analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. However, the proposed project will include uses for which the City's VMT tool is not capable of estimating VMT. Therefore, based on direction from City staff, the VMT evaluation for the proposed project was conducted by determining an equivalent amount of industrial square footage, for which the City has established a threshold of significance, based on the daily trips that are estimated to be generated by the project.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required. However, the proposed project will not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) supplements the CEQA VMT analysis and identifies transportation operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak-hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy, however the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area. Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions***. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from the City of San Jose, VTA for 2018 CMP PM counts, and supplemented with new manual turning-movement counts collected in May 2018. The collection of new turning movement counts was not possible due to the unprecedented traffic conditions caused by COVID-19 and the order to shelter in place issued by the Santa Clara County Department of Public Health. Therefore, as recommended by the City of San Jose, a 1% compounded annual growth factor was applied to counts that are older than two years to estimate traffic conditions in 2020.
- ***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 approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI).
- ***Background Plus Project Conditions***. Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 87 and US 101, as described below.

SR 87 is a six-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. Access to and from the project site is provided by ramps at Capitol Expressway/Narvaez Avenue.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via full interchanges at Capitol Expressway and SR 85.

Major roadways within the project area include Capitol Expressway and Monterey Road. These roads are described below.

Capitol Expressway is a six-lane roadway designated as a Grand Boulevard in the General Plan that is aligned in an east-west orientation. Capitol Expressway begins at its interchange with I-680 in east San Jose, where it changes designation from San Antonio Street, and extends to the south and west where it changes designation to Hillsdale Avenue at Almaden Expressway. Access to the site is provided via its intersection with Snell Avenue.

Monterey Road (SR 82) is a six-lane roadway designated as a Grand Boulevard in the General Plan that is oriented in a north-south direction. Monterey Road extends southward into Morgan Hill and northward into San Francisco. Access to the site is provided via its interchange with Capitol Expressway.

Local access to the site is provided by Snell Avenue, Hillsdale Avenue, Hillcap Avenue, and Granite Rock Way. These roads are described below.

Snell Avenue is a four-lane roadway designated as a City Connector Street in the project vicinity in the General Plan that begins south of Santa Teresa Boulevard and extends northward to Hillsdale Avenue, where it terminates. Access to the site is provided via its intersection with Hillcap Avenue.

Hillsdale Avenue is an east-west two-to-four lane roadway designated as a City Connector Street in the project vicinity in the General Plan. Hillsdale Avenue begins at Pearl Avenue and extends eastward beyond Snell Avenue terminating just west of the railroad tracks. Access to Hillsdale Avenue is provided via Hillcap Avenue. Per the City's municipal code (11.96.080-Restricted Street-seven tons),

Hillsdale Avenue, between Snell Avenue and Old Almaden Road, is a restricted street which does not allow for operations of commercial vehicles exceeding maximum gross vehicle weights of seven tons.

Hillcap Avenue is a two-lane roadway that provides a connection between Hillsdale Avenue and Snell Avenue. Access to the project is provided via Granite Rock Way.

Granite Rock Way is a two-lane roadway that provides direct access to the project site at its eastern terminus.

Existing Pedestrian and Bicycle Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the need of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities in the immediate area of the project site (shown in Figure 3) are intermittent. Sidewalks are found along the following roadway segments in the project vicinity.

- Granite Rock Way – south side
- Hillcap Avenue – west side only north of Granite Rock Way and both sides between Hillcap Avenue and Snell Avenue
- Snell Avenue – both sides between Capitol Expressway and Hillsdale Avenue
- Hillsdale Avenue – both sides between Snell Avenue and Vista Park Drive. There is no sidewalk provided on the north side of Hillsdale Avenue between Snell Avenue and the railroad tracks.

Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections, with the exception of the south approach of the Snell Avenue and Hillcap Avenue intersection. In addition, ADA-compliant ramps are not provided at either of the four corners of the Snell Avenue and Hillcap Avenue intersection and southwest and southeast corners of the Hillcap Avenue and Granite Way intersection.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. Class IV bicycle facilities (protected/buffered bike lanes) are currently being installed throughout the City as part of the Better Bikeways project. The locations of existing bicycle facilities are shown on Figure 4.

Currently, Class II bike lanes are provided on the following roadway segments:

- Snell Avenue, between Hillsdale Avenue and Curie Drive
- Senter Road, along its entire length
- Seven Trees Boulevard, between Capitol Expressway and Senter Road
- Vistapark Drive, south of Capitol Expressway

Class IV buffered bike lanes are currently provided along the following roadway segments:

- Monterey Road, along its entire length in the project vicinity.



Figure 3
Existing Pedestrian Facilities

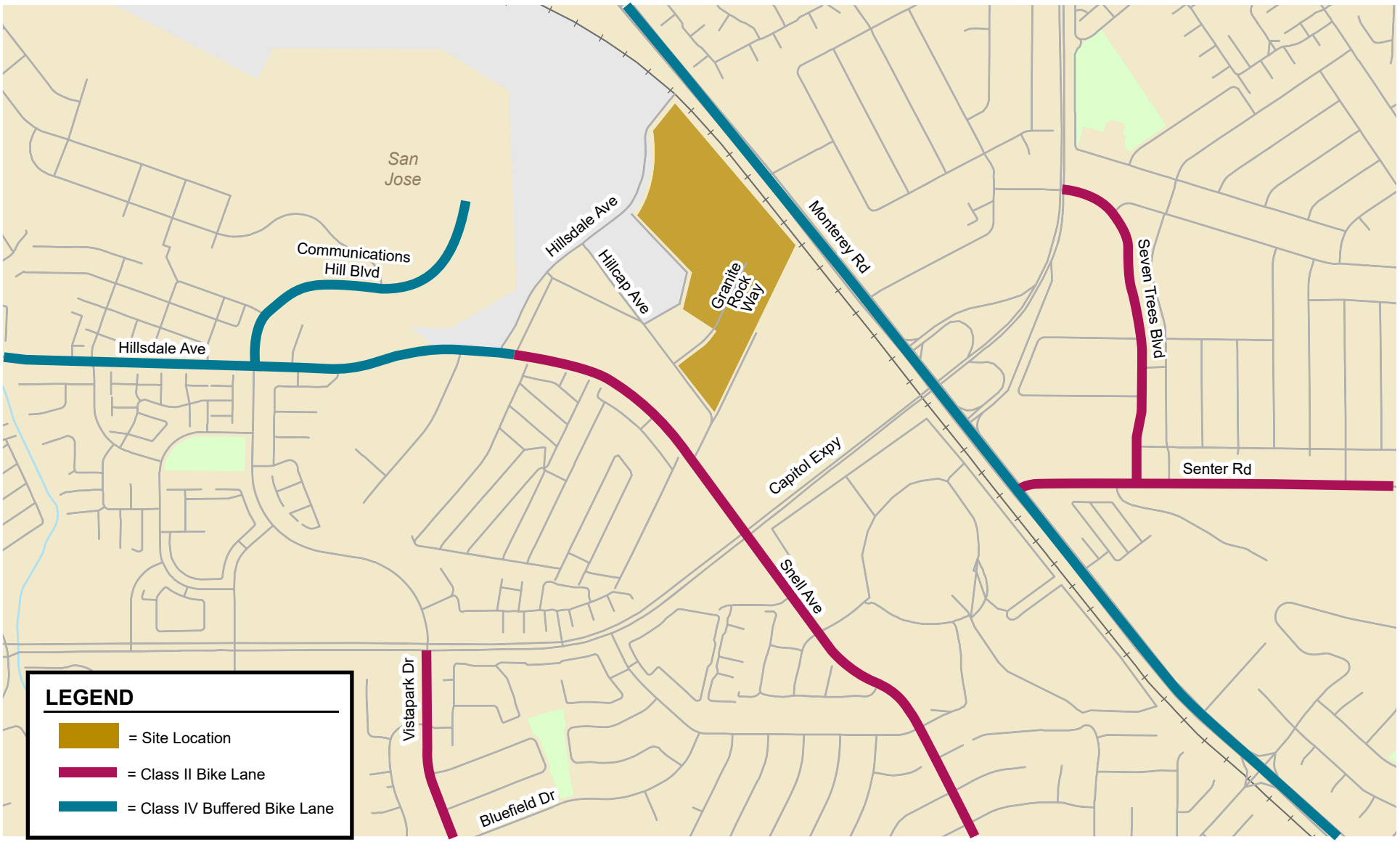


Figure 4
Existing Bicycle Facilities

- Hillsdale Avenue, between Snell Avenue and Summercreek Drive

In addition, the City of San Jose bicycle master plan*, San Jose Better Bike Plan 2025*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and or establishing potential connections.

Although none of the residential streets near the project site provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage.

Existing Transit Services

Existing transit service to the study area is provided by the VTA and Caltrain. However, transit services have been reduced significantly due to the ongoing COVID-19 pandemic. Normal (pre-COVID-19) services are described below and shown on Figure 5.

VTA Bus Service

The project site is primarily served by six VTA bus lines. The closest bus stops are located near the intersections of Snell Avenue and Capitol Expressway. The VTA bus services are described below.

Local Route 42 provides service between Kaiser Hospital in San Jose and Evergreen Valley College. Route 42 operates along Senter Road, Seven Trees Boulevard, and Capitol Expressway in the project study area from 6:30 AM to 7:15 PM, with 50-minute headways during the weekday peak commute periods. The closest bus stop to the project site is located near the intersection of Monterey Road and Senter Road.

Frequent Route 66 provides service between Kaiser Hospital and Dixon Landing Road in Milpitas. Route 66 operates along Monterey Road in the project study area from 5:15 AM to 11:50 PM, with 15-minute headways during the weekday peak commute periods. The closest bus stop to the project site is located near the Monterey Road/Rancho Drive and Monterey Road/Senter Road intersections.

Frequent Route 68 provides service between the San Jose Diridon Station and Gilroy Transit Center in Gilroy. Route 68 operates along Monterey Highway in the project study area from 5:00 AM to 12:25 AM, with 15-minute headways during the weekday peak commute periods. The closest bus stop to the project site is located near the Monterey Road/Rancho Drive and Monterey Road/Senter Road intersections.

Local Route 71 provides service between the Capitol LRT Station and the Great Mall Transit Center in Milpitas. Route 71 operates along Capitol Expressway and Senter Road in the project study area from 5:35 AM to 10:10 PM, with 30-minute headways during the weekday peak commute periods. The closest bus stop to the project site is located near the intersection of Snell Avenue and Capitol Expressway.

Frequent Route 72 provides service between the Monterey Road/Senter Road and Downtown San Jose. Route 72 operates along Monterey Road and Senter Road in the project study area from 5:30 AM to 11:50 PM, with 15- to 20-minute headways during the weekday peak commute periods. The closest bus stop to the project site is located near the intersection of Monterey Road and Senter Road.

Frequent Route 73 provides service between the Monterey Road/Senter Road area and Downtown San Jose. Route 73 operates along Monterey Road and Senter Road in the project study area from 5:30 AM to 11:55 PM, with 15- to 20-minute headways during the weekday peak commute periods. The closest bus stop to the project site is located near the intersection of Monterey Road and Senter Road.



Figure 5
Existing Transit Services

Caltrain

Caltrain operates a commuter rail service seven days a week between the Diridon Station in San Jose and San Francisco. During weekday commuting hours, Caltrain also serves south San Jose and the south county including Gilroy, San Martin, and Morgan Hill.

The Capitol Caltrain Station is the nearest Caltrain station and is located at the intersection of Monterey Road and Fehren Drive. Caltrain provides weekday commute service to the Capitol Caltrain station with three northbound trains during the AM peak commute hour and three southbound trains during the PM peak commute hours with 30- to 60-minute headways. The Capitol Caltrain Station provides a direct connection to VTA bus routes (Frequent Routes 66 and 68). Currently there is no direct access point to the Capitol Caltrain Station from the project site. Access to the station requires the use of the Capitol Expressway overcrossing of Monterey Highway. The approximately 1.15-mile route includes the use of Snell Avenue, Capitol Expressway, and Monterey Highway. Access to Monterey Highway from Capitol Expressway is provided by stairs along the north side of Capitol Expressway east of Monterey Highway.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 1 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. The proposed project is located within a Planned Growth Area (Communication Hill Specific Plan Area Development Policy) as defined in the Envision San Jose 2040 General Plan. However, the project would not meet the City's screening criteria for small infill projects. Therefore, a detailed VMT analysis for the proposed project is required.

VMT Evaluation Methodology and Impact Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with

Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity. When

assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees. Non-residential and non-employment uses, such as retail and hotel uses are assessed based on their effects on total VMT.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

However, the City's VMT Evaluation Tool is limited to the evaluation of the general land use categories of residential, office, and industrial. Therefore, the use of the VMT tool for uses that are not reflective of one of the four general land uses, such as the proposed concrete and asphalt processing facility, requires the conversion of the proposed use to an equivalent amount of residential units, office space, or industrial space. The proposed project operations will be similar to industrial uses since industrial land uses generally have minimal office space and have a greater amount of truck activity on-site. Therefore, the number and origination/destination of daily trips generated by both industrial and the proposed concrete and asphalt processing facility should be similar. Therefore, the proposed concrete and asphalt processing facility was converted into an equivalent amount of industrial space by comparing estimates of trips for the proposed project based on anticipated facility operations that were provided by the applicant to trip generation estimates for industrial uses based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Based on project information provided by the applicant, the proposed project is estimated to generate 1,500 daily trips which is equivalent to the trips estimated to be generated by 302,419 square feet of industrial space. Therefore, the proposed concrete and asphalt processing facility is expected to have employees with trip-making characteristics that are comparable to 302,419 s.f. of industrial space. Table 2 presents the proposed concrete and asphalt processing facility to industrial equivalency calculation. The estimated daily trips for the proposed project is discussed in greater detail in Chapter 4 of this report.

Table 2
Proposed Project Uses to Equivalent Industrial Space

Land Use	ITE Land Use Code	Size	Daily Trips		
			Trip Rate		Trips
Proposed Land Use					
Granite Rock Operations	Estimated based on Activities[1]				1,500
Equivalent Land Use					
Industrial Building	110 (General Light Industrial)[2]	302,419 s.f.	4.96	per 1000 s.f.	1,500

Notes:
1. Based on project information provided by the applicant. See Tables 6 and 7 in Chapter 4.
2. Based on *ITE Trip Generation Manual, 10th Edition.*

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT

reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle-trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Baseline VMT Estimates

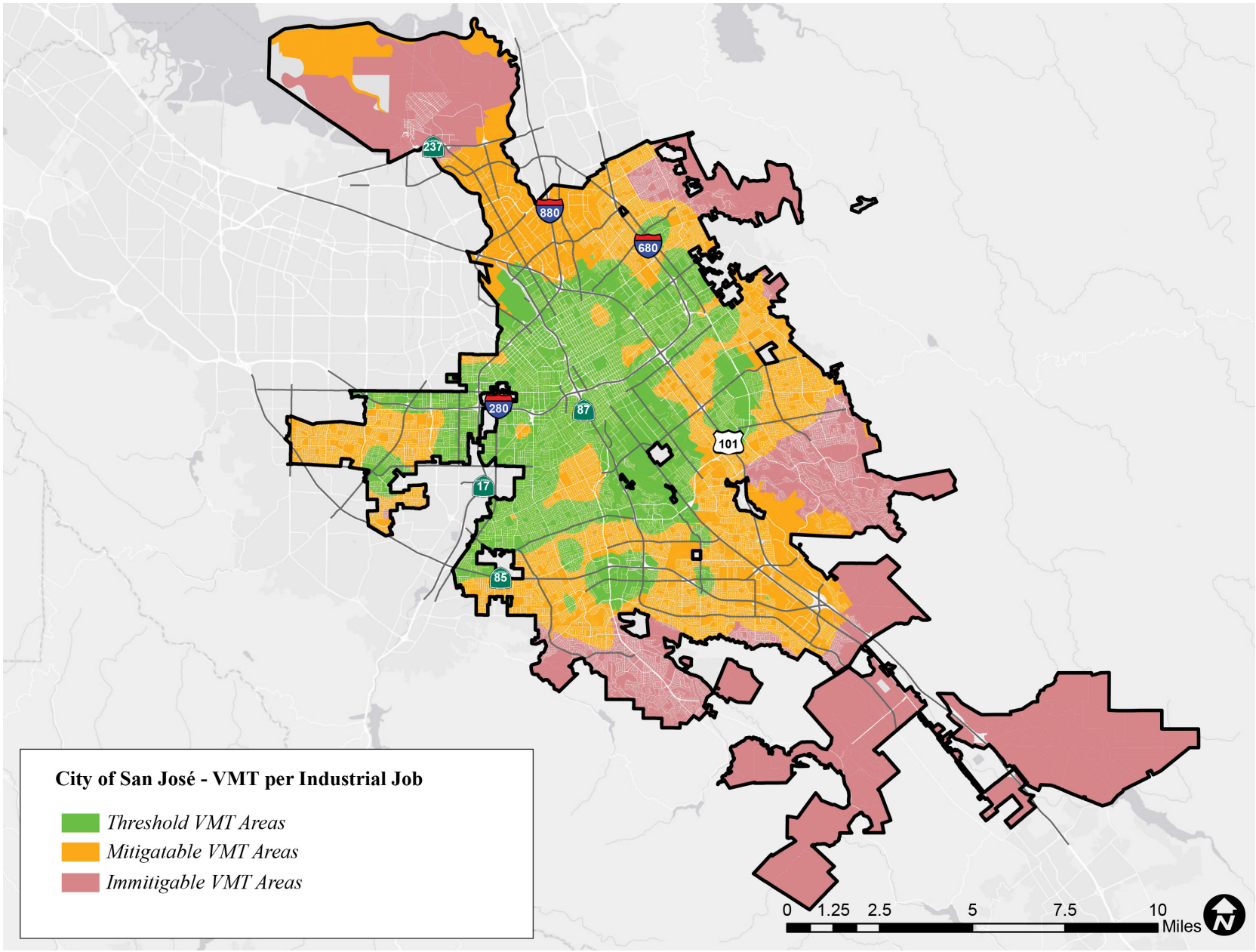
The thresholds of significance for residential and employment development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figure 6 shows the current VMT levels estimated by the City for workers. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 7 shows the current VMT levels estimated by the City for workers in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.



Source: City of San Jose Transportation Analysis Handbook (April 2018)

Figure 6
VMT per Industrial Job Heat Map in San Jose



Figure 7
VMT per Industrial Job Heat Map in Project Area

NORTH
Not to Scale

Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. The criterion applicable for the proposed project is described below.

- Projects that include industrial employment uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee. Currently, the reported regional average is 14.37 VMT per employee, which is also the significant impact threshold.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2018.

VMT of Existing Land Uses

The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for industrial uses in the project vicinity is 12.44 per industrial employee. As shown in Table 4, the current regional average VMT for industrial uses is 14.37 per employee. Therefore, the existing VMT levels of industrial uses in the project vicinity are currently less than the regional average VMT. Appendix A presents the VMT Evaluation Tool summary report for the project.

Project-Level VMT Impact Analysis

Based on project information provided by the applicant, the proposed project is estimated to generate the same number of daily trips as would be generated by 302,419 square feet of industrial space (see Table 2). The amount of equivalent industry space was used to evaluate the project VMT impact using the VMT evaluation tool. The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is projected to generate VMT per industrial employee (12.28), which is lower than the City's industrial threshold of 14.37 per employee. Therefore, the project's VMT impact would be less than significant. Figure 8 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*. The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed expansion would increase the employment density and diversity in the project area.
- The project would not negatively impact existing transit, bicycle, or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle, or pedestrian facilities.

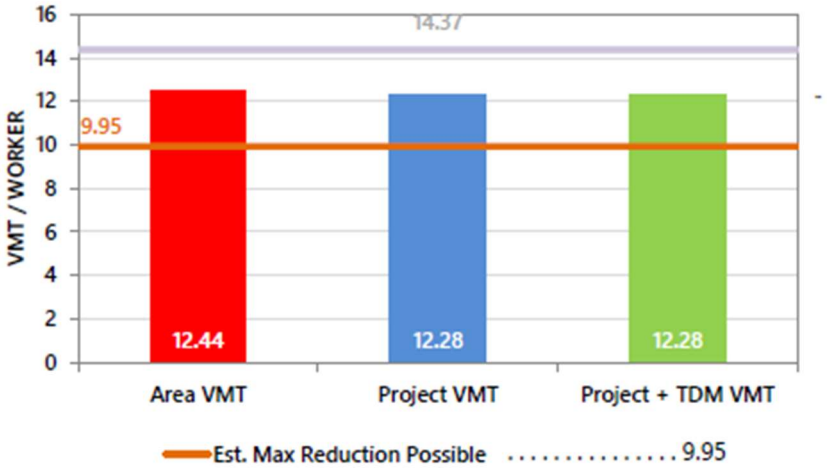
Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Figure 8
VMT Analysis Summary

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



4.
Local Transportation Analysis

This chapter describes the Local Transportation Analysis (LTA). The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel.

The LTA provides the method by which project traffic is estimated, an evaluation of intersection operations analysis and any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment analysis, site access and on-site circulation review, effects on bicycle, pedestrian, transit facilities, and parking.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

The magnitude of traffic produced by a new development is typically estimated by applying the size of the project to the applicable trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. However, since the proposed project consists of the expansion of an existing concrete and asphalt processing facility for which trip rates are not provided in the ITE Trip Generation Manual, trip generation estimates for the proposed project were estimated by Hexagon utilizing project information for the existing and proposed facility operations as provided by the applicant. Table 4 provides a tabulated summary of the existing and proposed site operations. The site operations information includes estimates of the number of trucks, employees, and operational times for each of the site operations. Hourly site-generated trips, both truck and non-truck trips, were estimated based on the existing and proposed facility operations data.

Existing Facility Operations

The current operations on site consist of a concrete plant, aggregate distribution, a recycle yard, and a maintenance/construction equipment dispatch yard. The aggregate distribution operations utilizes an existing 25 rail car spur track with ah an unloading capacity of 400 tons per hour. The current hours of operation for the facility are Monday through Friday 6:00 AM to 8:00 PM. The existing site operations

Table 4
Existing and Proposed Facility Operations

Existing Facility Operations	Proposed Facility Operations
Concrete Plant 120 cubic yards/hour 1 truck lane distribution Concrete wash out 34 daily truck trips with 14 truck trips occurring mostly between 7-9AM and some between 4-6PM One Monday-Friday 12-hour shift with 23 employees	**Concrete Plant** 400 cubic yards/hour 2 truck lane distribution Concrete wash out and concrete reclaiming system 114 daily truck trips with 46 truck trips occurring mostly between 7-9AM and some between 4-6PM One Monday-Friday 12-hour shift with 75 employees
Aggregate Distribution Facility 25 rail car spur track Rail car unloading capacity - 400 tons/hour Front end loader distribution Open bunker storage - 25,000 tons/year 58 daily truck trips with 18 truck trips occurring mostly between 7-9AM and some between 4-6PM. Two Monday-Friday shifts (3AM - 11:30 AM and 11AM - 7:30PM) with three employees All aggregate materials will be delivered via rail cars from the Aromas to Capitol sites	**Aggregate Distribution Facility** 55+ rail car spur track Rail car unloading capacity - 2,000 tons/hour Truck self loading Nine 120' tall 5,500 tong storage silos - 1,000,000 tons/year 113 daily truck trips with 36 truck trips occurring mostly between 7-9AM and some between 4-6PM. Two Monday-Friday shifts (3AM - 11:30AM and 11AM - 7:30PM) with five employees All aggregate materials will be delivered via rail cars from the Aromas to Capitol sites
Recycle Yard Concrete only, asphalt only, blended (asphalt and concrete) Product piles - crushed and screened recycle RAP, aggregate base, 3/4" aggregate from concrete, sand from concrete 175 daily truck trips with 35 truck trips occurring mostly between 7-9AM and some between 4-6PM One Monday-Friday 7AM - 4PM shift with two full-time employees	**Recycle Yard** Concrete only, asphalt only, blended (asphalt and concrete) Product piles - crushed and screened recycle RAP, aggregate base, 3/4" aggregate from concrete, sand from concrete 218 daily truck trips with 35 truck trips occurring mostly between 7-9AM and some between 4-6PM One Monday-Friday 7AM - 4PM shift with two full-time employees
Maintenance/Construction Equipment Dispatch/Small Tools Small Tools Parts Delivery for Maintenance Mobile Mechanics Fuel Delivery Mobile Service Vehicle (lube truck) Mobile Equipment Transport Asphalt Grinders Transport 55 daily truck trips with 17 truck trips occurring mostly between 7-9AM and some between 4-6PM.	**Maintenance/Construction Equipment Dispatch/Small Tools** Cease existing operations
Destination of Trash Newhall Landfill Time window for transportation trash: 12AM - 4AM	**Destination of Trash** Capitol Expressway, Berryessa Road, Redwood City, and South San Francisco landfills Time window for transportation trash: 12AM - 4AM
	Asphalt Plant 540 tons/hour with 2 truck lane distribution and six 250-ton silos Crumb rubber blending capacity Five 75-ton liquid AC storage tanks Emulsion manufacturing facility and storage tanks 206 daily truck trips with 46 truck trips occurring between 7-9AM One Monday-Friday 7AM - 3:30PM shift with four full-time employees
	Cementitious (Powder) Distribution Facility Rail unloading and silo storage for 100,000 tons/year 6 daily truck trips with 6 truck trips occurring between 7-9AM and some between 4-6PM Two 10-hour shifts with six employees
	Concrete Central Mix Plants Small portable plant setup next to RAP pile No Trips
	Road Oils Emulsion manufacturing facility and storage tanks No Trips

Notes:
All information were provided by the project applicant.

are currently operated by 28 full-time employees in four shift times, with the majority of the employees (23 employees) working a 12-hour shift between 6:00 AM and 8:00 PM. The current site operations currently generate an estimated 323 daily trucks. The existing work shift times, number of employees per shift, and number of trucks associated with each of the site operations are summarized in Table 4.

Existing Trip Estimates

Based on the project information provided by the applicant, it is estimated that the existing Granite Rock facility currently generates 702 daily trips with 74 trips (37 inbound and 37 outbound) occurring during the AM peak hour and 18 trips (8 inbound and 10 outbound) occurring during the PM peak hour. All trips currently generated by the existing site operations during the AM peak hour are trucks while during the PM peak hour, all but two of the trips are trucks. The estimate of daily and peak hour trips currently generated by the existing site operations are presented in Table 5.

Traffic counts were collected at the site driveway to validate the estimates of existing site trips based on site operations data. The existing count data was collected on September 12, 2018 and consisted of (1) peak-hour intersection turn-movement counts collected at the site's entrance during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) and (2) 24-hour vehicle video counts also collected at the site's entrance. Based on the driveway counts, the existing Granite Rock facility generates 720 daily trips with 66 trips (39 inbound and 27 outbound) occurring during the AM peak hour and 23 trips (9 inbound and 14 outbound) occurring during the PM peak hour.

The driveway counts indicate that the estimates of trips currently generated by the project site based on site operations are similar to the actual trips generated by the project site. Therefore, the existing trips based on driveway counts were used to estimate the net additional trips that will be generated by the proposed facility expansion.

Proposed Facility Operations

The proposed facility and operations expansion (the project) includes the expansion of the current concrete plant, aggregate distribution facility, recycle yard operations along with the addition of an asphalt plant and cementitious distribution facility. The existing maintenance/construction equipment dispatch will be removed from the project site. In addition, the existing rail spur will be extended to accommodate 55 or more rail cars with an increase in unloading capacity to 2,000 tons per hour. Operations of the expanded facility will continue to be Monday through Friday 6:00 AM to 8:00 PM. The number of employees is proposed to increase from the current 28 employees to 92 employees as part of the expanded and new site operations. The number of trucks associated with the expanded facility also will increase from the current 323 to 658 daily trucks. The expanded operations work shift times, number of employees per shift, and number of trucks associated with each of the site operations are summarized in Table 4.

Project Trip Estimates

Based on the proposed expanded operations data, it is estimated that the expanded operations will generate 1,500 daily trips with 156 trips (78 inbound and 78 outbound) occurring during the AM peak hour and 20 trips (9 inbound and 11 outbound) occurring during the PM peak hour. As with the current site operations, all trips estimated to be generated by the expanded site operations during the AM peak hour will be trucks while during the PM peak hour, all but two of the trips will be trucks. The estimate of daily and peak hour trips for the proposed facility expansion are presented in Table 6.

Net Project Trips

As shown in Table 7, the proposed expansion would result in the project site generating an additional 780 daily trips with 90 additional trips (39 inbound and 51 outbound) during the AM peak hour and a

Table 5
Project Trip Estimates Based on Daily Activities – Existing Facility Operations

Time	Trip Type	Concrete Car	Concrete Truck	Aggregate Car	Aggregate Truck	Recycle Car	Recycle Truck	Mainte-nance Car	Mainte-nance Truck	Trash Car	Trash Truck	All Operations Car + Truck In	All Operations Car + Truck Out	All Operations Car + Truck Total
12:00 AM	Arrival											0	0	0
to 1:00 AM	Departure													
1:00 AM	Arrival										1	1	1	2
to 2:00 AM	Departure										1			
2:00 AM	Arrival			1								1	0	1
to 3:00 AM	Departure													
3:00 AM	Arrival											0	0	0
to 4:00 AM	Departure													
4:00 AM	Arrival											0	0	0
to 5:00 AM	Departure													
5:00 AM	Arrival											0	0	0
to 6:00 AM	Departure													
6:00 AM	Arrival	23				2						25	0	25
to 7:00 AM	Departure													
7:00 AM	**Arrival**		**6**		**8**		**16**		**7**			**37**	**37**	**74**
to 8:00 AM	**Departure**		**6**		**8**		**16**		**7**					
8:00 AM	Arrival		6		8		15		6			35	35	70
to 9:00 AM	Departure		6		8		15		6					
9:00 AM	Arrival		4		8		28		7			47	47	94
to 10:00 AM	Departure		4		8		28		7					
10:00 AM	Arrival		4	2	8		28		7			49	47	96
to 11:00 AM	Departure		4		8		28		7					
11:00 AM	Arrival		4		8		28		7			47	48	95
to 12:00 PM	Departure		4	1	8		28		7					
12:00 PM	Arrival		2		4		14		5			25	25	50
to 1:00 PM	Departure		2		4		14		5					
1:00 PM	Arrival		2		4		14		4			24	24	48
to 2:00 PM	Departure		2		4		14		4					
2:00 PM	Arrival		2		4		14		4			24	24	48
to 3:00 PM	Departure		2		4		14		4					
3:00 PM	Arrival		1		2		14		4			21	21	42
to 4:00 PM	Departure		1		2		14		4					
4:00 PM	**Arrival**		**1**		**1**		**4**		**2**			**8**	**10**	**18**
to 5:00 PM	**Departure**		**1**		**1**	**2**	**4**		**2**					
5:00 PM	Arrival		1		1				2			4	4	8
to 6:00 PM	Departure		1		1				2					
6:00 PM	Arrival		1		2							3	3	6
to 7:00 PM	Departure		1		2									
7:00 PM	Arrival											0	25	25
to 8:00 PM	Departure	23		2										
8:00 PM	Arrival											0	0	0
to 9:00 PM	Departure													
9:00 PM	Arrival											0	0	0
to 10:00 PM	Departure													
10:00 PM	Arrival											0	0	0
to 11:00 PM	Departure													
11:00 PM	Arrival											0	0	0
to 12:00 AM	Departure													
TOTAL DAILY TRIPS:		**46**	**68**	**6**	**116**	**4**	**350**	**0**	**110**	**0**	**2**	**351**	**351**	**702**

Notes:
Trip estimates were based on project information provided by the applicant as shown in Table 4.
It was assumed that most truck trips are occurring in the morning.

Table 6
Project Trip Estimates Based on Daily Activities – Proposed Facility Operations

Time	Trip Type	Concrete		Aggregate		Recycle		Trash		Asphalt		Powder		All Operations Car + Truck		
		Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	Car	Truck	In	Out	Total
12:00 AM	Arrival													0	0	0
to 1:00 AM	Departure															
1:00 AM	Arrival								1					1	1	2
to 2:00 AM	Departure								1							
2:00 AM	Arrival			2								3		5	0	5
to 3:00 AM	Departure															
3:00 AM	Arrival													0	0	0
to 4:00 AM	Departure															
4:00 AM	Arrival													0	0	0
to 5:00 AM	Departure															
5:00 AM	Arrival													0	0	0
to 6:00 AM	Departure															
6:00 AM	Arrival	75				2				4				81	0	81
to 7:00 AM	Departure															
7:00 AM	**Arrival**		**21**		**16**		**16**				**23**		**2**	**78**	**78**	**156**
to 8:00 AM	**Departure**		**21**		**16**		**16**				**23**		**2**			
8:00 AM	Arrival		21		16		15				23		2	77	77	154
to 9:00 AM	Departure		21		16		15				23		2			
9:00 AM	Arrival		14		15		37				32			98	98	196
to 10:00 AM	Departure		14		15		37				32					
10:00 AM	Arrival		14	3	15		37				32			101	98	199
to 11:00 AM	Departure		14		15		37				32					
11:00 AM	Arrival		13		15		37				32			97	99	196
to 12:00 PM	Departure		13	2	15		37				32					
12:00 PM	Arrival		7		8		18				16	3		52	49	101
to 1:00 PM	Departure		7		8		18				16					
1:00 PM	Arrival		7		8		18				16			49	52	101
to 2:00 PM	Departure		7		8		18				16	3				
2:00 PM	Arrival		7		8		18				16			49	49	98
to 3:00 PM	Departure		7		8		18				16					
3:00 PM	Arrival		3		4		18				16			41	45	86
to 4:00 PM	Departure		3		4		18			4	16					
4:00 PM	**Arrival**		**2**		**2**		**4**						**1**	**9**	**11**	**20**
to 5:00 PM	**Departure**		**2**		**2**	**2**	**4**						**1**			
5:00 PM	Arrival		2		2								1	5	5	10
to 6:00 PM	Departure		2		2								1			
6:00 PM	Arrival		3		4									7	7	14
to 7:00 PM	Departure		3		4											
7:00 PM	Arrival													0	78	78
to 8:00 PM	Departure	75		3												
8:00 PM	Arrival													0	0	0
to 9:00 PM	Departure															
9:00 PM	Arrival													0	0	0
to 10:00 PM	Departure															
10:00 PM	Arrival													0	0	0
to 11:00 PM	Departure															
11:00 PM	Arrival													0	3	3
to 12:00 AM	Departure											3				
TOTAL DAILY TRIPS:		**150**	**228**	**10**	**226**	**4**	**436**	**0**	**2**	**8**	**412**	**12**	**12**	**750**	**750**	**1,500**

Notes:
Trip estimates were based on project information provided by the applicant as shown in Table 4.
It was assumed that most truck trips would occur in the morning.

Table 7
Daily and Peak-Hour Project Trip Generation Estimates

Type	Daily Trip	AM Peak Hour Split In	AM Peak Hour Split Out	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Split In	PM Peak Hour Split Out	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Existing Facility Operations (Count)[1]	720	59%	41%	39	27	66	39%	61%	9	14	23
Employees[1]	*56*			*0*	*0*	*0*			*0*	*2*	*2*
Trucks[1]	*664*			*39*	*27*	*66*			*9*	*12*	*21*
Proposed Facility Operations (Activity)[2]	1,500	50%	50%	78	78	156	45%	55%	9	11	20
Employees	*184*			*0*	*0*	*0*			*0*	*2*	*2*
Trucks	*1,316*			*78*	*78*	*156*			*9*	*9*	*18*
Net Project Trips (Proposed - Existing)	**780**			**39**	**51**	**90**			**0**	**-3**	**-3**
Employees	*128*			*0*	*0*	0			*0*	*0*	0
Trucks	*652*			*39*	*51*	90			*0*	*-3*	-3

Notes:
[1] Based on driveway counts conducted on September 12, 2018.
[2] Based on project information provided by the applicant.

reduction of 3 trips (0 inbound and -3 outbound) during the PM peak hour. All new peak-hour trips would be trucks because the expanded operations would not change the employee work shift schedule which results in the arrival and departure of employees outside of the AM and PM peak commute periods.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project trips was developed based on information provided by the applicant in regard to employee commute distances and truck origin/destinations, and the surrounding roadway system. Per the information provided by the applicant, the majority of employees live in San Jose, Gilroy, and Salinas. Trucks originating from the project site deliver material to customers generally within a 30-mile radius of the site. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 9 shows the trip distribution patterns for employees and trucks, and Figure 10 shows the net trip assignment of project traffic on the local transportation network.

All employee vehicles and trucks would continue to enter and exit the site via the project driveway at the end of Granite Rock Way. Trucks are restricted from using Hillsdale Avenue. Therefore, trucks would continue to utilize Hillcap Avenue, Snell Avenue, and Capitol Expressway as their route to and from the project site.

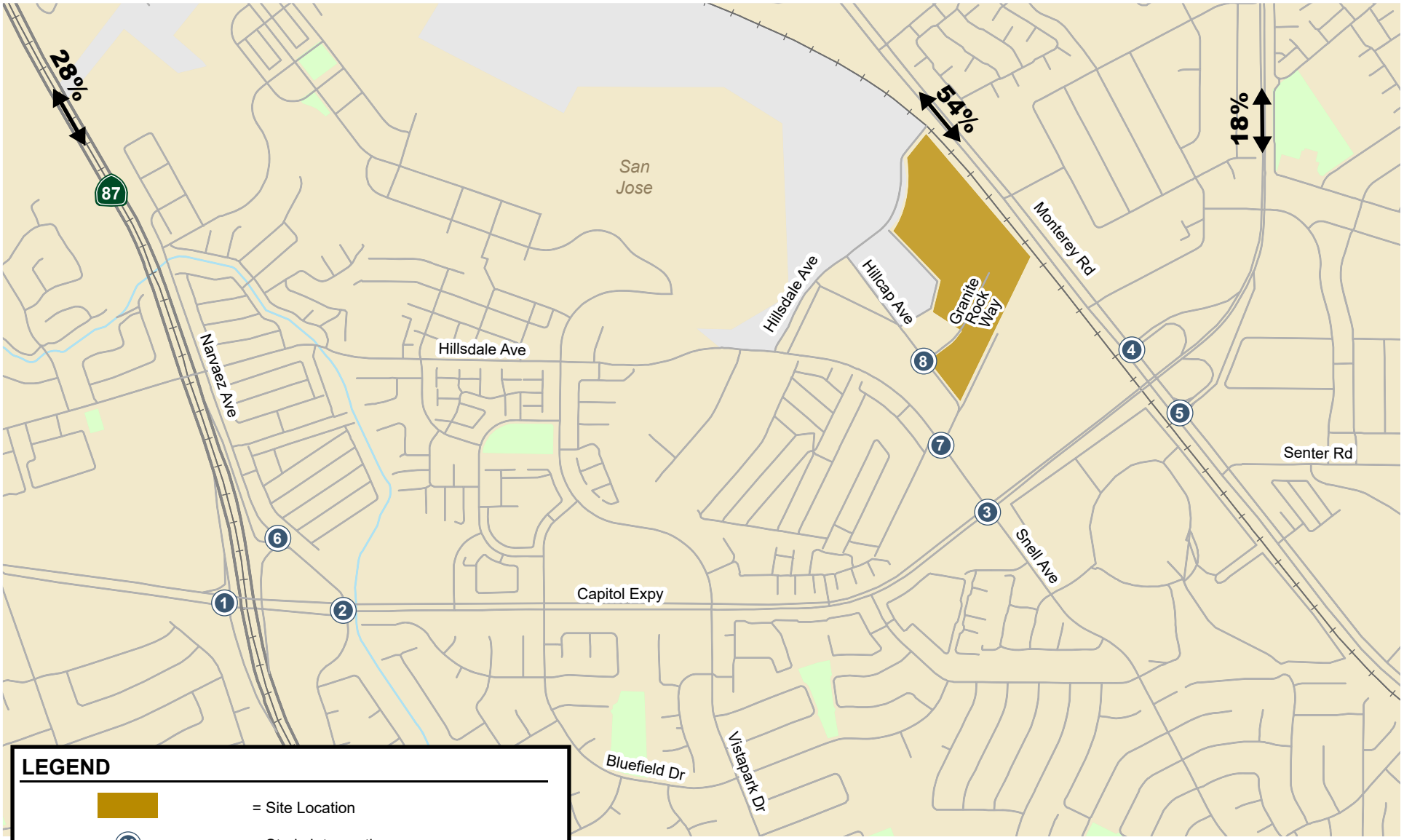
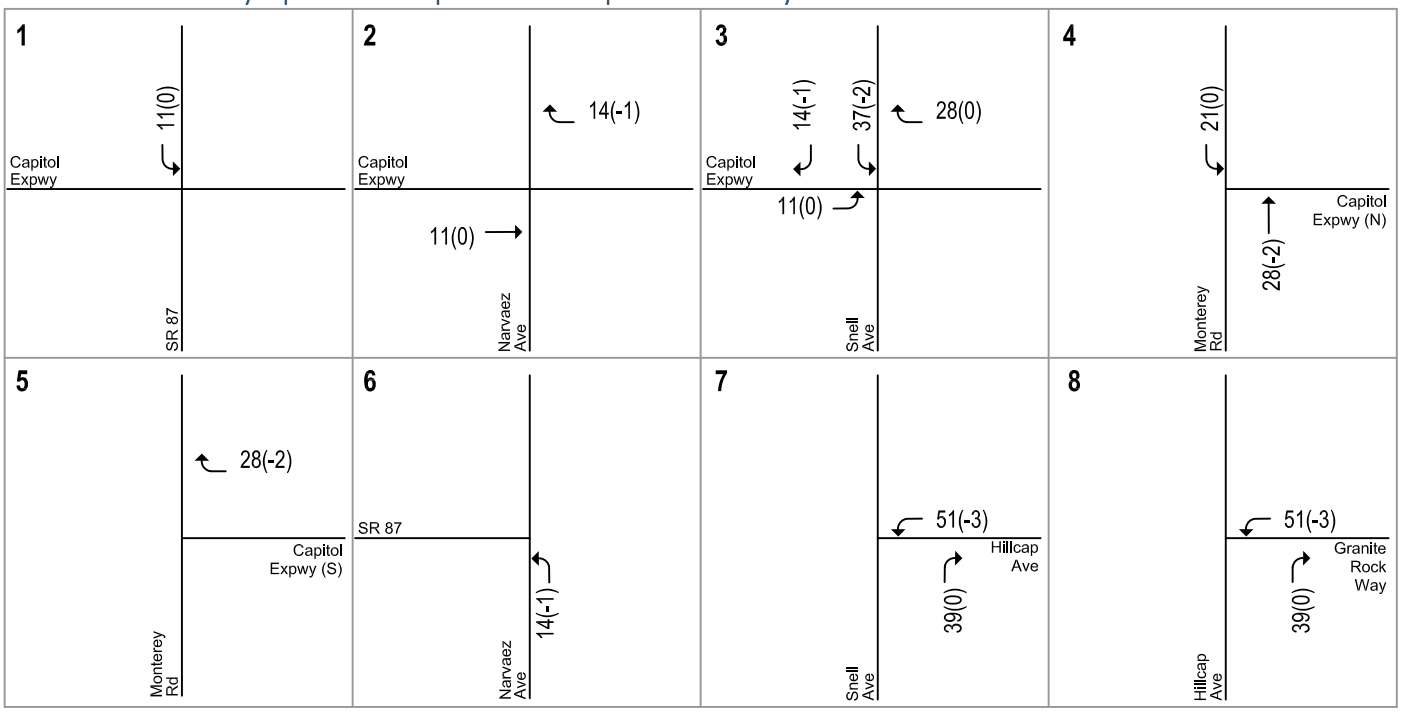


Figure 9
Project Trip Distribution



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 10
Project Trip Assignment

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for seven signalized intersections and one unsignalized within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to an intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgment of Public Works.

The following study intersections were selected based on the above criteria (see Figure 9).

1. SR 87 and Capitol Expressway *
2. Narvaez Avenue and Capitol Expressway *
3. Snell Avenue and Capitol Expressway *
4. Monterey Road and Capitol Expressway (N) [IOZ] *
5. Monterey Road and Capitol Expressway (S) [IOZ] *
6. Narvaez Avenue and SR 87
7. Snell Avenue and Hillcap Avenue
8. Hillcap Avenue and Granite Rock Way (unsignalized)

* Denotes CMP Intersection; IOZ = intersection located within an infill opportunity zone

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, the VTA Congestion Management Program (CMP), and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field

and are shown on Figure 11. It is assumed in this analysis that the transportation network under all future scenarios would be the same as the existing transportation network.

Traffic Volumes

Existing Conditions

Existing peak-hour traffic volumes at all study intersections were obtained from the City of San Jose, VTA for 2018 CMP PM counts, and supplemented with new manual turning-movement counts collected in May 2018. Due to the current COVID-19 pandemic situation, and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Therefore, as recommended by the City of San Jose staff, a 1% compounded annual growth factor was applied to traffic counts that are older than two years to estimate traffic conditions in 2020. The existing peak-hour intersection volumes are shown on Figure 12. Peak-hour intersection turning-movement counts conducted for this analysis are presented in Appendix B.

Future Conditions

Background peak-hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 13). Approved project trips and approved project information was obtained from the City of San Jose (see Appendix C). Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 14). The approved trips, proposed project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections 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 analysis methods are described below.

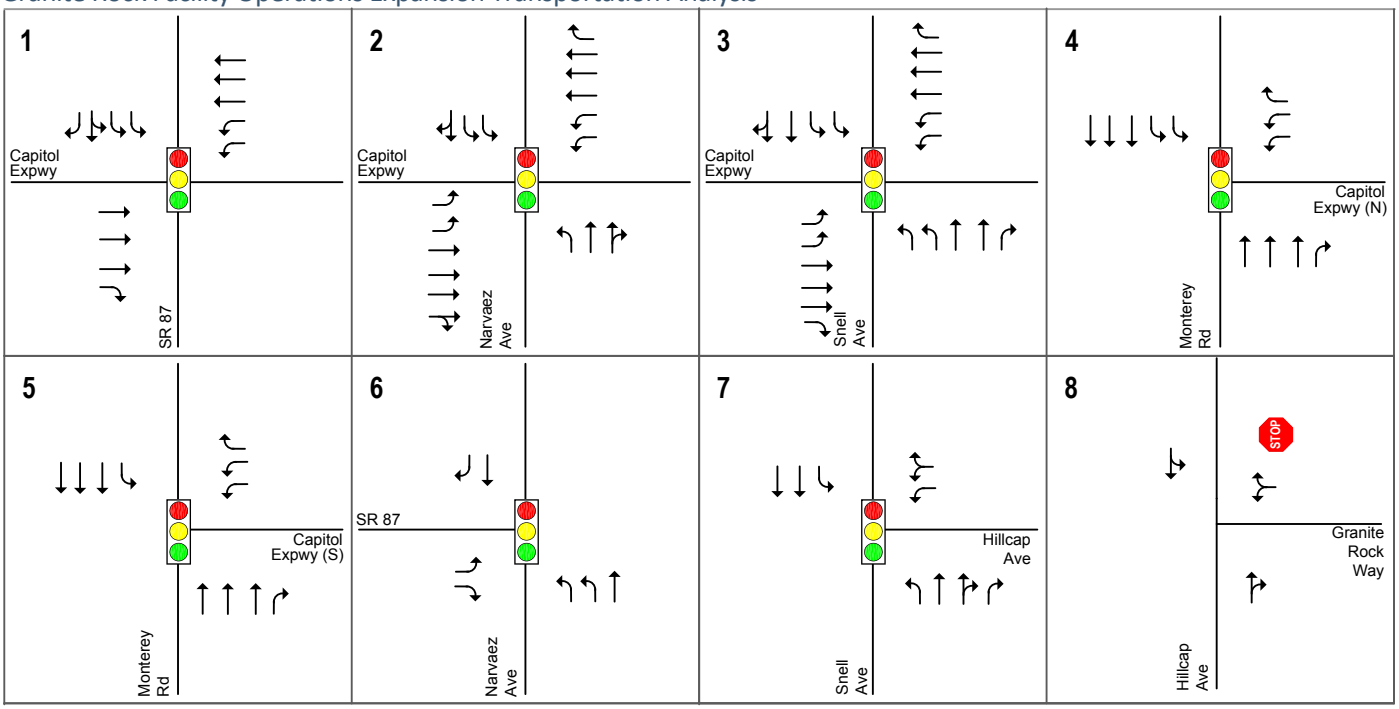
All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 8.

Signalized study intersections are subject to the City of San Jose level of service standards with the exception of intersections located within IOZs. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the

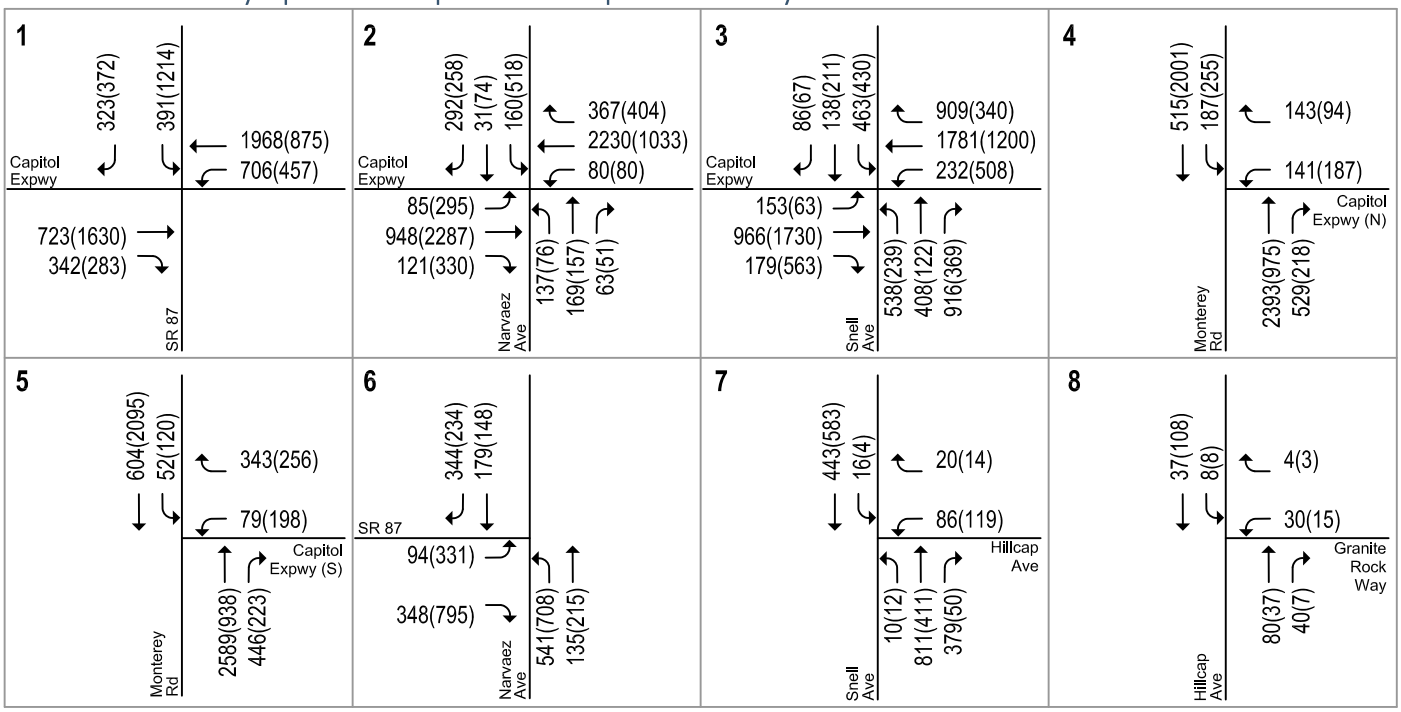


LEGEND:

STOP = Stop-Controlled Intersection

= Signalized Intersection

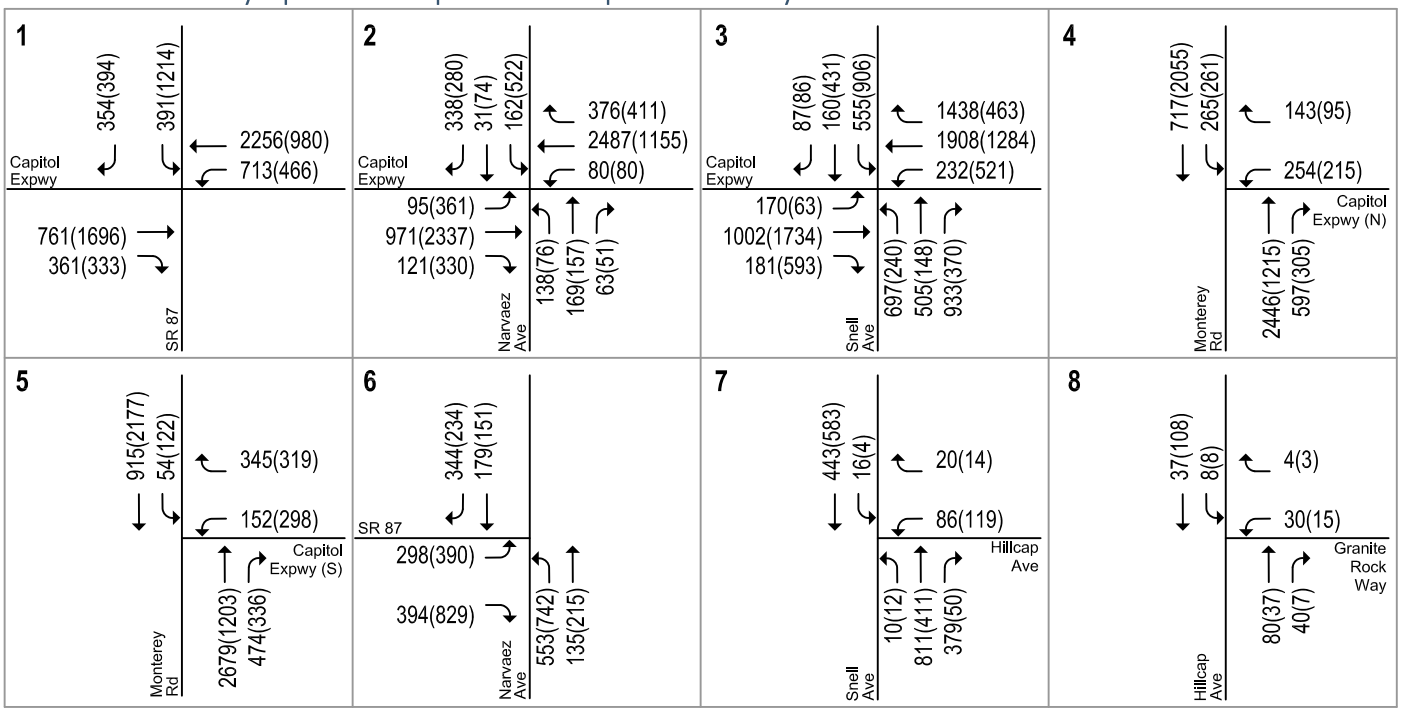
Figure 11
Existing Lane Configurations



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

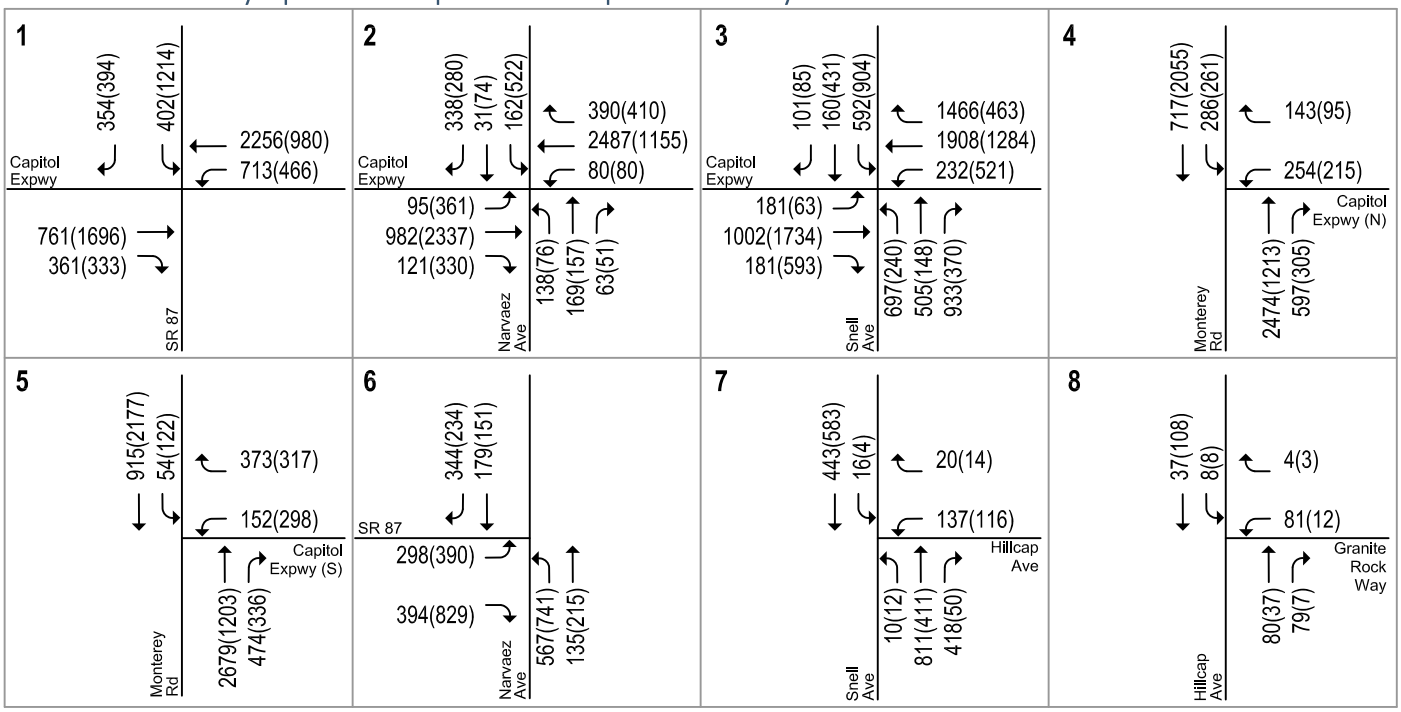
Figure 12
Existing Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Background Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Background Plus Project Traffic Volumes

Table 8
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
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

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

3. intersection to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Conformance to the CMP Intersection Level of Service Standards

Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

Improvement of Adverse Operations

An adverse intersection operations effect may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; or
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Negative effects at signalized intersections can be addressed by any of the following three approaches:

- Reduce project vehicle-trips to eliminate the adverse effects and restore the intersection operations to background conditions.
- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity.
- Implement a trip cap, the maximum number of daily vehicle-trips allowed to be generated by a Project, at a level that is attainable through proven means to reduce the adverse operations effects and restore the intersection operations to background conditions.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 9. The intersection level of service calculation sheets are included in Appendix E.

Existing Intersection Operation Conditions

Intersection levels of service were evaluated against the City of San Jose and CMP operations standards. The results of the level of service analysis show that the intersection of Snell Avenue and Capitol Expressway is currently operating at unacceptable LOS E during the AM peak hour, according to the City of San Jose operations standards. The remaining study intersections currently operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the City of San Jose and CMP operations standards.

Future Intersection Operation Conditions

The intersection operations analysis shows that all but one of the signalized study intersections would operate at acceptable levels of service under all future study scenarios during the AM and PM peak hours (see Table 9). The Snell Avenue and Capitol Expressway intersection would operate at unacceptable levels under background and project conditions.

It should be noted that under project conditions, each truck trip estimated to be generated by the project was assumed to be equivalent to two passenger vehicle trips for the purpose of the intersection operations analysis to represent the effect of a heavy truck on roadway traffic operations.

Table 9
Intersection Levels of Service

Int. #	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	SR 87 and Capitol Expressway *	AM	05/16/18	35.6	D	38.0	D	38.1	D	0.0	0.000
		PM	11/07/18	43.8	D	43.6	D	43.6	D	0.0	0.000
2	Narvaez Avenue and Capitol Expressway *	AM	05/16/18	45.8	D	53.7	D	53.4	D	-0.9	0.003
		PM	11/07/18	39.0	D	40.1	D	40.1	D	0.0	0.000
3	Snell Avenue and Capitol Expressway *	AM	09/06/18	**73.3**	**E**	**135.0**	**F**	**147.4**	**F**	**25.5**	**0.042**
		PM	11/07/18	42.8	D	**67.7**	**E**	**67.2**	**E**	**-0.8**	**-0.001**
4	Monterey Road and Capitol Expressway (N) [IOZ] *	AM	09/05/18	13.9	B	18.8	B	20.0	B	1.5	0.024
		PM	12/04/18	15.5	B	16.1	B	16.1	B	0.0	0.000
5	Monterey Road and Capitol Expressway (S) [IOZ]*	AM	09/05/18	18.3	B	18.3	B	20.9	C	3.4	0.033
		PM	12/04/18	15.7	B	18.6	B	18.5	B	-0.2	-0.002
6	Narvaez Avenue and SR 87	AM	05/16/18	14.0	B	15.3	B	15.5	B	-0.1	0.010
		PM	05/16/18	14.3	B	14.9	B	14.9	B	0.0	0.000
7	Snell Avenue and Hillcap Avenue	AM	05/16/18	9.8	A	9.8	A	12.4	B	3.0	0.047
		PM	05/16/18	13.3	B	13.3	B	13.1	B	-0.3	-0.002

* Denotes CMP Intersection; IOZ = Intersection located within an infilled opportunity zone
Bold indicates unacceptable level of service.
Bold and boxed indicate adverse effect.

Snell Avenue and Capitol Expressway

This intersection would operate at unacceptable LOS F and E during the AM and PM peak hours, respectively, under background conditions and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more under the AM peak hour. Based on City of San Jose's and CMP guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect at this intersection can be addressed by extending the receiving lane on Capitol Expressway for the northbound right-turn movement from Snell Avenue and relocating the bus stop near the southeast corner of the intersection further downstream to allow the northbound right to operate as a free movement. The improvement would reduce the average intersection delay to be less than the average delay under background conditions, however the level of service would remain LOS F.

However, the implementation of the intersection improvement will have minimal effect on vehicular delay while degrading pedestrian and bicycle travel through the intersection and may result in additional delay to buses utilizing the referenced bus stop due to inadequate gaps in traffic flow from the northbound right-turn. The degradation of multi-modal travel through the intersection due to the implementation of roadway adjustments for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City and County staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as a signal modification to remove the right-turn channelization islands at the northwest and northeast corners of the intersection. The removal of the channelization islands will improve the pedestrian crossing environment. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

In addition, the project site is located within the Communications Hill Specific Plan Area Development Policy (CHSPADP) boundary. The CHSPADP identified the Capitol Expressway and Snell Avenue intersection, as well as other intersections, to operate below the City's LOS standard. Rather than constructing improvements that enhance vehicular capacity at isolated intersections, such as Capitol Expressway and Snell Avenue, that are of little benefit to the overall roadway system, the CHSPADP provides the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP acknowledged that as other properties within the CHSP came forward for development, it was expected that subsequent traffic analyses would be required to determine participation in the ADP. Thus, the implementation of the CHSPADP improvements discussed below could reduce the identified adverse operations to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The CHSPADP is described in further detail below.

Communications Hill Area Development Policy

The Communications Hill Specific Plan Area Development Policy (CHSPADP) provides for the implementation of several improvements to the roadway system, transit system, and pedestrian and bicyclist facilities in the immediate area of the proposed project. The purpose of the ADP is to establish a variance from the City's standard Level of Service Policy to allow for a balanced transportation system as identified by goals and policies of the City of San Jose Envision 2040 General Plan. The Envision 2040 General Plan allows for exceptions to the City's standard Level of Service Policy with the

establishment of an ADP with the intent to meet City of San Jose Transportation Policies. In particular, the CHSPADP provides for improvement to the transportation system to meet the City of San Jose Transportation Policies that provide for the following:

- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The CHSPADP includes improvements to primary access points to the freeway system and major roadways, new connections to existing transit services, and the enhancement of pedestrian and bicycle facilities to serve the CHSP area as well as the existing neighborhoods in the surrounding area and reduce further demand on other local roadways. In particular, the CHSADP identifies the following in the immediate project area:

ADP Improvement 8: Caltrain Pedestrian/Bicycle Connection along Monterey Highway

The CHSPADP identified three options for pedestrian/bicycle access to the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road. These options were developed because property would need to be obtained from private property owners. However, only one option has been deemed viable by City staff due to property easement restrictions. The crossing would be located north of the existing Capitol Caltrain Station. Therefore, the project should consider the accommodation of a future pedestrian access easement along the north portion of the property limits. The pedestrian/bicycle access to the Capitol Caltrain Station is generally described below and shown on Figure 15.

- Construct approximately 400 linear feet of sidewalk or pathway to the western landing of the future overcrossing to be located north of the existing Capitol Caltrain Station.
- Construct a pedestrian/bicycle overcrossing between the end of the sidewalk/pathway and the existing sidewalk on the east side of the railroad tracks. The sidewalk on the east side of the railroad tracks along Monterey Road would be utilized to access the Station.
- Requires right-of-way (easement) from at least one private property owner.
- Requires coordination/permit from the Joint Powers Board

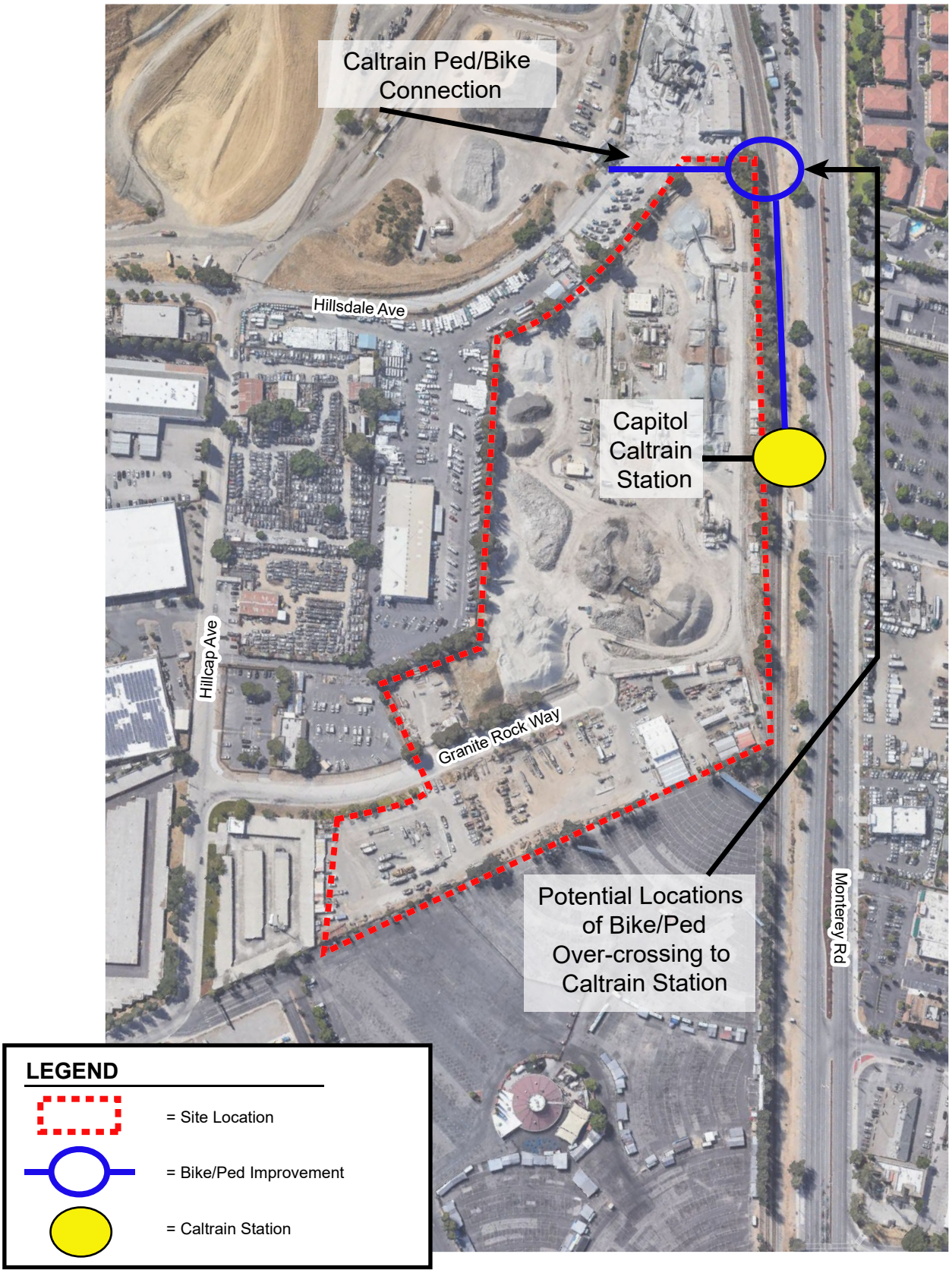


Figure 15
CHSPADP Caltrain Pedestrian/Bicycle Connection

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement.

The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 10.

- SR 87 southbound off-ramp and Capitol Expressway: Southbound left turn
- Snell Avenue and Capitol Expressway: Southbound and eastbound left turn
- Monterey Road and Capitol Expressway (N): Southbound left turn
- Narvaez Avenue and SR 87 northbound ramps: Northbound left turn
- Snell Avenue and Hillcap Avenue: Westbound left turn
- Hillcap Avenue and Granite Rock Way: Westbound approach

The queuing analysis indicates that the estimated maximum vehicle queues for the southbound left-turn pockets at the Snell Avenue and Capitol Expressway intersection currently exceed the existing vehicle storage capacity under existing conditions and the projected maximum vehicle queues would continue to exceed the existing storage capacity under background and project conditions during the AM peak hour.

Table 10
Queuing Analysis

Measurement	SR 87 SB Ramp/ Capitol Expwy SBL AM	Snell Ave/ Capitol Expwy SBL AM	Snell Ave/ Capitol Expwy EBL AM	Monterey Rd/ Capitol Expwy (N) SBL AM	Narvaez Ave/ SR 87 NB Ramps NBL AM	Snell Ave/ Hillcap Ave WBL AM	Hillcap Ave/ Granite Rock Way WBL/R AM
Existing Conditions							
Cycle/Delay (sec)[1]	169	159	163	160	77	86	9.4
Lanes	2	2	2	2	2	2	1
Volume (vph)	391	463	153	187	541	86	34
Volume (vphpl)	196	232	77	94	271	43	34
95th %. Queue (veh/ln)	14	16	7	8	10	3	1
95th %. Queue (ft/ln)[2]	350	400	175	200	250	75	25
Storage (ft/ ln)	400	350	525	400	275	275	400
Adequate (Y/N)	YES	**NO**	YES	YES	YES	YES	YES
Background Conditions							
Cycle/Delay (sec)[1]	169	159	163	160	77	86	9.4
Lanes	2	2	2	2	2	2	1
Volume (vph)	391	555	170	265	553	86	34
Volume (vphpl)	196	278	85	133	277	43	34
95th %. Queue (veh/ln)	14	18	7	10	10	3	1
95th %. Queue (ft/ln)[2]	350	450	175	250	250	75	25
Storage (ft/ ln)	400	350	525	400	275	275	400
Adequate (Y/N)	YES	**NO**	YES	YES	YES	YES	YES
Background Plus Project Conditions							
Cycle/Delay (sec)[1]	169	159	163	160	77	86	10.4
Lanes	2	2	2	2	2	2	1
Volume (vph)	402	592	181	286	567	137	85
Volume (vphpl)	201	296	91	143	284	69	85
95th %. Queue (veh/ln)	15	20	8	11	11	5	2
95th %. Queue (ft/ln)[2]	375	500	200	275	275	125	50
Storage (ft/ ln)	400	350	525	400	275	275	400
Adequate (Y/N)	YES	**NO**	YES	YES	YES	YES	YES

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Table 10 (continued)
Queuing Analysis

Measurement	SR 87 SB Ramp/ Capitol Expwy SBL PM	Snell Ave/ Capitol Expwy SBL PM	Snell Ave/ Capitol Expwy EBL PM	Monterey Rd/ Capitol Expwy (N) SBL PM	Narvaez Ave/ SR 87 NB Ramps NBL PM	Snell Ave/ Hillcap Ave WBL PM	Hillcap Ave/ Granite Rock Way WBL/R PM
Existing Conditions							
Cycle/Delay (sec)[1]	169	159	163	160	77	86	9.3
Lanes	2	2	2	2	2	2	1
Volume (vph)	1214	430	63	255	708	119	18
Volume (vphpl)	607	215	32	128	354	60	18
95th %. Queue (veh/ln)	38	15	4	10	12	4	0
95th %. Queue (ft/ln)[2]	950	375	100	250	300	100	0
Storage (ft/ ln)	400	350	525	400	275	275	400
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	YES	YES
Background Conditions							
Cycle/Delay (sec)[1]	169	159	163	160	77	86	9.3
Lanes	2	2	2	2	2	2	1
Volume (vph)	1214	906	63	261	742	119	18
Volume (vphpl)	607	453	32	131	371	60	18
95th %. Queue (veh/ln)	38	28	4	10	13	4	0
95th %. Queue (ft/ln)[2]	950	700	100	250	325	100	0
Storage (ft/ ln)	400	350	525	400	275	275	400
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	YES	YES
Background Plus Project Conditions							
Cycle/Delay (sec)[1]	169	159	163	160	77	86	9.2
Lanes	2	2	2	2	2	2	1
Volume (vph)	1214	904	63	261	741	116	15
Volume (vphpl)	607	452	32	131	371	58	15
95th %. Queue (veh/ln)	38	28	4	10	13	4	0
95th %. Queue (ft/ln)[2]	950	700	100	250	325	100	0
Storage (ft/ ln)	400	350	525	400	275	275	400
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	YES	YES

Notes:
[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

During the PM peak hour, the queuing analysis indicates that the estimated maximum vehicle queues for the southbound left-turn pockets at the SR 87/Capitol Expressway and Snell Avenue/Capitol Expressway intersections and northbound left-turn pockets at the Narvaez Avenue/SR 87 intersection currently exceed the existing vehicle storage capacity under existing conditions and would continue to exceed the storage capacity under background and project conditions. However, since the project would not add new trips to these intersections, the project would not cause an increase in the vehicle queues that already exceed the existing storage capacity.

The existing queue storage capacity would be adequate to accommodate the projected maximum queues at all other movements.

Snell Avenue and Capitol Expressway – Southbund Left Trun

The southbound left-turn pockets currently provide approximately 350 feet of vehicle storage per lane, which can accommodate approximately 14 vehicles per lane. During the AM peak hour, the estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 16 and 18 vehicles per lane under existing and background conditions, respectively. The addition of project traffic is projected to increase the projected maximum queue length by two vehicles for a maximum queue length of 20 vehicles per lane under background plus project conditions. Therefore, the existing queue storage capacity is and would be inadequate under both existing and background conditions. The project would only increase the queue length in the AM peak hour by two vehicles per lane.

During the PM peak hour, the estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 15 and 28 vehicles per lane under existing and background conditions, respectively. The project would not increase the queue length.

The existing southbound left-turn pockets at the intersection of Snell Avenue and Capitol Expressway cannot be extended due to inadequate spacing on Snell Avenue between Capitol Expressway and Hillcap Avenue. Therefore, the addition of a third left-turn lane on the southbound approach would be required to accommodate the projected queue. The addition of the third southbound left-turn at the intersection also would require removal of the “pork chop” islands on the southbound approach of the intersection, relocation of the existing traffic signal, and restriping of the lanes. However, the implementation of roadway adjustments for the purpose of increasing vehicular capacity that could result in the degradation of multi-modal travel through the intersection is not consistent with the City’s goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as the removal of each of the right-turn channelization islands at the intersection, that create a comfortable environment for people who walk and bike.

In addition, the project site is located within the Communications Hill Specific Plan Area Development Policy (CHSPADP) boundary. The CHSPADP also identified the need for a third southbound left-turn lane at the Capitol Expressway and Snell Avenue intersection. However, rather than constructing improvements that enhance vehicular capacity at isolated intersections, such as Capitol Expressway and Snell Avenue, that are of little benefit to the overall roadway system, the CHSPADP provides the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP acknowledged that as other properties within the CHSP came forward for development, it was expected that subsequent traffic analyses would be required to determine participation in the ADP. Therefore, the addition of a third southbound left-turn pocket at this intersection is not recommended. The CHSPADP is described in further detail in the previous section.

Unsignalized Intersection Operations (Hillcap Avenue/Granite Rock Way)

The westbound approach (Granite Rock Way) at the Hillcap Avenue/Granite Rock Way intersection is stop-controlled. Operational issues related to vehicle queuing and delay are not expected to occur at the intersection during the AM and PM peak hours due to the low traffic volumes and travel speeds on Hillcap Avenue. The vehicle queuing analysis (see Table 10) shows the maximum queue length for the westbound approach would be no more than one vehicle.

Traffic operations at the intersection was also analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California Manual on Uniform Traffic Control Devices (MUTCD), 2010 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The results of peak-hour signal warrant analysis indicate that the Hillcap Avenue/Granite Rock Way intersection would not meet the thresholds that warrant signalization under background plus project conditions. The peak-hour signal warrant sheet is contained in Appendix F.

Freeway Segment Analysis

The City is still required to conform to the requirements of the Valley Transit Authority (VTA), which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. However, this analysis is presented for informational purposes only.

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 11.

Effects on Surrounding Streets

Trucks will be restricted to the use of Snell Avenue and Hillcap Avenue to access the project site, while employees could use Snell Avenue and Hillsdale Avenue. Surrounding street segments that would potentially be affected by the proposed project are listed below:

- Snell Avenue between Capitol Expressway and Hillcap Avenue
- Hillsdale Avenue west of Hillsdale Avenue
- Hillsdale Avenue between Snell Avenue and Hillcap Avenue
- Hillcap Avenue between Granite Rock Way and Snell Avenue

Existing and estimated project condition traffic volumes on the surrounding streets were developed based on the existing traffic counts and trip estimates for the project (see Table 12). The purpose of the review of the roadway segment volumes was to quantify the potential change in traffic volumes and increase in heavy trucks along the study roadway segments that provide direct access to the project site.

Table 11
Freeway Segment Capacity

Freeway Segment	Dir	Peak Hour	Existing Conditions: Mixed-Flow # of Lanes[1]	Mixed-Flow Capacity[2]	Mixed-Flow LOS[3]	HOV Lane # of Lanes[1]	HOV Lane Capacity[2]	HOV Lane LOS[3]	Project Trips: Mixed-Flow Project Trips	Mixed-Flow % of Capacity
SR 87 Capitol Expwy to Curtner Ave	NB	AM	2	4,400	**F**	1	1,650	**F**	14	0.3%
		PM	2	4,400	D	1	1,650	A	-1	0.0%
SR 87 Curtner Ave to Capitol Expwy	SB	AM	2	4,400	E	1	1,650	A	11	0.3%
		PM	2	4,400	E	1	1,650	D	0	0.0%
SR 87 Curtner Ave to Almaden Rd	NB	AM	2	4,400	**F**	1	1,650	E	14	0.3%
		PM	2	4,400	E	1	1,650	A	-1	0.0%
SR 87 Almaden Ave to Curtner Ave	SB	AM	2	4,400	D	1	1,650	A	11	0.3%
		PM	2	4,400	E	1	1,650	D	0	0.0%
US 101 Capitol Expwy to Tully Rd	NB	AM	3	6,900	**F**	1	1,650	**F**	9	0.1%
		PM	3	6,900	D	1	1,650	A	-1	0.0%
US 101 Tully Rd to Capitol Expwy	SB	AM	3	6,900	D	1	1,650	A	7	0.1%
		PM	3	6,900	D	1	1,650	D	0	0.0%
US 101 Tully Rd to Story Rd	NB	AM	3	6,900	**F**	1	1,650	E	9	0.1%
		PM	3	6,900	E	1	1,650	A	-1	0.0%
US 101 Story Rd to Tully Rd	SB	AM	3	6,900	E	1	1,650	A	7	0.1%
		PM	3	6,900	E	1	1,650	D	0	0.0%

Notes:
HOV = high-occupancy vehicle; LOS = level of service.
1. Number of lanes on each segment are taken from the Google Earth software.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).
3. Level of service (LOS) on each segment are taken from VTA's *2018 CMP Monitoring Report*.
Bold indicates a substandard level of service.

The table shows that truck trips generated by the project would increase the truck percentage on Snell Avenue between Capitol Expressway and Hillcap Avenue from 6 percent to 9 percent and on Hillcap Avenue between Granite Rock Way and Snell Avenue from 20 percent to 36 percent, because these segments provide direct truck access to the site. The project trips, including employee trips, would slightly increase daily traffic volumes on Snell Avenue and Hillsdale Avenue by up to 4 percent. Because of the low traffic volume on Hillcap Avenue, the project trips would increase the daily traffic volume on the street segment between Granite Rock Way and Snell Avenue by 31 percent. However, even with the project trips, the daily traffic (3,202 vehicles) on the street segment is still relatively low for a local connector street.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation are provided and to identify any access or circulation issues that should be improved. This review is based on the site plan prepared by PA-Po Industrial Systems, dated September 30, 2020, presented on Figure 16 and in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway Design

The project would shorten Granite Rock Way by approximate 410 feet with a new cul-de-sac. Vehicles will enter and exit the project site via a two-way driveway at the new cul-de-sac. The driveway would align with Granite Rock Way so turn-movements will not be required when entering and exiting the driveway.

Table 12
Average Daily Traffic on Surrounding Streets

#	Roadway	Location	Direction	Existing Daily Counts[1] Car	Existing Daily Counts[1] Heavy Vehicle	Existing Daily Counts[1] Total	Existing Daily Counts[1] Truck %	Project Daily Trips Car	Project Daily Trips Heavy Vehicle	Project Daily Trips Total	Existing+ Project Daily Traffic Car	Existing+ Project Daily Traffic Heavy Vehicle	Existing+ Project Daily Traffic Total	Existing+ Project Daily Traffic Truck %	Increase in Total
1	Snell Avenue	Between Capitol Expwy and Hillcap Ave	NB	10,223	618	10,841		51	326	377	10,274	944	11,218		
			SB	9,043	541	9,584		46	326	372	9,089	867	9,956		
			Both	*19,266*	*1,159*	*20,425*	*6%*	*97*	*652*	*749*	*19,363*	*1,811*	*21,174*	*9%*	*4%*
2	Hillsdale Avenue	West of Hillsdale Ave	EB	4,723	151	4,874		13	0	13	4,736	151	4,887		
			WB	4,821	163	4,984		18	0	18	4,839	163	5,002		
			Both	*9,544*	*314*	*9,858*	*3%*	*31*	*0*	*31*	*9,575*	*314*	*9,889*	*3%*	*0%*
				97%	*3%*										
3	Hillsdale Avenue	Between Snell Ave and Hillcap Ave	NB	307	22	329		13	0	13	320	22	342		
			SB	317	43	360		18	0	18	335	43	378		
			Both	*624*	*65*	*689*	*9%*	*31*	*0*	*31*	*655*	*65*	*720*	*9%*	*4%*
4	Hillcap Avenue	Between Granite Rock Way and Snell Ave	NB	960	259	1,219		51	326	377	1,011	585	1,596		
			SB	991	243	1,234		46	326	372	1,037	569	1,606		
			Both	*1,951*	*502*	*2,453*	*20%*	*97*	*652*	*749*	*2,048*	*1,154*	*3,202*	*36%*	*31%*

[1] Based on tube counts conducted on June 5, 2018.

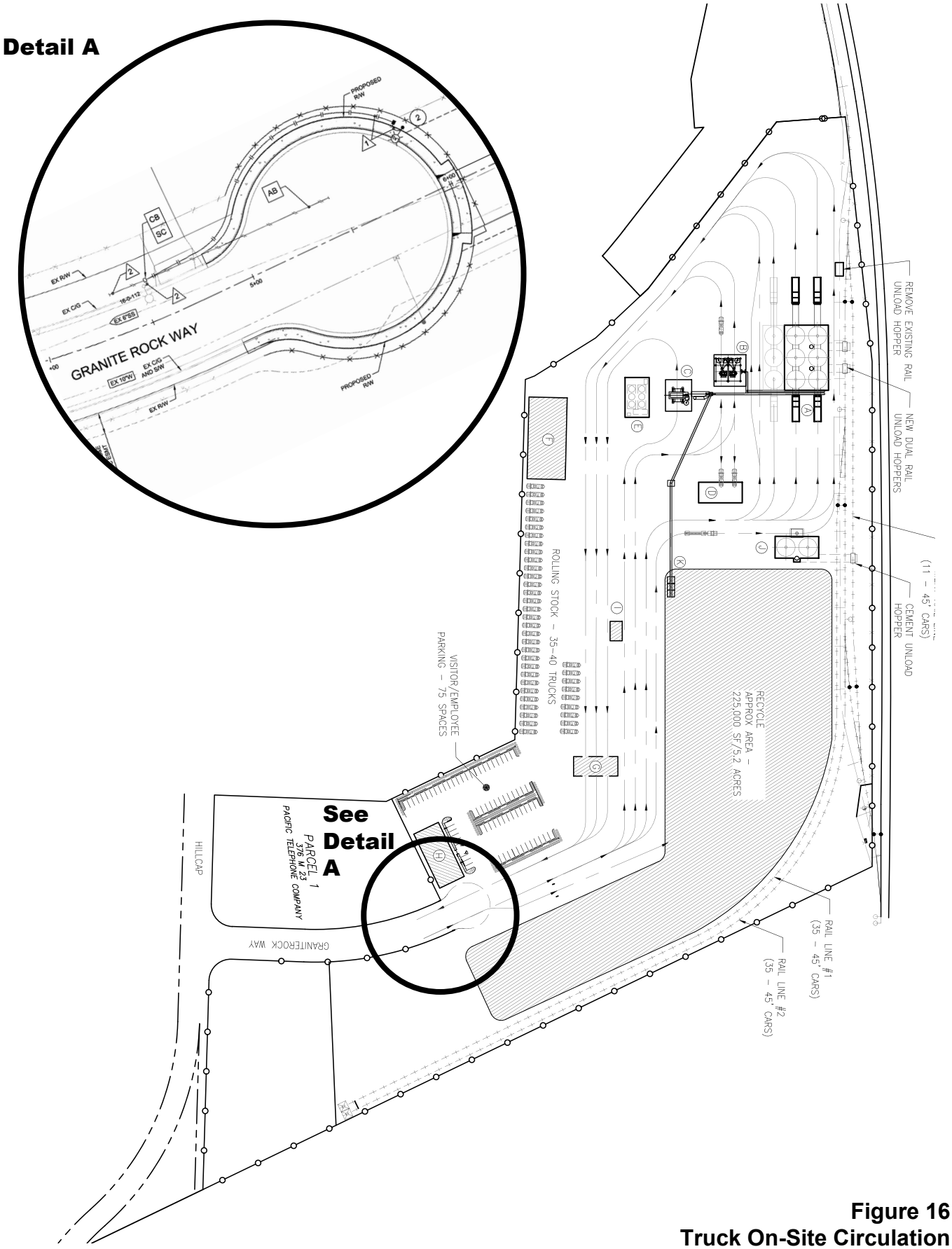


Figure 16
Truck On-Site Circulation

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines (Addendum Drawing No. R-8), the typical width for a two-way driveway that serves a commercial/industrial development is 16 to 32 feet wide. This provides adequate width for vehicular ingress and egress. The site plan shows a 28-foot driveway. The City will require that the proposed driveway be 32 feet wide for commercial truck use.

Sight Distance

The project driveway would align with Granite Rock at the cul-de-sac. Therefore, vehicles exiting the site would have a clear view of incoming vehicles and vehicles entering and exiting the driveway of the adjacent property on Granite Rock Way next to the cul-de-sac. Therefore, sight distance would be adequate at the project driveway.

Project Driveway Operations

All project traffic would enter and exit the site via the project driveway and Granite Rock Way. As shown in Table 7, with the proposed expansion, the project driveway would serve an estimated 156 trips (78 inbound and 78 outbound) in the AM peak hour and 20 trips (9 inbound and 11 outbound) in the PM peak hour.

Because Granite Rock Way primarily serves only the project site and there would be no conflicting traffic at the project driveway, operational issues are not expected to occur at the project driveway.

On-Site Circulation

Based on the operations of the facility, only trucks would circulate through the site while passenger vehicles associated with employees and visitors would access the parking area located near the entrance. As shown in Figure 16, trucks would travel through the site in one-way circulation pattern. Therefore, on-site circulation would be adequate for trucks.

The employee/visitor parking area would have 90-degree parking stalls with two-way drive aisles providing access to the parking spaces. The City's standard minimum width for two-way drive aisles with 90-degree parking is 26 feet wide. This allows sufficient space for two-way circulation, in particular for larger vehicles, and for vehicles to easily maneuver in and out of the parking spaces. Additionally, the City identifies full-size parking spaces as 18 feet long and 9 feet wide and compact parking spaces as 16 feet long and 8 feet wide. The parking spaces would be 18 feet long and 9 feet wide and two-way drive aisles are 30 to 48 feet wide. Therefore, circulation within the parking lot would be adequate.

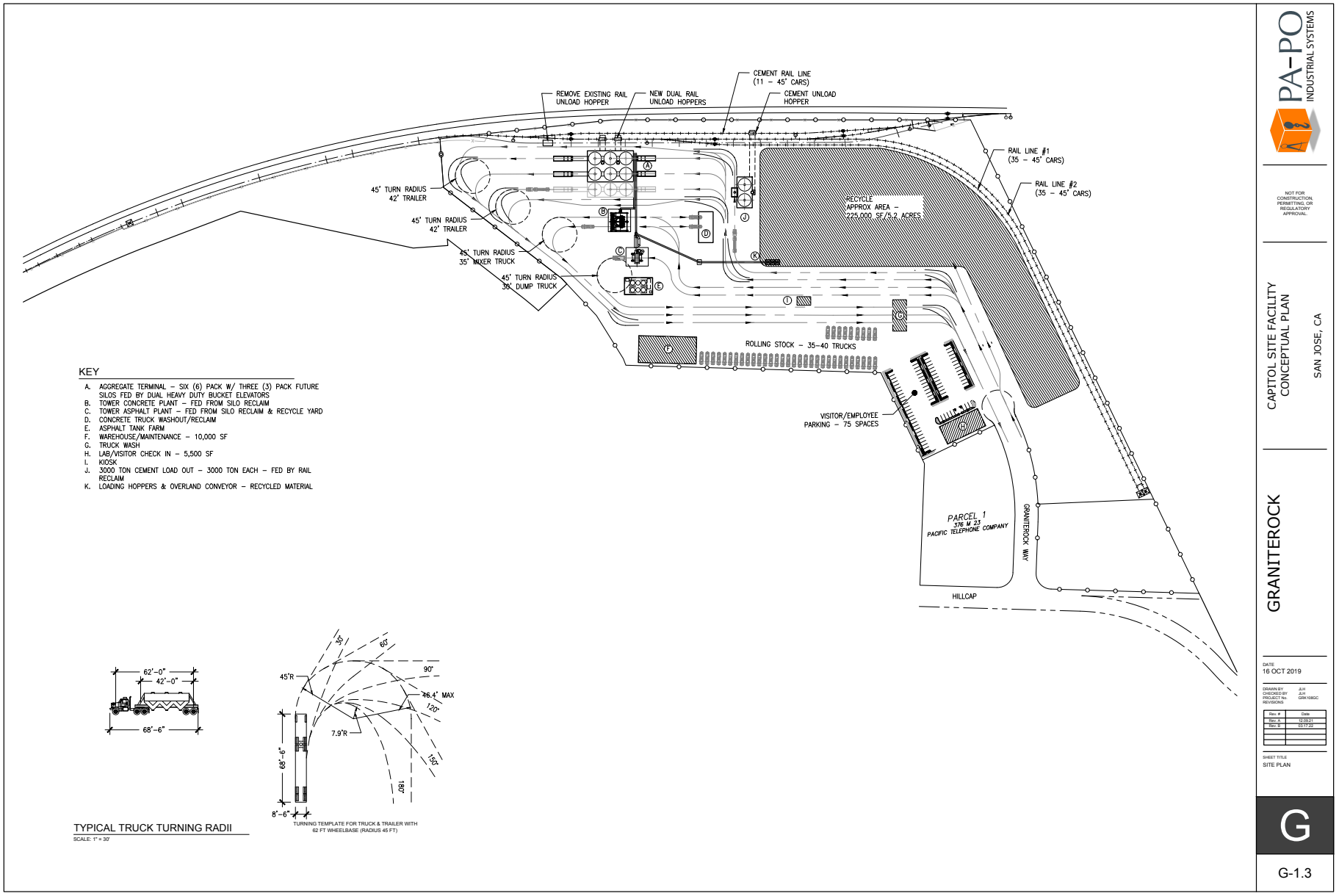
The parking lot is located along the west side of the internal road for truck access, so there may be some conflicts between the truck traffic and employees/visitors accessing the parking lot. However, because most employees would arrive before and leave after the operation hours of the facility (see Table 6), the conflicts between the truck traffic and the employee/visitor traffic would be minimal.

Truck Turning Templates

As shown in Figure 17, adequate circulation and turning radii through the site for each type of operation will be provided for WB-62 trucks.

Garbage Collection

The site plan does not indicate the location of trash enclosures. It is presumed that garbage vehicles would access the project site using the driveway on Granite Rock Way.



ALL RIGHTS RESERVED BY ROBERT OBER & ASSOCIATES, LLC. THIS DRAWING IN DESIGN AND DETAILS IS THE PROPERTY OF PLANT OUTFITTERS AND MUST NOT BE USED EXCEPT IN CONNECTION WITH WORK BY PLANT OUTFITTERS. ALL RIGHTS OF DESIGN OR INVENTION ARE RESERVED. DIMENSIONS AS INDICATED.

Figure 17
Truck Turn Radii

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings are within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the building. The project would comply the requirements. Emergency vehicles would access the project buildings via Granite Rock Way and the internal truck access road.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted General Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Better Bike Plan 2025 includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details). Within the project area, there are sidewalks along the south side of Granite Rock Way, and the project would include sidewalks in the new cul-de-sac to connect to the existing sidewalks. Therefore, continuous pedestrian access would be maintained between the project site and the surrounding land uses and transit stops in the study area.

Bicycle Facilities

Bike lanes are present on Snell Avenue, Hillsdale Avenue, Vistapark Drive, and Monterey Road in the vicinity of the project site (see Chapter 2 for details). The bike lanes within the vicinity of the project site would remain unchanged under project conditions. No bicycle facilities currently exist on along Hillcap Avenue and Granite Rock Way. Bicyclist to and from the project site would need to utilize the sidewalks, or share the roadway with vehicular traffic, while traveling on Hillcap Avenue and Granite Rock Way.

The Better Bike Plan 2025, includes the installation of protected bike lanes (Class IV bikeway) on several streets in the project area. Protected bike lanes are protected by physical barriers such as flexible bollards, raised curb, parking, or planter boxes. The proposed streets include Monterey Road, Snell Avenue/Hillsdale Avenue, Vistapark Drive, Capitol Expressway, and Senter Road. Of these identified streets, the protected bike lane project on Monterey Road between Alma Avenue and Blossom Hill Road is included in the City's 5-year project list.

Transit Services

The project site is served by the existing VTA buses with bus stops within one mile from the project site. The nearest bus stops to the project site are located along Capitol Expressway at its intersection with Snell Avenue, approximately 2,200 feet from the project site (see Chapter 2 for details). Additionally, the Capitol Caltrain Station is located at the intersection of Monterey Road and Fehren Drive, about 1.15 miles from the project site. Based on the small increase in new employees and type of the project operations, the new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

Off-Street Parking

Vehicle Parking

The required off-street parking spaces for the Granite Rock Facility are calculated based on the City of San Jose Zoning Code (Section 20.90.060) vehicle parking requirement for a processing facility/transfer facility, which is required to provide one space per employee of the largest shift, plus one space per facility vehicle. The site plan shows the project would provide 75 spaces for visitors and employees and a 35-40 truck parking area for rolling stock. It is presumed that the proposed rolling stock spaces would meet the truck parking demand. Based on the proposed facility operations (Table 6), the greatest number of employees on-site would occur before 11 AM when there would be 89 employees. Therefore, the proposed 75 off-street parking spaces would not meet the City's parking requirement of 89 spaces. Based on the anticipated facility operations, the project may require an additional 14 off-street parking spaces for employees.

Bicycle Parking

The City of San Jose Zoning Code (Section 20.90.060) bicycle parking requirement for a processing facility/transfer facility is one long-term bicycle space per 10 full-time employees. The site plan does not indicate a long-term bicycle storage or secured bicycle parking spaces for employees. Based on the proposed facility operations (Table 6), the project is expected to have 89 full-time employees, which would require 9 long-term bicycle spaces to meet the City's bicycle parking requirement.

Construction Activities

Typical activities related to the construction of any development could include temporary lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians, and bicyclists are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

8. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Policy (Council Policy 5-1), City of San Jose's *Transportation Analysis Handbook 2018,* the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and the California Environmental Quality Act (CEQA) guidelines.

Transportation Analysis Scope

Per the City of San Jose's Transportation Analysis Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA transportation analysis and a local transportation analysis (LTA).

The CEQA transportation analysis for the project consists of a project-level Vehicle Miles Traveled (VMT) impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA Transportation Analysis

Project-Level VMT Impact Analysis

Based on project information provided by the applicant, the proposed project with the expansion is estimated to generate the same number of daily trips as would be estimated to be generated by 302,419 square feet of industrial space. The proposed project operations will be similar to industrial uses since industrial land uses generally have minimal office space and have a greater amount of truck activity on-site. Therefore, the number and origination/destination of daily trips generated by both industrial and the proposed concrete and asphalt processing facility should be similar. The amount of equivalent industry space was used to evaluate the project VMT impact using the San Jose's VMT evaluation tool. Based on the tool and the project site's APN, the VMT generated by the project would be 12.28 per industrial worker, which is lower than the City's industrial threshold of 14.37 per employee. Therefore, the project's VMT impact would be less than significant.

Cumulative (GP Consistency) Evaluation

The project is consistent with the General Plan goals and policies for the following reasons:

- The proposed expansion would increase the employment density and diversity in the project area.
- The project would not negatively impact existing transit, bicycle, or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle, or pedestrian facilities.

Thus, the project would be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Based on the proposed operations provided by the applicant and the driveway counts conducted for the existing operations, the proposed expansion would result in an increase of 780 daily trips with 90 new trips (39 inbound and 51 outbound) occurring during the AM peak hour and a reduction of 3 trips (0 inbound and -3 outbound) occurring during the PM peak hour. All new peak-hour trips would be generated by trucks because the expanded operations would not change the employee work shift schedule which results in the arrival and departure of employees outside of the AM and PM peak commute periods..

Intersection Operation Conditions

Based on the City of San Jose intersection operations analysis criteria, the added project trips would cause adverse operations effects at the Snell Avenue and Capitol Expressway intersection. All other intersections would operate at acceptable levels of service under all future study scenarios.

Snell Avenue and Capitol Expressway

This intersection would operate at unacceptable LOS F and E during both the AM and PM peak hours, respectively, under background conditions and the added trips as a result of the project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more under the AM peak hour. Based on City of San Jose's and CMP guidelines, this constitutes an adverse effect on intersection operations.

The adverse effect at this intersection can be addressed by extending the receiving lane on Capitol Expressway for the northbound right-turn movement from Snell Avenue and relocating the bus stop near the southeast corner of the intersection further downstream to allow the northbound right to operate as a free movement. The improvement would reduce the average intersection delay to be shorter than the average delay under background conditions, but the level of service would remain LOS F.

However, the implementation of the intersection improvement will have minimal effect on vehicular delay while degrading pedestrian and bicycle travel through the intersection and may result in additional delay to buses utilizing the referenced bus stop due to inadequate gaps in traffic flow from the northbound right-turn. The degradation of multi-modal travel through the intersection due to the implementation of roadway adjustments for the purpose of increasing vehicular capacity is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with City and County staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as a signal modification to remove the right-turn channelization islands at the northwest and northeast corners of the intersection. The removal of the channelization islands will improve the pedestrian crossing environment.. The improvement of pedestrian and bicycle facilities at the intersection would be consistent with the multi-modal

transportation goals and policies outlined in the *Envision San José 2040 General Plan* that are intended to improve multi-modal accessibility to all land uses and encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT.

In addition, the project site is located within the Communications Hill Specific Plan Area Development Policy (CHSPADP) boundary. The CHSPADP identified the Capitol Expressway and Snell Avenue intersection, as well as other intersections, to operate below the City's LOS standard. Rather than constructing improvements that enhance vehicular capacity at isolated intersections, such as Capitol Expressway and Snell Avenue, that are of little benefit to the overall roadway system, the CHSPADP provides the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP acknowledged that as other properties within the CHSP came forward for development, it was expected that subsequent traffic analyses would be required to determine participation in the ADP. Thus, the implementation of the CHSPADP improvements could reduce the identified adverse operations to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

In the project area, the CHSADP identifies the improvement options to provide a pedestrian/bicycle connection and overcrossing between the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road to the west side of the railroad tracks adjacent to Hillsdale Avenues or Granite Rock Way.

Freeway Segment Capacity Analysis

The results of the CMP freeway segment analysis show that the project is not projected to add traffic volumes representing one percent or more of the freeway capacity. Based on CMP freeway impact criteria, none of the freeway segments would be impacted by the project.

Intersection Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of trips to the left-turn movements.

The queuing analysis indicates that the projected maximum vehicle queues for the southbound left-turn pockets at the Snell Avenue and Capitol Expressway intersection exceeds the existing vehicle storage capacity (14 vehicles per lane for two left-turn lanes) under existing conditions and the maximum vehicle queues would continue to exceed the existing storage capacity under background, and project conditions during the AM and PM peak hours.

During AM peak hour, the addition of project traffic is projected to increase the projected maximum queue length by two vehicles per lane for a maximum queue length of 20 vehicles per lane under background plus project conditions. During the PM peak hour, the projected maximum queue length is 28 vehicles per lane under background conditions, and the project would not increase the queue length.

The existing southbound left-turn pockets at the intersection of Snell Avenue and Capitol Expressway cannot be extended due to inadequate spacing on Snell Avenue between Capitol Expressway and Hillcap Avenue. Therefore, the addition of a third left-turn lane on the southbound approach would be required to accommodate the projected queue. The addition of the third southbound left-turn at the intersection also would require removal of the "pork chop" islands on the southbound approach of the intersection, relocation of the existing traffic signal, and restriping of the lanes. However, the implementation of roadway adjustments for the purpose of increasing vehicular capacity that could result in the degradation of multi-modal travel through the intersection is not consistent with the City's goals to improve opportunities for multi-modal travel. Therefore, the project applicant should work with

City and County staff in determining an appropriate contribution towards the implementation of possible pedestrian improvements, such as a signal modification to remove the right-turn channelization islands at the northwest and northeast corners of the intersection. The removal of the channelization islands will improve the pedestrian crossing environment.

The CHSPADP also identified the need for a third southbound left-turn lane at the Capitol Expressway and Snell Avenue intersection. However, rather than constructing improvements that enhance vehicular capacity at isolated intersections, such as Capitol Expressway and Snell Avenue, that are of little benefit to the overall roadway system, the CHSPADP provides the mechanism for the implementation and funding of improvements to the transportation system in the immediate area of the project site. The CHSPADP acknowledged that as other properties within the CHSP came forward for development, it was expected that subsequent traffic analyses would be required to determine participation in the ADP. Therefore, the addition of a third southbound left-turn pocket at this intersection is not recommended. The CHSPADP is described in further detail in the previous section.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveway as a result of the project. However, the City will require that the proposed 28-foot driveway along Granite Rock Way be widened to 32 feet for commercial truck use.

The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. However, the CHSADP identifies a pedestrian connection and overcrossing of the railroad tracks to provide access from the CHSPADP to the Capitol Caltrain Station on the east side of the railroad tracks adjacent to Monterey Road. The crossing would be located north of the existing Capitol Caltrain Station. Therefore, the project should consider the accommodation of a future pedestrian access easement along the north portion of the property limits.

Hexagon has the following recommendations resulting from the parking evaluations.

- Based on the proposed facility operations, the greatest number of employees on-site would occur before 11 AM when there would be 89 employees. Therefore, the proposed 75 off-street parking spaces would not meet the City's parking requirement of 89 spaces. The project may require an additional 14 off-street parking spaces for employees.
- Based on the proposed facility operations, the project is expected to have 89 full-time employees, which would require 9 long-term bicycle spaces to meet the City's bicycle parking requirement.

Granite Rock Facility Operations Expansion

Technical Appendices

August 30, 2022

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Granite Rock Operations Expansion
Tool Version: 2/29/2019
Location: 100 Granite Rock Way, San Jose, CA 95136
Date: 11/17/2020
Parcel: 46217021 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 75 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	302.4 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	8
With Project Density (DU/Residential Acres in half-mile buffer)	8

Increase Development Diversity

Existing Activity Mix Index	0.38
With Project Activity Mix Index	0.44

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	27
With Project Density (Jobs/Commercial Acres in half-mile buffer)	34

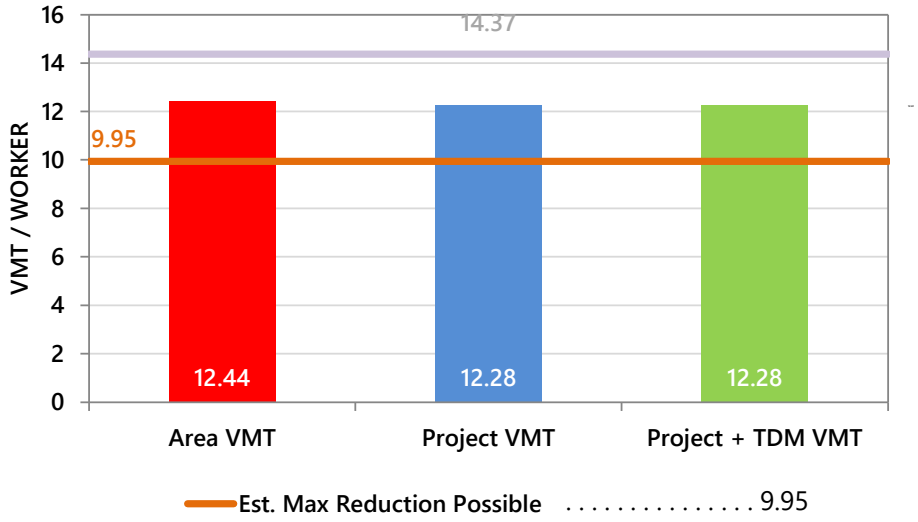
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.

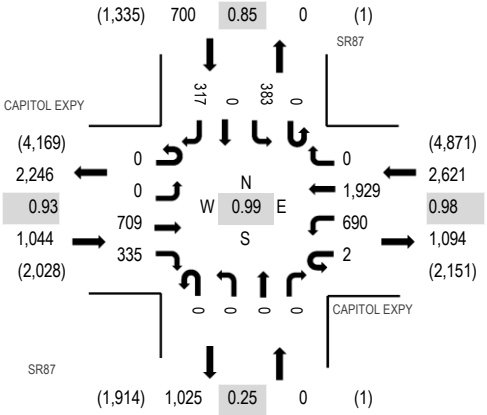


Appendix B
Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

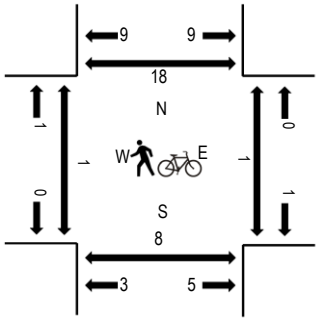
Location: 1 SR87 & CAPITOL EXPY AM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CAPITOL EXPY Eastbound				CAPITOL EXPY Westbound				SR87 Northbound				SR87 Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	133	38	0	118	415	0	0	0	0	0	0	76	0	75	855	4,133	0	0	1	3
7:15 AM	0	0	161	48	1	162	507	0	0	0	0	0	0	110	0	96	1,085	4,365	0	0	0	6
7:30 AM	0	0	169	87	0	190	480	0	0	0	0	0	0	92	0	69	1,087	4,277	0	0	0	6
7:45 AM	0	0	200	107	0	157	474	0	0	0	0	0	0	80	0	88	1,106	4,220	1	1	4	4
8:00 AM	0	0	179	93	1	181	468	0	0	0	0	0	0	101	0	64	1,087	4,102	0	0	0	2
8:15 AM	0	0	189	95	0	139	408	0	0	0	1	0	0	98	0	67	997		1	0	2	5
8:30 AM	0	0	211	65	2	176	416	0	0	0	0	0	0	82	0	78	1,030		2	0	2	7
8:45 AM	0	0	177	76	0	182	394	0	0	0	0	0	0	89	0	70	988		0	0	2	5

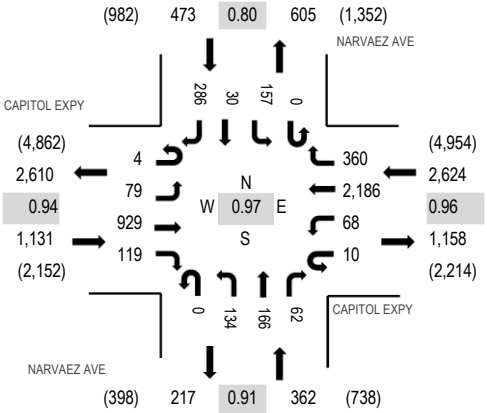
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	14	0	0	0	0	0	0	4	0	7	28
Lights	0	0	696	332	2	677	1,875	0	0	0	0	0	0	361	0	298	4,241
Mediums	0	0	11	3	0	12	40	0	0	0	0	0	0	18	0	12	96
Total	0	0	709	335	2	690	1,929	0	0	0	0	0	0	383	0	317	4,365

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

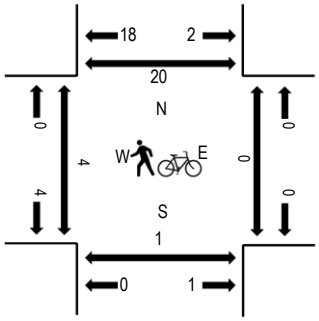
Location: 2 NARVAEZ AVE & CAPITOL EXPY AM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CAPITOL EXPY Eastbound				CAPITOL EXPY Westbound				NARVAEZ AVE Northbound				NARVAEZ AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	15	127	21	4	12	440	150	0	30	60	9	0	34	8	62	973	4,383	0	0	0	5
7:15 AM	0	16	250	27	2	15	546	98	0	39	40	7	0	37	2	76	1,155	4,590	0	0	0	8
7:30 AM	0	13	201	29	0	26	569	89	0	38	38	18	0	43	8	60	1,132	4,464	0	0	0	4
7:45 AM	4	23	226	33	2	16	523	79	0	34	38	17	0	46	14	68	1,123	4,476	2	0	0	4
8:00 AM	0	27	252	30	6	11	548	94	0	23	50	20	0	31	6	82	1,180	4,443	1	0	0	4
8:15 AM	0	22	210	27	1	12	449	92	0	34	54	16	0	34	14	64	1,029		0	0	0	3
8:30 AM	0	36	254	14	1	11	472	110	0	35	32	16	0	64	11	88	1,144		1	1	0	3
8:45 AM	0	42	225	27	0	15	473	88	0	27	46	17	0	44	9	77	1,090		1	6	4	3

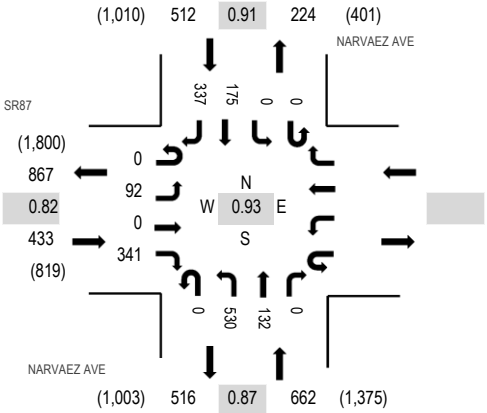
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	7	1	0	0	4	4	0	0	0	0	0	0	0	1	18
Lights	4	76	903	111	10	63	2,142	352	0	128	163	58	0	153	27	284	4,474
Mediums	0	2	19	7	0	5	40	4	0	6	3	4	0	4	3	1	98
Total	4	79	929	119	10	68	2,186	360	0	134	166	62	0	157	30	286	4,590

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

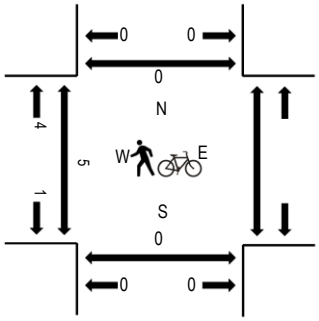
Location: 4 NARVAEZ AVE & SR87 AM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR87 Eastbound				Westbound				NARVAEZ AVE Northbound				NARVAEZ AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	11	0	88					0	180	25	0	0	0	29	71	404	1,597	1		0	0
7:15 AM	0	22	0	77					0	141	35	0	0	0	43	91	409	1,585	0		1	0
7:30 AM	0	18	0	71					0	141	25	0	0	0	42	84	381	1,552	0		0	0
7:45 AM	0	15	0	84					0	140	26	0	0	0	53	85	403	1,579	2		0	0
8:00 AM	0	17	0	79					0	116	30	0	0	0	53	97	392	1,607	2		0	0
8:15 AM	0	24	0	58					0	137	33	0	0	0	39	85	376		2		0	0
8:30 AM	0	24	0	99					0	143	28	0	0	0	47	67	408		0		0	0
8:45 AM	0	27	0	105					0	134	41	0	0	0	36	88	431		1		0	0

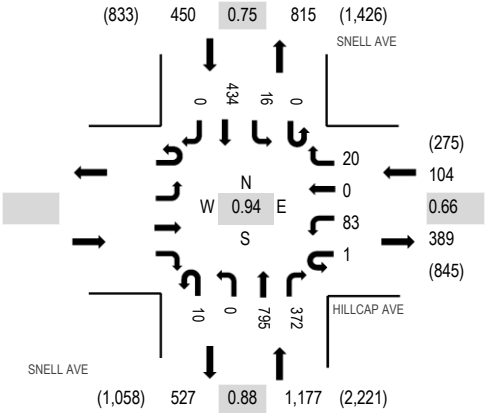
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	9	0	0	0	0	2	2	13
Lights	0	89	0	330					0	511	125	0	0	0	167	330	1,552
Mediums	0	3	0	11					0	10	7	0	0	0	6	5	42
Total	0	92	0	341					0	530	132	0	0	0	175	337	1,607

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

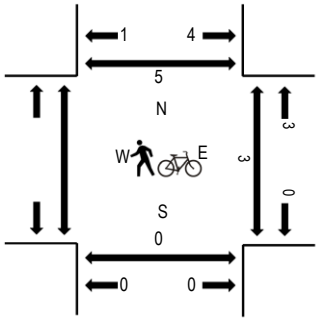
Location: 6 SNELL AVE & HILLCAP AVE AM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	HILLCAP AVE Eastbound				HILLCAP AVE Westbound				SNELL AVE Northbound				SNELL AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM					0	28	0	2	4	0	156	85	0	4	85	0	364	1,698		1	0	0
7:15 AM					0	13	0	3	2	0	203	81	0	4	147	0	453	1,731		1	0	1
7:30 AM					1	19	0	4	0	0	203	88	0	4	102	0	421	1,687		0	0	0
7:45 AM					0	28	0	8	4	0	221	109	0	4	86	0	460	1,689		0	0	0
8:00 AM					0	23	0	5	4	0	168	94	0	4	99	0	397	1,631		2	0	4
8:15 AM					0	25	0	3	3	0	165	122	0	5	86	0	409			1	0	3
8:30 AM					0	43	0	6	7	0	146	114	0	7	100	0	423			4	0	0
8:45 AM					0	59	0	5	6	0	128	108	0	11	85	0	402			1	0	1

Peak Rolling Hour Flow Rates

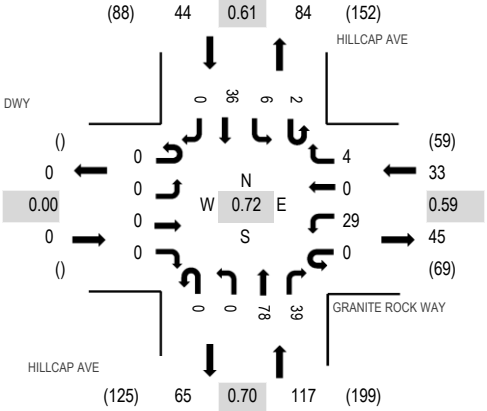
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	9	0	0	0	0	1	12	0	0	0	0	22
Lights					0	56	0	16	10	0	780	348	0	16	422	0	1,648
Mediums					1	18	0	4	0	0	14	12	0	0	12	0	61
Total					1	83	0	20	10	0	795	372	0	16	434	0	1,731

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

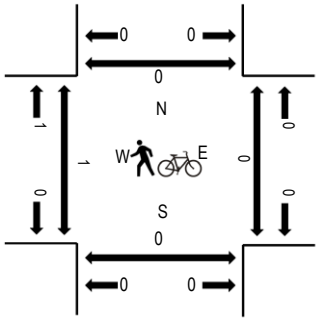
Location: 8 HILLCAP AVE & GRANITE ROCK WAY AM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				GRANITE ROCK WAY Westbound				HILLCAP AVE Northbound				HILLCAP AVE Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	7	0	0	0	0	21	10	1	0	17	0	56	194	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	9	12	0	2	5	0	30	171	1	0	0	0
7:30 AM	0	0	0	0	0	9	0	1	0	0	14	9	0	0	8	0	41	175	0	0	0	0
7:45 AM	0	0	0	0	0	11	0	3	0	0	34	8	1	4	6	0	67	177	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	1	0	0	17	0	1	1	10	0	33	152	1	0	0	0
8:15 AM	0	0	0	0	0	4	0	0	0	0	22	2	0	0	6	0	34		1	0	0	0
8:30 AM	0	0	0	0	1	6	0	0	0	0	14	9	0	1	12	0	43		0	0	0	0
8:45 AM	0	0	0	0	0	9	0	2	0	0	11	7	0	3	10	0	42		0	0	0	0

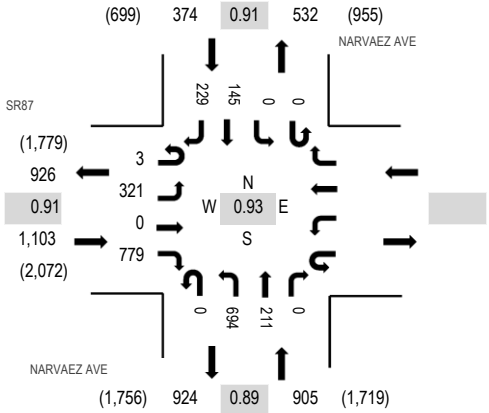
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	7	0	0	0	0	8	6	0	0	6	0	27
Lights	0	0	0	0	0	9	0	2	0	0	62	29	1	2	13	0	118
Mediums	0	0	0	0	0	13	0	2	0	0	8	4	1	4	17	0	49
Total	0	0	0	0	0	29	0	4	0	0	78	39	2	6	36	0	194

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

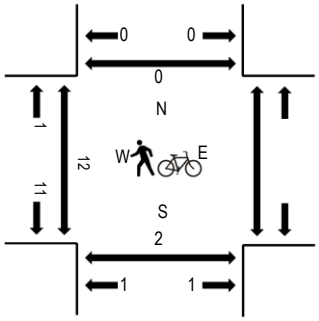
Location: 4 NARVAEZ AVE & SR87 PM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SR87 Eastbound				Westbound				NARVAEZ AVE Northbound				NARVAEZ AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	56	0	165					0	157	39	0	0	0	32	58	508	2,108	0		0	0
4:15 PM	0	67	0	196					0	167	58	0	0	0	30	47	565	2,183	1		0	0
4:30 PM	0	55	0	179					0	153	38	0	0	0	25	63	513	2,173	0		0	0
4:45 PM	1	65	0	184					1	156	45	0	0	0	20	50	522	2,299	0		0	0
5:00 PM	0	75	0	173					0	188	53	0	0	0	36	58	583	2,382	0		0	0
5:15 PM	1	73	0	194					0	137	61	0	0	0	36	53	555		0		1	0
5:30 PM	2	87	0	194					0	203	50	0	0	0	43	60	639		0		0	0
5:45 PM	0	86	0	218					0	166	47	0	0	0	30	58	605		1		1	0

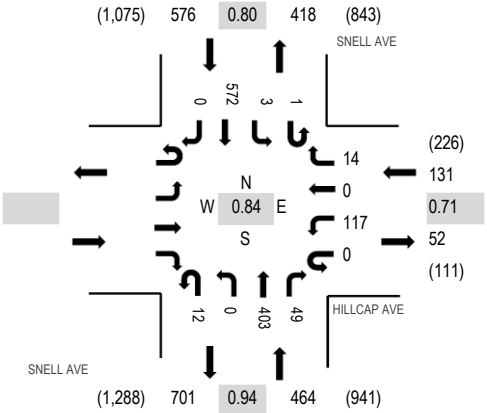
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	3	321	0	775					0	682	207	0	0	0	142	223	2,353
Mediums	0	0	0	4					0	12	4	0	0	0	3	6	29
Total	3	321	0	779					0	694	211	0	0	0	145	229	2,382

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

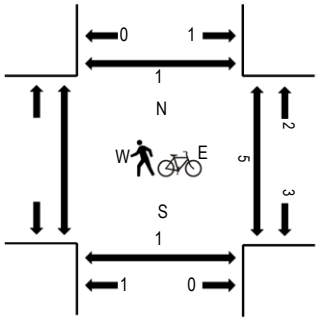
Location: 6 SNELL AVE & HILLCAP AVE PM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				HILLCAP AVE Westbound				SNELL AVE Northbound				SNELL AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM					0	27	0	3	1	0	117	19	1	1	120	0	289	1,091		0	0	0
4:15 PM					0	27	0	1	3	0	86	19	0	1	111	0	248	1,150		2	0	0
4:30 PM					0	44	0	4	6	0	76	14	0	0	143	0	287	1,171		2	1	0
4:45 PM					0	15	0	3	2	0	107	15	1	0	124	0	267	1,150		0	0	0
5:00 PM					0	38	0	5	2	0	112	10	0	2	179	0	348	1,151		1	0	1
5:15 PM					0	20	0	2	2	0	108	10	0	1	126	0	269			0	0	0
5:30 PM					0	13	0	3	3	0	97	6	0	1	143	0	266			3	0	0
5:45 PM					0	20	0	1	2	0	115	9	1	3	117	0	268			2	0	1

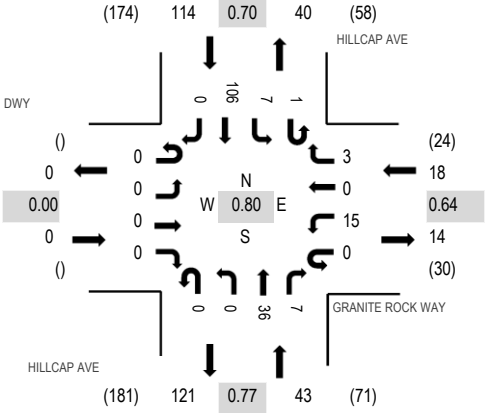
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	1	0	0	0	2	0	0	0	0	3
Lights					0	113	0	13	12	0	402	35	1	2	569	0	1,147
Mediums					0	4	0	0	0	0	1	12	0	1	3	0	21
Total					0	117	0	14	12	0	403	49	1	3	572	0	1,171

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

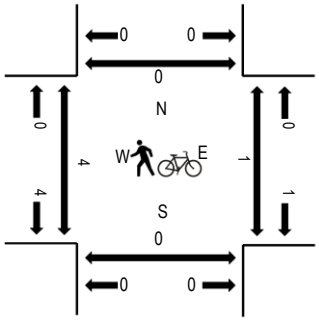
Location: 8 HILLCAP AVE & GRANITE ROCK WAY PM
Date and Start Time: Wednesday, May 16, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				GRANITE ROCK WAY Westbound				HILLCAP AVE Northbound				HILLCAP AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	1	0	1	0	0	7	8	0	3	18	0	38	158	0	0	0	0
4:15 PM	0	0	0	0	0	6	0	1	0	0	12	2	0	3	21	0	45	175	0	0	0	0
4:30 PM	0	0	0	0	0	4	0	1	0	0	6	2	1	2	35	0	51	149	0	1	0	0
4:45 PM	0	0	0	0	0	3	0	1	0	0	7	2	0	0	11	0	24	116	0	0	0	0
5:00 PM	0	0	0	0	0	2	0	0	0	0	11	1	0	2	39	0	55	111	1	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	4	1	0	0	12	0	19		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	2	0	2	11	0	18		0	0	0	0
5:45 PM	0	0	0	0	0	2	0	0	0	0	3	0	0	0	14	0	19		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	14	0	3	0	0	15	6	1	7	105	0	151
Mediums	0	0	0	0	0	1	0	0	0	0	21	1	0	0	0	0	23
Total	0	0	0	0	0	15	0	3	0	0	36	7	1	7	106	0	175

Appendix C
Approved Trips Inventory

AM PROJECT TRIPS

03/13/2020

Intersection of : Capitol Ex & W Capitol Ex & Narvaez Av

Traffix Node Number : 5711

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	1	0	0	2	0	0	0	10	0	0	157	7
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	3	0	0	67	2
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	2	0
SP14-032 (3-06427) Retail/Commercial 765 & 775 WEST CAPITOL EXPY CAPITOL TOYOTA	0	0	0	0	0	46	10	10	0	0	31	0
TOTAL:	**1**	**0**	**0**	**2**	**0**	**46**	**10**	**23**	**0**	**0**	**257**	**9**

	LEFT	THRU	RIGHT
NORTH	2	0	46
EAST	0	257	9
SOUTH	1	0	0
WEST	10	23	0

PM PROJECT TRIPS

03/13/2020

Intersection of : Capitol Ex & W Capitol Ex & Narvaez Av

Traffix Node Number : 5711

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	3	0	0	0	0	0	0	44	5
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	21	2
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	1	0	0	0	0	0	0	1	0
SP14-032 (3-06427) Retail/Commercial 765 & 775 WEST CAPITOL EXPY CAPITOL TOYOTA	0	0	0	0	0	22	66	50	0	0	56	0
TOTAL:	**0**	**0**	**0**	**4**	**0**	**22**	**66**	**50**	**0**	**0**	**122**	**7**

	LEFT	THRU	RIGHT
NORTH	4	0	22
EAST	0	122	7
SOUTH	0	0	0
WEST	66	50	0

AM PROJECT TRIPS

03/13/2020

Intersection of : SB 87 From Capitol Rp / Capitol Ex & W Capitol Ex & SB 87 To Capi

Traffix Node Number : 5713

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	0	0	0	0	13	4	5	146	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	5	0	1	63	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	1	2	0
SP14-032 (3-06427) Retail/Commercial 765 & 775 WEST CAPITOL EXPY CAPITOL TOYOTA	0	0	0	0	0	31	0	20	15	0	77	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**38**	**19**	**7**	**288**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	31
EAST	7	288	0
SOUTH	0	0	0
WEST	0	38	19

PM PROJECT TRIPS

03/13/2020

Intersection of : SB 87 From Capitol Rp / Capitol Ex & W Capitol Ex & SB 87 To Capi

Traffix Node Number : 5713

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	0	0	0	0	0	0	6	32	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	2	15	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	1	2	0
SP14-032 (3-06427) Retail/Commercial 765 & 775 WEST CAPITOL EXPY CAPITOL TOYOTA	0	0	0	0	0	22	0	66	50	0	56	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**66**	**50**	**9**	**105**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	22
EAST	9	105	0
SOUTH	0	0	0
WEST	0	66	50

AM PROJECT TRIPS

03/13/2020

Intersection of : W Capitol Ex & Snell Av

Traffix Node Number : 5715

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	11	5	17	1	0	0	2	24	2	0	2	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	102	64	0	63	16	1	11	9	0	0	87	365
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	44	27	0	27	6	0	4	3	0	0	37	158
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	2	1	0	1	0	0	0	0	0	0	1	6
TOTAL:	**159**	**97**	**17**	**92**	**22**	**1**	**17**	**36**	**2**	**0**	**127**	**529**

	LEFT	THRU	RIGHT
NORTH	92	22	1
EAST	0	127	529
SOUTH	159	97	17
WEST	17	36	2

PM PROJECT TRIPS

03/13/2020

Intersection of : W Capitol Ex & Snell Av

Traffix Node Number : 5715

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	0	1	0	0	0	0	4	1	13	34	9
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	17	0	315	146	13	0	0	19	0	33	76
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	8	0	151	69	6	0	0	9	0	16	36
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	10	5	0	0	0	1	0	1	2
TOTAL:	**1**	**26**	**1**	**476**	**220**	**19**	**0**	**4**	**30**	**13**	**84**	**123**

	LEFT	THRU	RIGHT
NORTH	476	220	19
EAST	13	84	123
SOUTH	1	26	1
WEST	0	4	30

AM PROJECT TRIPS

11/22/2019

Intersection of : Capitol To Monterey Rp & Monterey Rd

Traffix Node Number : 3091

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	40	7	0	164	0	0	0	0	112	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	13	0	0	23	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	42	54	11	0	0	0	0	1	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	18	23	4	0	0	0	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	1	1	0	0	0	0	0	0	0	0
TOTAL:	**0**	**53**	**68**	**78**	**202**	**0**	**0**	**0**	**0**	**113**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	78	202	0
EAST	113	0	0
SOUTH	0	53	68
WEST	0	0	0

PM PROJECT TRIPS

11/22/2019

Intersection of : Capitol To Monterey Rp & Monterey Rd

Traffix Node Number : 3091

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	164	28	0	40	0	0	0	0	28	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	25	0	0	14	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	34	39	5	0	0	0	0	0	0	0	1
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	16	18	1	0	0	0	0	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	2	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**240**	**87**	**6**	**54**	**0**	**0**	**0**	**0**	**28**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	6	54	0
EAST	28	0	1
SOUTH	0	240	87
WEST	0	0	0

AM PROJECT TRIPS

11/22/2019

Intersection of : Capitol From Monterey Rp & Monterey Rd

Traffix Node Number : 3092

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	48	28	0	276	0	0	0	0	28	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	13	0	0	23	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	20	0	2	9	0	0	0	0	31	0	2
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	9	0	0	3	0	0	0	0	13	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	1	0	0
TOTAL:	**0**	**90**	**28**	**2**	**311**	**0**	**0**	**0**	**0**	**73**	**0**	**2**

	LEFT	THRU	RIGHT
NORTH	2	311	0
EAST	73	0	2
SOUTH	0	90	28
WEST	0	0	0

PM PROJECT TRIPS

11/22/2019

Intersection of : Capitol From Monterey Rp & Monterey Rd

Traffix Node Number : 3092

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NORTH COYOTE Office/Industrial NORTH COYOTE VALLEY NORTH COYOTE VALLEY CAMPUS INDUSTRIAL	0	192	112	0	68	0	0	0	0	7	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	25	0	0	14	0	0	0	0	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	32	1	2	0	0	0	0	0	61	0	42
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	15	0	0	0	0	0	0	0	30	0	19
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	2	0	2
TOTAL:	**0**	**265**	**113**	**2**	**82**	**0**	**0**	**0**	**0**	**100**	**0**	**63**

	LEFT	THRU	RIGHT
NORTH	2	82	0
EAST	100	0	63
SOUTH	0	265	113
WEST	0	0	0

AM PROJECT TRIPS

11/22/2019

Intersection of : NB 87 To Narvaez Rp & Narvaez Av

Traffix Node Number : 3208

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	2	0	0	0	0	0	141	0	0	0	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	61	0	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	2	0	0	0	0	0
SP14-032 (3-06427) Retail/Commercial 765 & 775 WEST CAPITOL EXPY CAPITOL TOYOTA	10	0	0	0	0	0	0	0	46	0	0	0
TOTAL:	**12**	**0**	**0**	**0**	**0**	**0**	**204**	**0**	**46**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	12	0	0
WEST	204	0	46

PM PROJECT TRIPS

11/22/2019

Intersection of : NB 87 To Narvaez Rp & Narvaez Av

Traffix Node Number : 3208

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	1	0	0	0	3	0	39	0	0	0	0	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	18	0	0	0	0	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	2	0	0	0	0	0
SP14-032 (3-06427) Retail/Commercial 765 & 775 WEST CAPITOL EXPY CAPITOL TOYOTA	33	0	0	0	0	0	0	0	34	0	0	0
TOTAL:	**34**	**0**	**0**	**0**	**3**	**0**	**59**	**0**	**34**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	0	0	0
SOUTH	34	0	0
WEST	59	0	34

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 5713
Intersection Name: SR 87 and Capitol Expressway *
Peak Hour: AM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**323**	**0**	**391**	**0**	**1968**	**706**	**0**	**0**	**0**	**342**	**723**	**0**	**4453**
		LN											
ATI	31	0	0	0	288	7	0	0	0	19	38	0	383
Background Conditions	**354**	**0**	**391**	**0**	**2256**	**713**	**0**	**0**	**0**	**361**	**761**	**0**	**4836**
		LN											
Project Trips	0	0	11	0	0	0	0	0	0	0	0	0	11
Background Plus Project Conditions	**354**	**0**	**402**	**0**	**2256**	**713**	**0**	**0**	**0**	**361**	**761**	**0**	**4847**
		LN											

Intersection Number: 2
Traffix Node Number: 5711
Intersection Name: Narvaez Avenue and Capitol Expressway *
Peak Hour: AM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**292**	**31**	**160**	**367**	**2230**	**80**	**63**	**169**	**137**	**121**	**948**	**85**	**4683**
ATI	46	0	2	9	257	0	0	0	1	0	23	10	348
Background Conditions	**338**	**31**	**162**	**376**	**2487**	**80**	**63**	**169**	**138**	**121**	**971**	**95**	**5031**
Project Trips	0	0	0	14	0	0	0	0	0	0	11	0	25
Background Plus Project Conditions	**338**	**31**	**162**	**390**	**2487**	**80**	**63**	**169**	**138**	**121**	**982**	**95**	**5056**

Intersection Number: 3
Traffix Node Number: 5715
Intersection Name: Snell Avenue and Capitol Expressway *
Peak Hour: AM
Count Date: 9/6/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**86**	**138**	**463**	**909**	**1781**	**232**	**916**	**408**	**538**	**179**	**966**	**153**	**6769**
ATI	1	22	92	529	127	0	17	97	159	2	36	17	1099
Background Conditions	**87**	**160**	**555**	**1438**	**1908**	**232**	**933**	**505**	**697**	**181**	**1002**	**170**	**7868**
Project Trips	14	0	37	28	0	0	0	0	0	0	0	11	90
Background Plus Project Conditions	**101**	**160**	**592**	**1466**	**1908**	**232**	**933**	**505**	**697**	**181**	**1002**	**181**	**7958**

Intersection Number: 4
Traffix Node Number: 3091
Intersection Name: Monterey Road and Capitol Expressway (N) *
Peak Hour: AM
Count Date: 9/5/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**515**	**187**	**143**	**0**	**141**	**529**	**2393**	**0**	**0**	**0**	**0**	**3908**
ATI	0	202	78	0	0	113	68	53	0	0	0	0	514
Background Conditions	**0**	**717**	**265**	**143**	**0**	**254**	**597**	**2446**	**0**	**0**	**0**	**0**	**4422**
Project Trips	0	0	21	0	0	0	0	28	0	0	0	0	49
Background Plus Project Conditions	**0**	**717**	**286**	**143**	**0**	**254**	**597**	**2474**	**0**	**0**	**0**	**0**	**4471**

Intersection Number: 5
Traffix Node Number: 3092
Intersection Name: Monterey Road and Capitol Expressway (S) *
Peak Hour: AM
Count Date: 9/5/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**604**	**52**	**343**	**0**	**79**	**446**	**2589**	**0**	**0**	**0**	**0**	**4113**
ATI	0	311	2	2	0	73	28	90	0	0	0	0	506
Background Conditions	**0**	**915**	**54**	**345**	**0**	**152**	**474**	**2679**	**0**	**0**	**0**	**0**	**4619**
Project Trips	0	0	0	28	0	0	0	0	0	0	0	0	28
Background Plus Project Conditions	**0**	**915**	**54**	**373**	**0**	**152**	**474**	**2679**	**0**	**0**	**0**	**0**	**4647**

Intersection Number: 6
Traffix Node Number: 3208
Intersection Name: Narvaez Avenue and SR 87
Peak Hour: AM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**344**	**179**	**0**	**0**	**0**	**0**	**0**	**135**	**541**	**348**	**0**	**94**	**1641**
ATI	0	0	0	0	0	0	0	0	12	46	0	204	262
Background Conditions	**344**	**179**	**0**	**0**	**0**	**0**	**0**	**135**	**553**	**394**	**0**	**298**	**1903**
Project Trips	0	0	0	0	0	0	0	0	14	0	0	0	14
Background Plus Project Conditions	**344**	**179**	**0**	**0**	**0**	**0**	**0**	**135**	**567**	**394**	**0**	**298**	**1917**

Intersection Number: 7
Traffix Node Number: 3890
Intersection Name: Snell Avenue and Hillcap Avenue
Peak Hour: AM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**443**	**16**	**20**	**0**	**86**	**379**	**811**	**10**	**0**	**0**	**0**	**1765**
					LN								
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**443**	**16**	**20**	**0**	**86**	**379**	**811**	**10**	**0**	**0**	**0**	**1765**
					LN								
Project Trips	0	0	0	0	0	51	39	0	0	0	0	0	90
Background Plus Project Conditions	**0**	**443**	**16**	**20**	**0**	**137**	**418**	**811**	**10**	**0**	**0**	**0**	**1855**
					LN								

Intersection Number: 8
Traffix Node Number: 9003
Intersection Name: Hillcap Avenue and Granite Rock Way
Peak Hour: AM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**37**	**8**	**4**	**0**	**30**	**40**	**80**	**0**	**0**	**0**	**0**	**199**
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**37**	**8**	**4**	**0**	**30**	**40**	**80**	**0**	**0**	**0**	**0**	**199**
Project Trips	0	0	0	0	0	51	39	0	0	0	0	0	90
Background Plus Project Conditions	**0**	**37**	**8**	**4**	**0**	**81**	**79**	**80**	**0**	**0**	**0**	**0**	**289**

Intersection Number: 1
Traffix Node Number: 5713
Intersection Name: SR 87 and Capitol Expressway *
Peak Hour: PM
Count Date: 11/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**372**	**0**	**1214**	**0**	**875**	**457**	**0**	**0**	**0**	**283**	**1630**	**0**	**4831**
		LN											
ATI	22	0	0	0	105	9	0	0	0	50	66	0	252
Background Conditions	**394**	**0**	**1214**	**0**	**980**	**466**	**0**	**0**	**0**	**333**	**1696**	**0**	**5083**
		LN											
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Plus Project Conditions	**394**	**0**	**1214**	**0**	**980**	**466**	**0**	**0**	**0**	**333**	**1696**	**0**	**5083**
		LN											

Intersection Number: 2
Traffix Node Number: 5711
Intersection Name: Narvaez Avenue and Capitol Expressway *
Peak Hour: PM
Count Date: 11/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**258**	**74**	**518**	**404**	**1033**	**80**	**51**	**157**	**76**	**330**	**2287**	**295**	**5563**
ATI	22	0	4	7	122	0	0	0	0	0	50	66	271
Background Conditions	**280**	**74**	**522**	**411**	**1155**	**80**	**51**	**157**	**76**	**330**	**2337**	**361**	**5834**
Project Trips	0	0	0	-1	0	0	0	0	0	0	0	0	-1
Background Plus Project Conditions	**280**	**74**	**522**	**410**	**1155**	**80**	**51**	**157**	**76**	**330**	**2337**	**361**	**5833**

Intersection Number: 3
Traffix Node Number: 5715
Intersection Name: Snell Avenue and Capitol Expressway *
Peak Hour: PM
Count Date: 11/7/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**67**	**211**	**430**	**340**	**1200**	**508**	**369**	**122**	**239**	**563**	**1730**	**63**	**5842**
ATI	19	220	476	123	84	13	1	26	1	30	4	0	997
Background Conditions	**86**	**431**	**906**	**463**	**1284**	**521**	**370**	**148**	**240**	**593**	**1734**	**63**	**6839**
Project Trips	-1	0	-2	0	0	0	0	0	0	0	0	0	-3
Background Plus Project Conditions	**85**	**431**	**904**	**463**	**1284**	**521**	**370**	**148**	**240**	**593**	**1734**	**63**	**6836**

Intersection Number: 4
Traffix Node Number: 3091
Intersection Name: Monterey Road and Capitol Expressway (N) *
Peak Hour: PM
Count Date: 12/4/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2001**	**255**	**94**	**0**	**187**	**218**	**975**	**0**	**0**	**0**	**0**	**3730**
ATI	0	54	6	1	0	28	87	240	0	0	0	0	416
Background Conditions	**0**	**2055**	**261**	**95**	**0**	**215**	**305**	**1215**	**0**	**0**	**0**	**0**	**4146**
Project Trips	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Background Plus Project Conditions	**0**	**2055**	**261**	**95**	**0**	**215**	**305**	**1213**	**0**	**0**	**0**	**0**	**4144**

Intersection Number: 5
Traffix Node Number: 3092
Intersection Name: Monterey Road and Capitol Expressway (S) *
Peak Hour: PM
Count Date: 12/4/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2095**	**120**	**256**	**0**	**198**	**223**	**938**	**0**	**0**	**0**	**0**	**3830**
ATI	0	82	2	63	0	100	113	265	0	0	0	0	625
Background Conditions	**0**	**2177**	**122**	**319**	**0**	**298**	**336**	**1203**	**0**	**0**	**0**	**0**	**4455**
Project Trips	0	0	0	-2	0	0	0	0	0	0	0	0	-2
Background Plus Project Conditions	**0**	**2177**	**122**	**317**	**0**	**298**	**336**	**1203**	**0**	**0**	**0**	**0**	**4453**

Intersection Number: 6
Traffix Node Number: 3208
Intersection Name: Narvaez Avenue and SR 87
Peak Hour: PM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**234**	**148**	**0**	**0**	**0**	**0**	**0**	**215**	**708**	**795**	**0**	**331**	**2431**
ATI	0	3	0	0	0	0	0	0	34	34	0	59	130
Background Conditions	**234**	**151**	**0**	**0**	**0**	**0**	**0**	**215**	**742**	**829**	**0**	**390**	**2561**
Project Trips	0	0	0	0	0	0	0	0	-1	0	0	0	-1
Background Plus Project Conditions	**234**	**151**	**0**	**0**	**0**	**0**	**0**	**215**	**741**	**829**	**0**	**390**	**2560**

Intersection Number: 7
Traffix Node Number: 3890
Intersection Name: Snell Avenue and Hillcap Avenue
Peak Hour: PM
Count Date: 5/16/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**583**	**4**	**14**	**0**	**119**	**50**	**411**	**12**	**0**	**0**	**0**	**1193**
					LN								
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**583**	**4**	**14**	**0**	**119**	**50**	**411**	**12**	**0**	**0**	**0**	**1193**
					LN								
Project Trips	0	0	0	0	0	-3	0	0	0	0	0	0	-3
Background Plus Project Conditions	**0**	**583**	**4**	**14**	**0**	**116**	**50**	**411**	**12**	**0**	**0**	**0**	**1190**
					LN								

Intersection Number: 8
Traffix Node Number: 9003
Intersection Name: Hillcap Avenue and Granite Rock Way
Peak Hour: PM
Count Date: 5/16/18

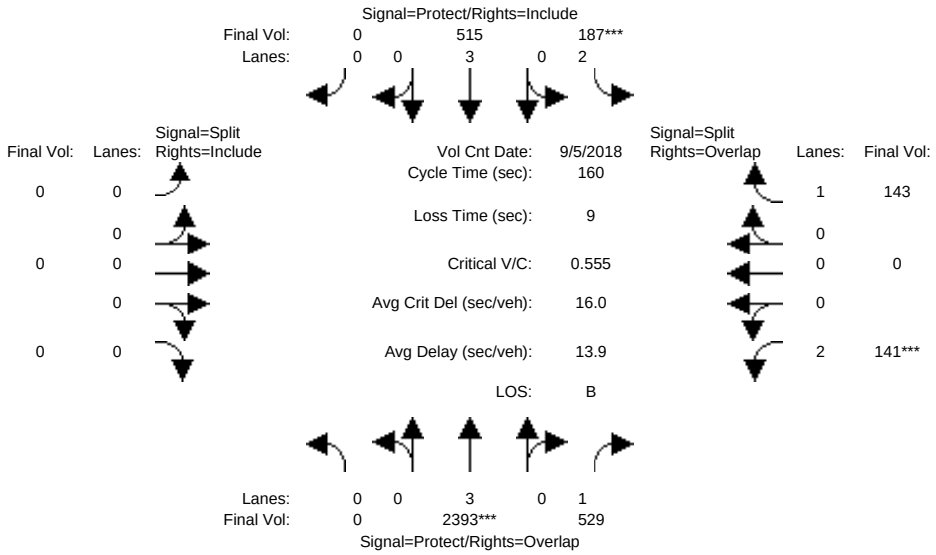
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**108**	**8**	**3**	**0**	**15**	**7**	**37**	**0**	**0**	**0**	**0**	**178**
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**108**	**8**	**3**	**0**	**15**	**7**	**37**	**0**	**0**	**0**	**0**	**178**
Project Trips	0	0	0	0	0	-3	0	0	0	0	0	0	-3
Background Plus Project Conditions	**0**	**108**	**8**	**3**	**0**	**12**	**7**	**37**	**0**	**0**	**0**	**0**	**175**

Appendix E
Intersection Level of Service Calculations

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3091: CAPITOL/MONTEREY (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 5 Sep 2018 <<												
Base Vol:	0	2393	529	187	515	0	0	0	0	141	0	143
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	2393	529	187	515	0	0	0	0	141	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2393	529	187	515	0	0	0	0	141	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2393	529	187	515	0	0	0	0	141	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2393	529	187	515	0	0	0	0	141	0	143
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:	0	2393	529	187	515	0	0	0	0	141	0	143
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.30	0.06	0.09	0.00	0.00	0.00	0.00	0.04	0.00	0.08
Crit Moves:		****			****						****	
Green Time:	0.0	121	133.9	17.1	138	0.0	0.0	0.0	0.0	12.9	0.0	30.0
Volume/Cap:	0.00	0.56	0.36	0.56	0.10	0.00	0.00	0.00	0.00	0.56	0.00	0.44
Delay/Veh:	0.0	8.4	3.2	69.9	1.7	0.0	0.0	0.0	0.0	73.5	0.0	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	3.2	69.9	1.7	0.0	0.0	0.0	0.0	73.5	0.0	58.4
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	16	6	6	1	0	0	0	0	5	0	7

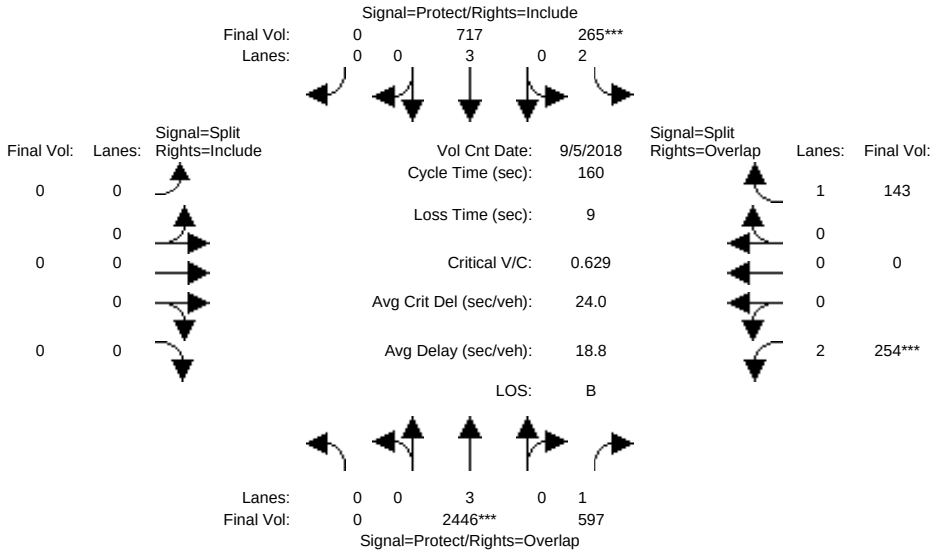
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3091: CAPITOL/MONTEREY (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 5 Sep 2018 <<												
Base Vol:	0	2393	529	187	515	0	0	0	0	141	0	143
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	2393	529	187	515	0	0	0	0	141	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	53	68	78	202	0	0	0	0	113	0	0
Initial Fut:	0	2446	597	265	717	0	0	0	0	254	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2446	597	265	717	0	0	0	0	254	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2446	597	265	717	0	0	0	0	254	0	143
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:	0	2446	597	265	717	0	0	0	0	254	0	143
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.34	0.08	0.13	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****			****					****		
Green Time:	0.0	109	129.6	21.4	130	0.0	0.0	0.0	0.0	20.5	0.0	41.9
Volume/Cap:	0.00	0.63	0.42	0.63	0.15	0.00	0.00	0.00	0.00	0.63	0.00	0.31
Delay/Veh:	0.0	14.5	4.6	68.6	3.1	0.0	0.0	0.0	0.0	69.3	0.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.5	4.6	68.6	3.1	0.0	0.0	0.0	0.0	69.3	0.0	47.9
LOS by Move:	A	B	A	E	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	21	9	8	2	0	0	0	0	8	0	6

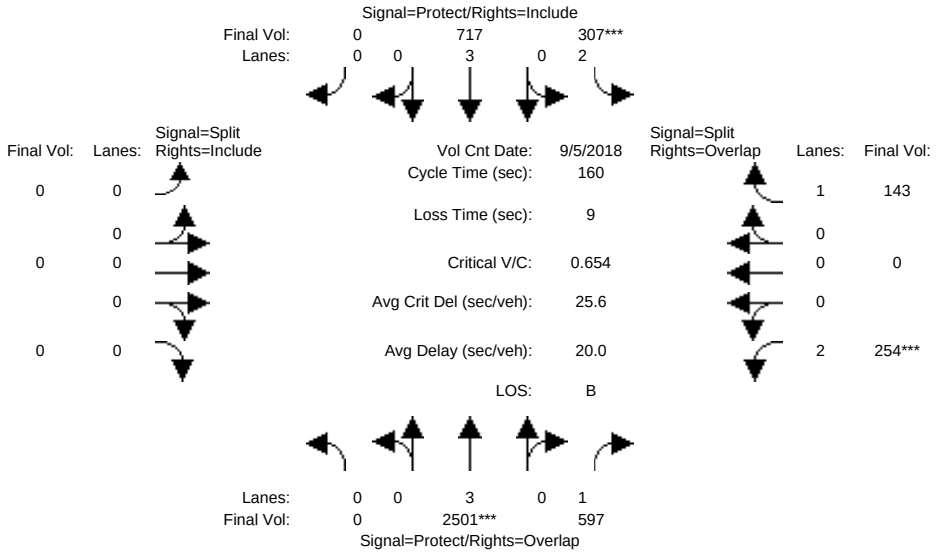
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3091: CAPITOL/MONTEREY (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 5 Sep 2018 <<												
Base Vol:	0	2393	529	187	515	0	0	0	0	141	0	143
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	2393	529	187	515	0	0	0	0	141	0	143
Added Vol:	0	55	0	42	0	0	0	0	0	0	0	0
ATI:	0	53	68	78	202	0	0	0	0	113	0	0
Initial Fut:	0	2501	597	307	717	0	0	0	0	254	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2501	597	307	717	0	0	0	0	254	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2501	597	307	717	0	0	0	0	254	0	143
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:	0	2501	597	307	717	0	0	0	0	254	0	143
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.34	0.10	0.13	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****			****					****		
Green Time:	0.0	107	127.1	23.9	131	0.0	0.0	0.0	0.0	19.7	0.0	43.6
Volume/Cap:	0.00	0.65	0.43	0.65	0.15	0.00	0.00	0.00	0.00	0.65	0.00	0.30
Delay/Veh:	0.0	15.8	5.3	67.5	3.0	0.0	0.0	0.0	0.0	70.8	0.0	46.5
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	15.8	5.3	67.5	3.0	0.0	0.0	0.0	0.0	70.8	0.0	46.5
LOS by Move:	A	B	A	E	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	23	10	9	2	0	0	0	0	8	0	6

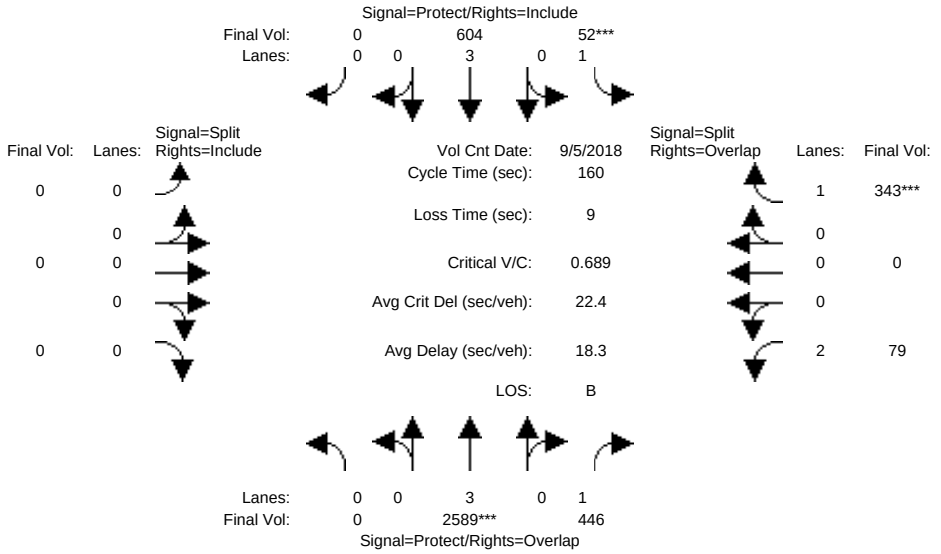
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3092: CAPITOL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 5 Sep 2018 <<												
Base Vol:	0	2589	446	52	604	0	0	0	0	79	0	343
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	2589	446	52	604	0	0	0	0	79	0	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2589	446	52	604	0	0	0	0	79	0	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2589	446	52	604	0	0	0	0	79	0	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2589	446	52	604	0	0	0	0	79	0	343
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:	0	2589	446	52	604	0	0	0	0	79	0	343
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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.25	0.03	0.11	0.00	0.00	0.00	0.00	0.03	0.00	0.20
Crit Moves:		****			****						****	
Green Time:	0.0	108	144.0	7.0	115	0.0	0.0	0.0	0.0	36.2	0.0	43.2
Volume/Cap:	0.00	0.67	0.28	0.68	0.15	0.00	0.00	0.00	0.00	0.11	0.00	0.73
Delay/Veh:	0.0	16.1	1.2	97.3	7.1	0.0	0.0	0.0	0.0	49.2	0.0	58.7
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	16.1	1.2	97.3	7.1	0.0	0.0	0.0	0.0	49.2	0.0	58.7
LOS by Move:	A	B	A	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	25	3	3	3	0	0	0	0	2	0	17

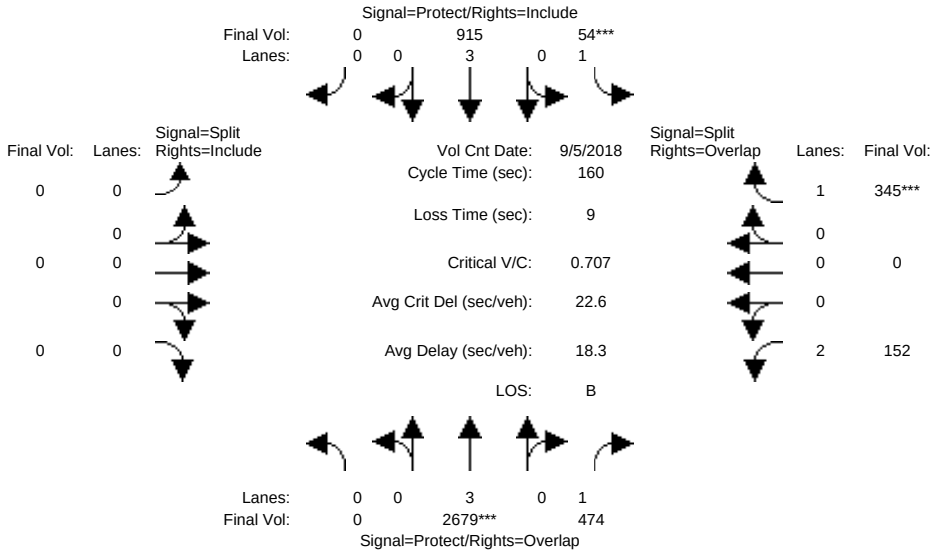
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3092: CAPITOL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 5 Sep 2018 <<												
Base Vol:	0	2589	446	52	604	0	0	0	0	79	0	343
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	2589	446	52	604	0	0	0	0	79	0	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	90	28	2	311	0	0	0	0	73	0	2
Initial Fut:	0	2679	474	54	915	0	0	0	0	152	0	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2679	474	54	915	0	0	0	0	152	0	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2679	474	54	915	0	0	0	0	152	0	345
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:	0	2679	474	54	915	0	0	0	0	152	0	345
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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.27	0.03	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.20
Crit Moves:		****		****							****	
Green Time:	0.0	109	144.0	7.0	116	0.0	0.0	0.0	0.0	35.4	0.0	42.4
Volume/Cap:	0.00	0.69	0.30	0.71	0.22	0.00	0.00	0.00	0.00	0.22	0.00	0.74
Delay/Veh:	0.0	16.1	1.2	101.3	7.4	0.0	0.0	0.0	0.0	51.1	0.0	60.2
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:	0.0	16.1	1.2	101.3	7.4	0.0	0.0	0.0	0.0	51.1	0.0	60.2
LOS by Move:	A	B	A	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	26	4	3	5	0	0	0	0	4	0	18

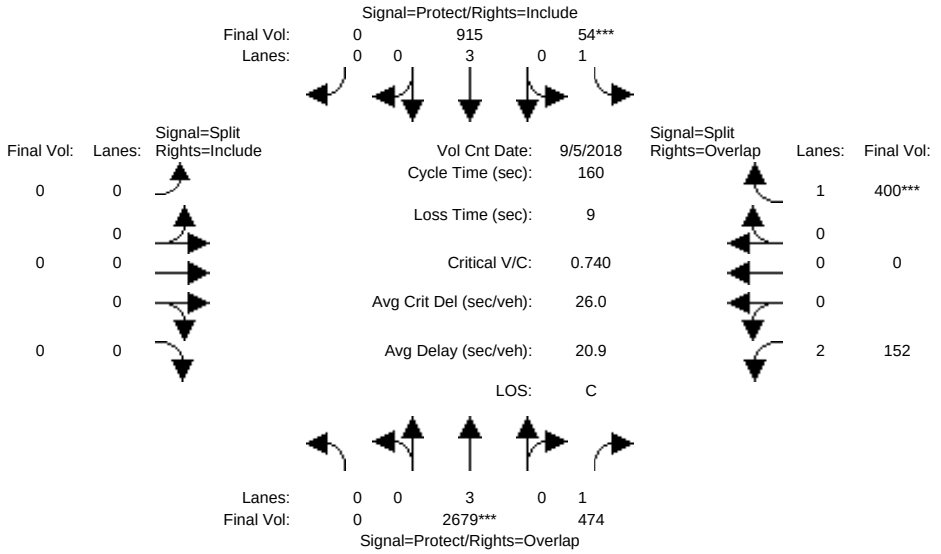
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3092: CAPITOL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 5 Sep 2018 <<												
Base Vol:	0	2589	446	52	604	0	0	0	0	79	0	343
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	2589	446	52	604	0	0	0	0	79	0	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	55
ATI:	0	90	28	2	311	0	0	0	0	73	0	2
Initial Fut:	0	2679	474	54	915	0	0	0	0	152	0	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2679	474	54	915	0	0	0	0	152	0	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2679	474	54	915	0	0	0	0	152	0	400
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:	0	2679	474	54	915	0	0	0	0	152	0	400
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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.27	0.03	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.23
Crit Moves:		****		****							****	
Green Time:	0.0	103	144.0	7.0	110	0.0	0.0	0.0	0.0	40.6	0.0	47.6
Volume/Cap:	0.00	0.73	0.30	0.71	0.23	0.00	0.00	0.00	0.00	0.19	0.00	0.77
Delay/Veh:	0.0	19.7	1.2	101.3	9.2	0.0	0.0	0.0	0.0	46.9	0.0	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	1.2	101.3	9.2	0.0	0.0	0.0	0.0	46.9	0.0	57.9
LOS by Move:	A	B	A	F	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	29	4	3	5	0	0	0	0	3	0	20

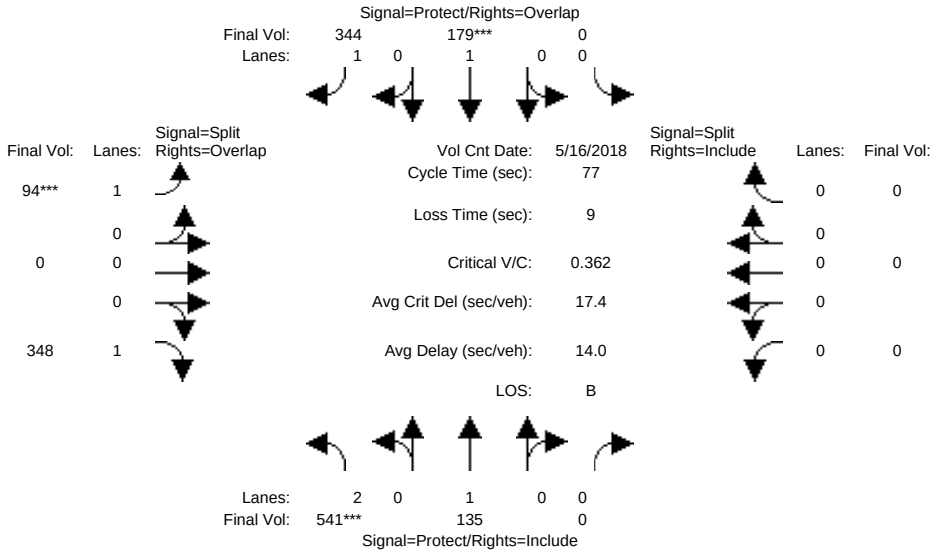
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3208: 87/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	541	135	0	0	179	344	94	0	348	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:	541	135	0	0	179	344	94	0	348	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	135	0	0	179	344	94	0	348	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	541	135	0	0	179	344	94	0	348	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	135	0	0	179	344	94	0	348	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	541	135	0	0	179	344	94	0	348	0	0	0
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.07	0.00	0.00	0.09	0.20	0.05	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	36.5	56.6	0.0	0.0	20.0	31.5	11.4	0.0	48.0	0.0	0.0	0.0
Volume/Cap:	0.36	0.10	0.00	0.00	0.36	0.48	0.36	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	13.0	2.9	0.0	0.0	23.7	17.3	30.4	0.0	7.0	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:	13.0	2.9	0.0	0.0	23.7	17.3	30.4	0.0	7.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	B	C	A	A	A	A	A
HCM2kAvgQ:	5	1	0	0	3	6	3	0	4	0	0	0

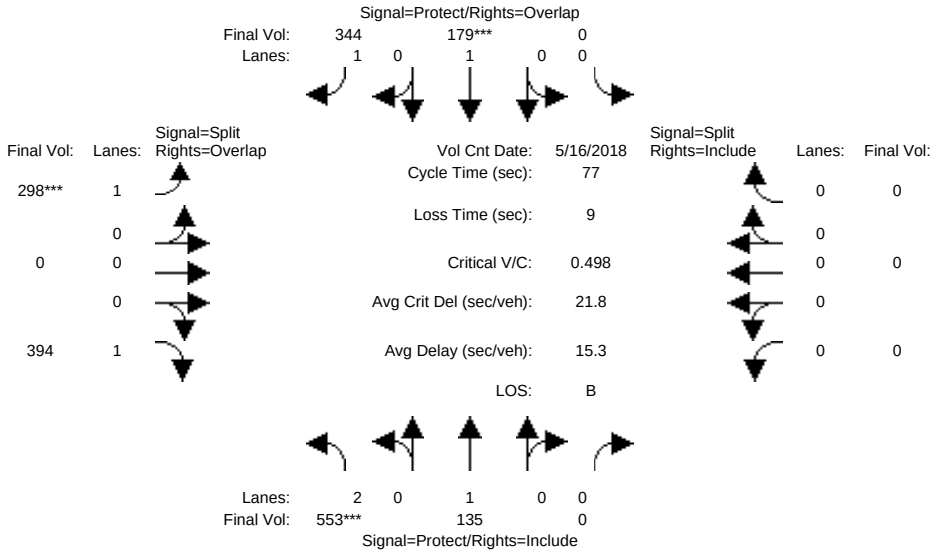
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3208: 87/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	541	135	0	0	179	344	94	0	348	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:	541	135	0	0	179	344	94	0	348	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	0	0	0	0	0	204	0	46	0	0	0
Initial Fut:	553	135	0	0	179	344	298	0	394	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	553	135	0	0	179	344	298	0	394	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	135	0	0	179	344	298	0	394	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	553	135	0	0	179	344	298	0	394	0	0	0
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.00	0.00	0.09	0.20	0.17	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	27.1	41.7	0.0	0.0	14.6	40.9	26.3	0.0	53.4	0.0	0.0	0.0
Volume/Cap:	0.50	0.13	0.00	0.00	0.50	0.37	0.50	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	19.9	8.8	0.0	0.0	29.0	10.8	20.8	0.0	4.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	8.8	0.0	0.0	29.0	10.8	20.8	0.0	4.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	B	C	A	A	A	A	A
HCM2kAvgQ:	6	2	0	0	4	5	6	0	4	0	0	0

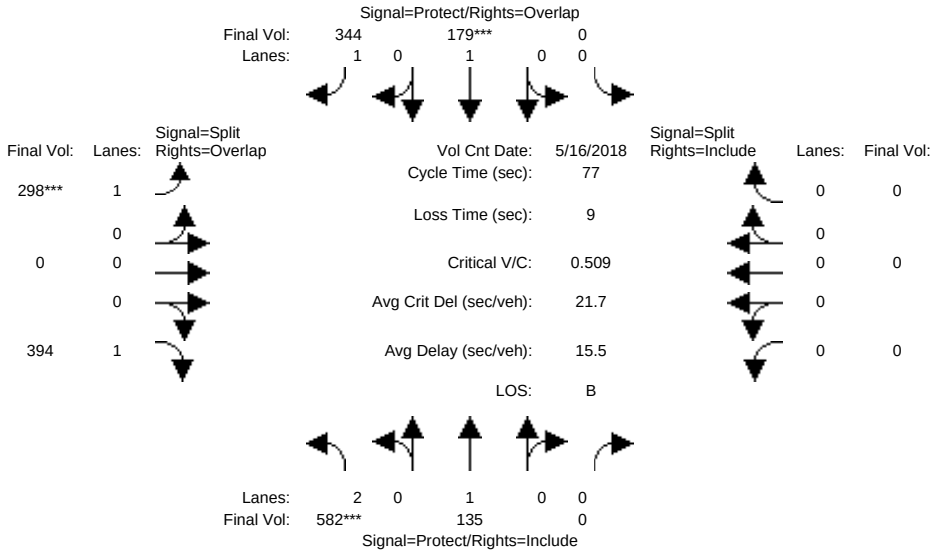
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3208: 87/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	541	135	0	0	179	344	94	0	348	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:	541	135	0	0	179	344	94	0	348	0	0	0
Added Vol:	29	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	0	0	0	0	0	204	0	46	0	0	0
Initial Fut:	582	135	0	0	179	344	298	0	394	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	582	135	0	0	179	344	298	0	394	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	135	0	0	179	344	298	0	394	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	135	0	0	179	344	298	0	394	0	0	0
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.00	0.00	0.09	0.20	0.17	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****					****		****				
Green Time:	28.0	42.2	0.0	0.0	14.3	40.0	25.8	0.0	53.7	0.0	0.0	0.0
Volume/Cap:	0.51	0.13	0.00	0.00	0.51	0.38	0.51	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	19.5	8.5	0.0	0.0	29.5	11.3	21.3	0.0	4.7	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:	19.5	8.5	0.0	0.0	29.5	11.3	21.3	0.0	4.7	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	B	C	A	A	A	A	A
HCM2kAvgQ:	6	1	0	0	4	5	7	0	4	0	0	0

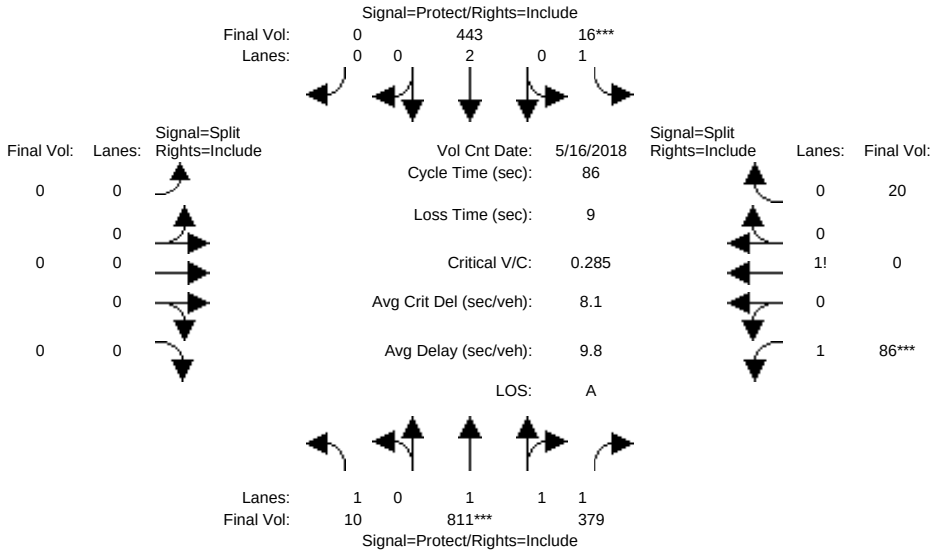
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3890: HILLCAP/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	10	811	379	16	443	0	0	0	0	86	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	811	379	16	443	0	0	0	0	86	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	811	379	16	443	0	0	0	0	86	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	811	379	16	443	0	0	0	0	86	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	811	379	16	443	0	0	0	0	86	0	20
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:	10	811	379	16	443	0	0	0	0	86	0	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	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	2.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	1750	3747	1800	1750	3800	0	0	0	0	2944	0	556
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.21	0.01	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****			****					****		
Green Time:	27.2	59.1	59.1	7.0	38.9	0.0	0.0	0.0	0.0	10.9	0.0	10.9
Volume/Cap:	0.02	0.31	0.31	0.11	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.28
Delay/Veh:	20.2	5.4	5.4	37.0	14.7	0.0	0.0	0.0	0.0	34.1	0.0	34.5
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:	20.2	5.4	5.4	37.0	14.7	0.0	0.0	0.0	0.0	34.1	0.0	34.5
LOS by Move:	C	A	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	4	1	4	0	0	0	0	1	0	2

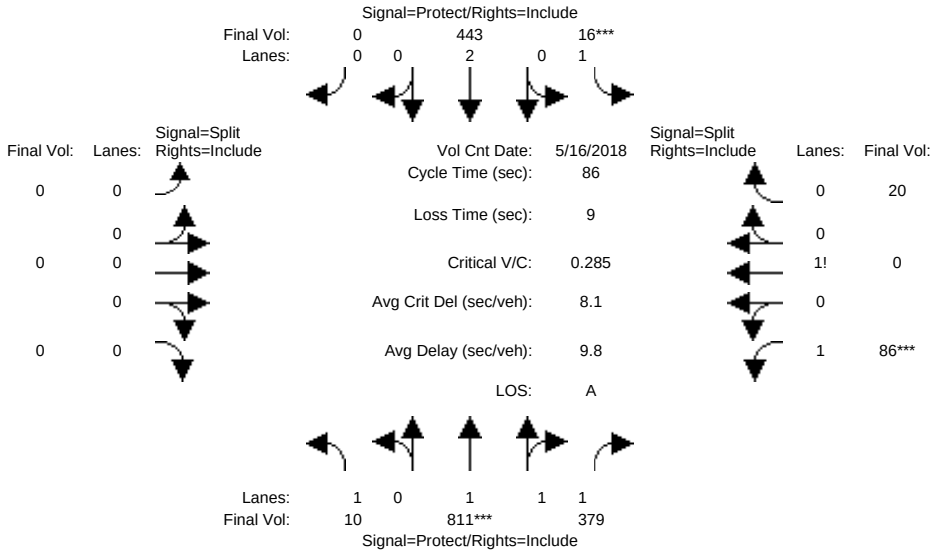
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3890: HILLCAP/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	10	811	379	16	443	0	0	0	0	86	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	811	379	16	443	0	0	0	0	86	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	811	379	16	443	0	0	0	0	86	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	811	379	16	443	0	0	0	0	86	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	811	379	16	443	0	0	0	0	86	0	20
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:	10	811	379	16	443	0	0	0	0	86	0	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	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	2.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	1750	3747	1800	1750	3800	0	0	0	0	2944	0	556
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.21	0.01	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****			****					****		
Green Time:	27.2	59.1	59.1	7.0	38.9	0.0	0.0	0.0	0.0	10.9	0.0	10.9
Volume/Cap:	0.02	0.31	0.31	0.11	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.28
Delay/Veh:	20.2	5.4	5.4	37.0	14.7	0.0	0.0	0.0	0.0	34.1	0.0	34.5
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:	20.2	5.4	5.4	37.0	14.7	0.0	0.0	0.0	0.0	34.1	0.0	34.5
LOS by Move:	C	A	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	4	1	4	0	0	0	0	1	0	2

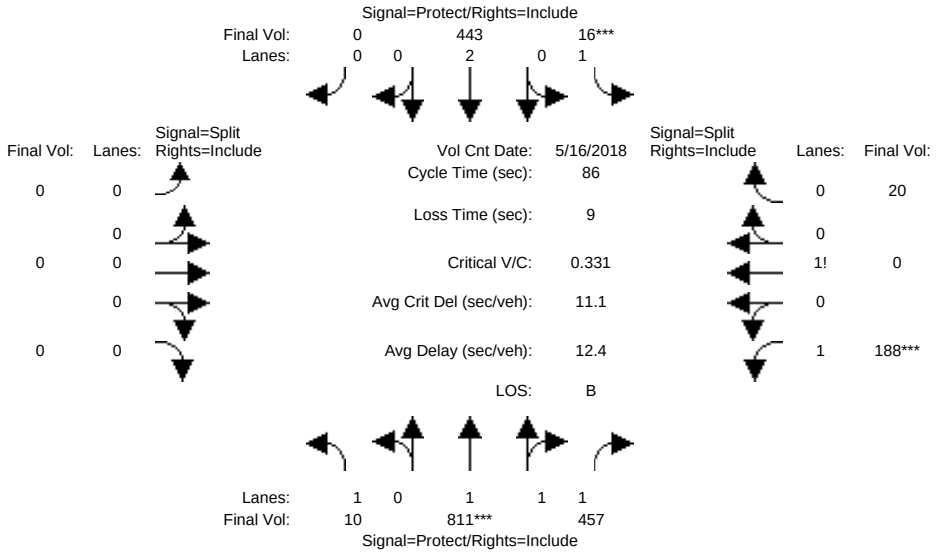
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3890: HILLCAP/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	10	811	379	16	443	0	0	0	0	86	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	811	379	16	443	0	0	0	0	86	0	20
Added Vol:	0	0	78	0	0	0	0	0	0	102	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	811	457	16	443	0	0	0	0	188	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	811	457	16	443	0	0	0	0	188	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	811	457	16	443	0	0	0	0	188	0	20
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:	10	811	457	16	443	0	0	0	0	188	0	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	1.11	1.00	2.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	1750	3548	1999	1750	3800	0	0	0	0	3193	0	307
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.01	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.07
Crit Moves:		****			****					****		
Green Time:	25.3	54.5	54.5	7.0	36.2	0.0	0.0	0.0	0.0	15.5	0.0	15.5
Volume/Cap:	0.02	0.36	0.36	0.11	0.28	0.00	0.00	0.00	0.00	0.33	0.00	0.36
Delay/Veh:	21.6	7.6	7.6	37.0	16.4	0.0	0.0	0.0	0.0	31.0	0.0	31.3
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:	21.6	7.6	7.6	37.0	16.4	0.0	0.0	0.0	0.0	31.0	0.0	31.3
LOS by Move:	C	A	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	1	4	0	0	0	0	3	0	3

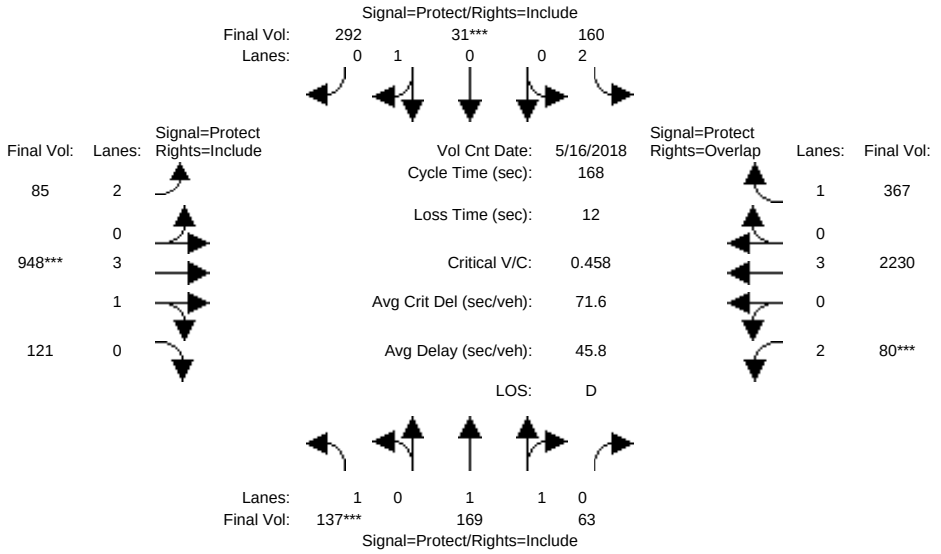
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5711: CAPITOL/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	29	29	18	20	20	13	88	88	18	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	137	169	63	160	31	292	85	948	121	80	2230	367
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:	137	169	63	160	31	292	85	948	121	80	2230	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	169	63	160	31	292	85	948	121	80	2230	367
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:	137	169	63	160	31	292	85	948	121	80	2230	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	169	63	160	31	292	85	948	121	80	2230	367
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:	137	169	63	160	31	292	85	948	121	80	2230	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.95	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.44	0.56	2.00	0.10	0.90	2.00	3.53	0.47	2.00	3.00	1.00
Final Sat.:	1750	2695	1004	3150	173	1627	3150	6650	849	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.05	0.18	0.18	0.03	0.14	0.14	0.03	0.39	0.21
Crit Moves:	****			****			****			****		
Green Time:	27.0	30.9	30.9	19.1	23.0	23.0	13.1	88.0	88.0	18.0	92.9	112.0
Volume/Cap:	0.49	0.34	0.34	0.45	1.31	1.31	0.35	0.27	0.27	0.24	0.71	0.31
Delay/Veh:	65.5	60.0	60.0	70.4	238	238.3	74.2	22.3	22.3	69.1	28.3	12.0
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:	65.5	60.0	60.0	70.4	238	238.3	74.2	22.3	22.3	69.1	28.3	12.0
LOS by Move:	E	E	E	E	F	F	E	C	C	E	C	B
HCM2kAvgQ:	8	6	6	5	28	28	2	7	7	2	28	8

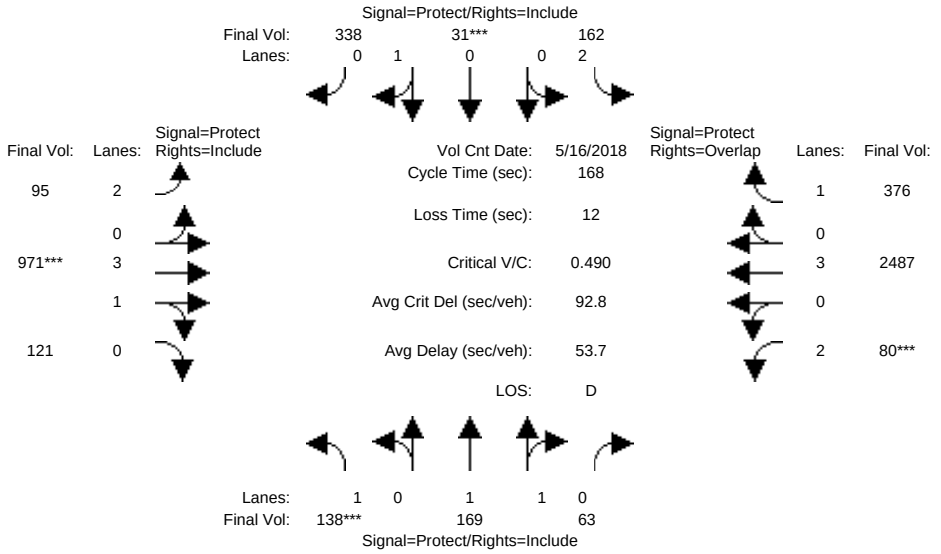
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5711: CAPITOL/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	29	29	18	20	20	13	88	88	18	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	137	169	63	160	31	292	85	948	121	80	2230	367
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:	137	169	63	160	31	292	85	948	121	80	2230	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	0	2	0	46	10	23	0	0	257	9
Initial Fut:	138	169	63	162	31	338	95	971	121	80	2487	376
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:	138	169	63	162	31	338	95	971	121	80	2487	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	169	63	162	31	338	95	971	121	80	2487	376
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:	138	169	63	162	31	338	95	971	121	80	2487	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.95	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.44	0.56	2.00	0.08	0.92	2.00	3.54	0.46	2.00	3.00	1.00
Final Sat.:	1750	2695	1004	3150	151	1649	3150	6668	831	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.05	0.21	0.21	0.03	0.15	0.15	0.03	0.44	0.21
Crit Moves:	****			****			****			****		
Green Time:	27.0	30.9	30.9	19.1	23.0	23.0	13.1	88.0	88.0	18.0	92.9	112.0
Volume/Cap:	0.49	0.34	0.34	0.45	1.50	1.50	0.39	0.28	0.28	0.24	0.79	0.32
Delay/Veh:	65.6	60.0	60.0	70.4	316	316.5	74.6	22.3	22.3	69.1	31.2	12.0
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:	65.6	60.0	60.0	70.4	316	316.5	74.6	22.3	22.3	69.1	31.2	12.0
LOS by Move:	E	E	E	E	F	F	E	C	C	E	C	B
HCM2kAvgQ:	8	6	6	5	35	35	3	8	8	2	34	9

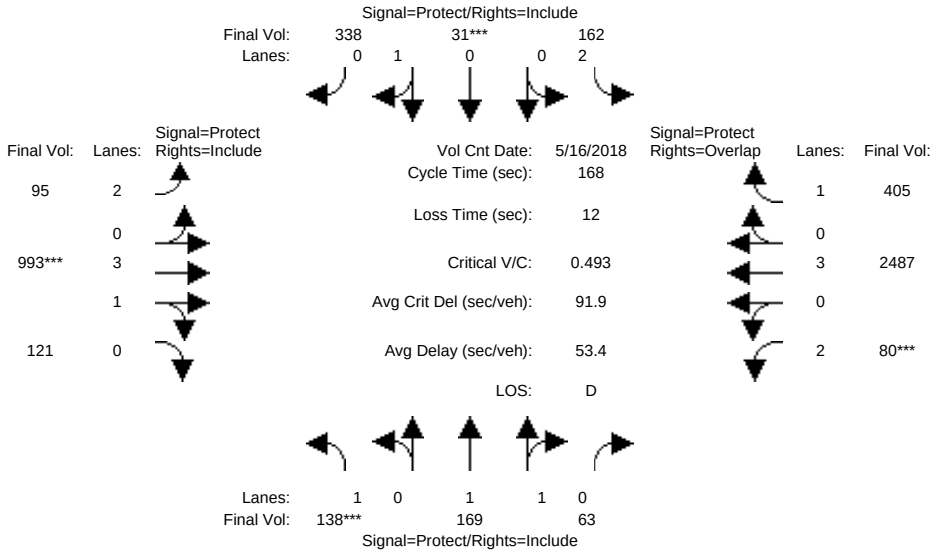
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5711: CAPITOL/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	29	29	18	20	20	13	88	88	18	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	137	169	63	160	31	292	85	948	121	80	2230	367
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:	137	169	63	160	31	292	85	948	121	80	2230	367
Added Vol:	0	0	0	0	0	0	0	22	0	0	0	29
ATI:	1	0	0	2	0	46	10	23	0	0	257	9
Initial Fut:	138	169	63	162	31	338	95	993	121	80	2487	405
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:	138	169	63	162	31	338	95	993	121	80	2487	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	169	63	162	31	338	95	993	121	80	2487	405
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:	138	169	63	162	31	338	95	993	121	80	2487	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.95	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.44	0.56	2.00	0.08	0.92	2.00	3.55	0.45	2.00	3.00	1.00
Final Sat.:	1750	2695	1004	3150	151	1649	3150	6684	814	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.05	0.21	0.21	0.03	0.15	0.15	0.03	0.44	0.23
Crit Moves:	****			****			****			****		
Green Time:	27.0	30.9	30.9	19.1	23.0	23.0	13.1	88.0	88.0	18.0	92.9	112.0
Volume/Cap:	0.49	0.34	0.34	0.45	1.50	1.50	0.39	0.28	0.28	0.24	0.79	0.35
Delay/Veh:	65.6	60.0	60.0	70.4	316	316.5	74.6	22.4	22.4	69.1	31.2	12.3
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:	65.6	60.0	60.0	70.4	316	316.5	74.6	22.4	22.4	69.1	31.2	12.3
LOS by Move:	E	E	E	E	F	F	E	C	C	E	C	B
HCM2kAvgQ:	8	6	6	5	35	35	3	8	8	2	34	10

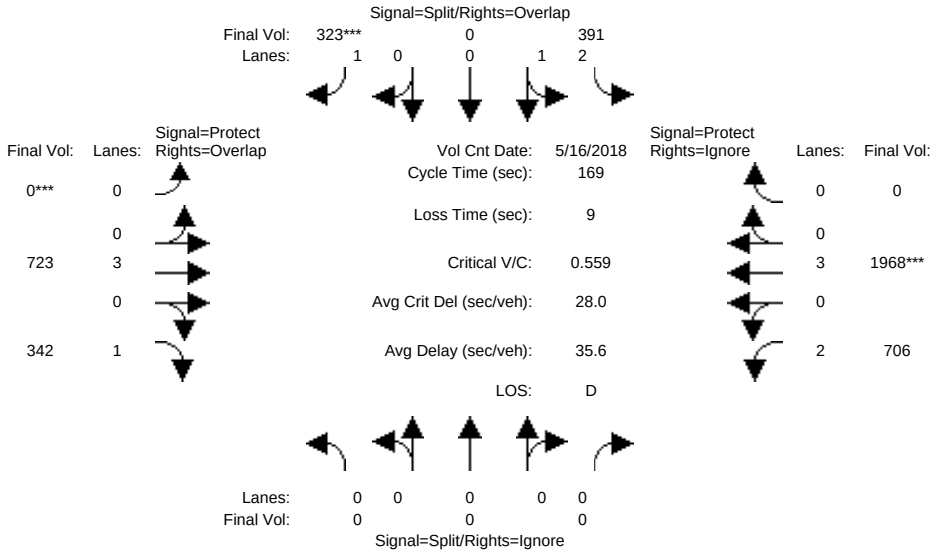
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5713: 87/CAPITOL



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	28	28	28	0	64	64	65	133	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	0	0	391	0	323	0	723	342	706	1968	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	323	0	723	342	706	1968	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	391	0	323	0	723	342	706	1968	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	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:	0	0	0	391	0	323	0	723	342	706	1968	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	323	0	723	342	706	1968	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:	0	0	0	391	0	323	0	723	342	706	1968	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	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.18	0.00	0.13	0.20	0.22	0.35	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.8	0.0	27.8	0.0	65.6	65.6	66.6	132	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	1.12	0.00	0.33	0.50	0.57	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	64.8	0.0	160.5	0.0	36.5	40.2	40.8	6.2	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	64.8	0.0	160.5	0.0	36.5	40.2	40.8	6.2	0.0
LOS by Move:	A	A	A	E	A	F	A	D	D	D	A	A
HCM2kAvgQ:	0	0	0	7	0	26	0	8	14	16	11	0

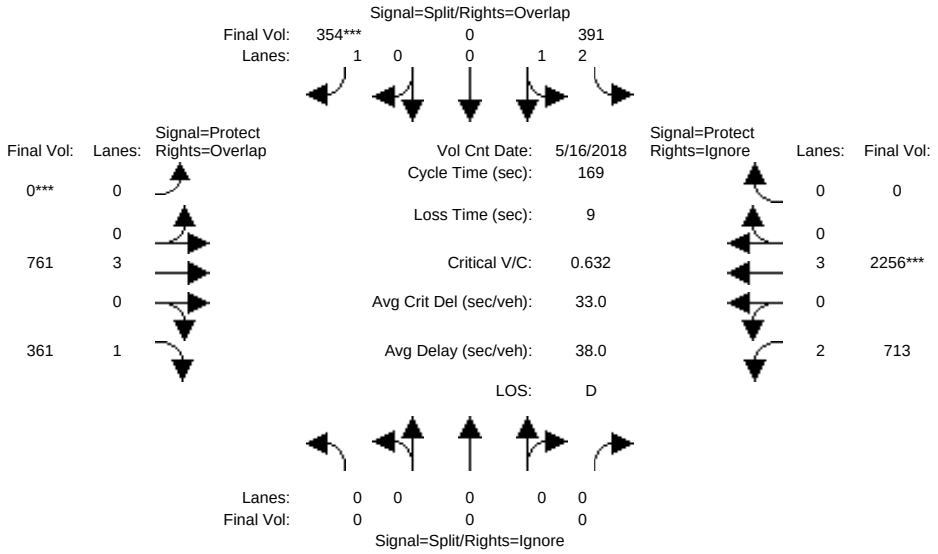
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5713: 87/CAPITOL



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	28	28	28	0	64	64	65	133	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	0	0	391	0	323	0	723	342	706	1968	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	323	0	723	342	706	1968	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	31	0	38	19	7	288	0
Initial Fut:	0	0	0	391	0	354	0	761	361	713	2256	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	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:	0	0	0	391	0	354	0	761	361	713	2256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	391	0	354	0	761	361	713	2256	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:	0	0	0	391	0	354	0	761	361	713	2256	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	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.00	0.13	0.21	0.23	0.40	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.8	0.0	27.8	0.0	65.6	65.6	66.6	132	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	1.23	0.00	0.34	0.53	0.57	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	64.8	0.0	200.4	0.0	36.8	40.9	41.0	6.8	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	64.8	0.0	200.4	0.0	36.8	40.9	41.0	6.8	0.0
LOS by Move:	A	A	A	E	A	F	A	D	D	D	A	A
HCM2kAvgQ:	0	0	0	7	0	31	0	9	15	16	13	0

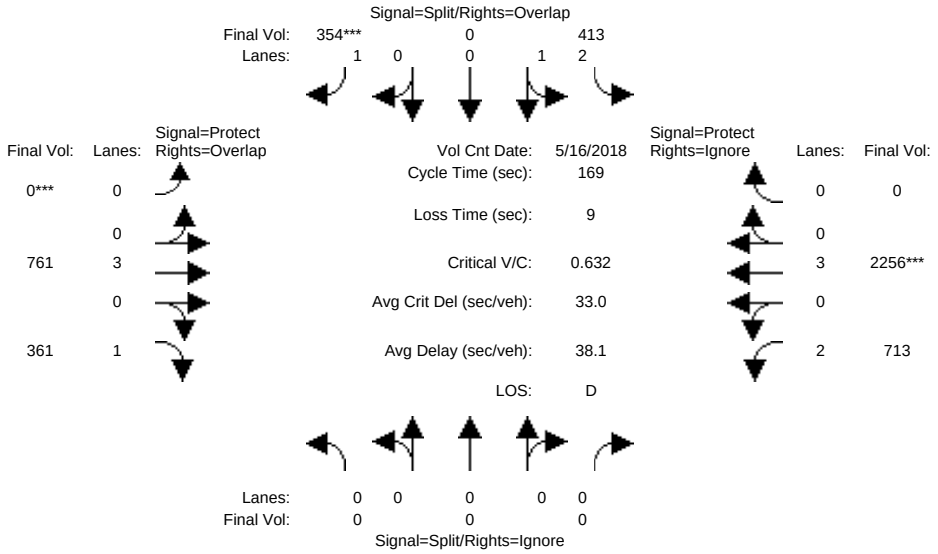
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5713: 87/CAPITOL



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	28	28	28	0	64	64	65	133	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	0	0	391	0	323	0	723	342	706	1968	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	391	0	323	0	723	342	706	1968	0
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	31	0	38	19	7	288	0
Initial Fut:	0	0	0	413	0	354	0	761	361	713	2256	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	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:	0	0	0	413	0	354	0	761	361	713	2256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	354	0	761	361	713	2256	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:	0	0	0	413	0	354	0	761	361	713	2256	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	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.20	0.00	0.13	0.21	0.23	0.40	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	27.8	0.0	27.8	0.0	65.6	65.6	66.6	132	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	1.23	0.00	0.34	0.53	0.57	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	65.2	0.0	200.4	0.0	36.8	40.9	41.0	6.8	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	65.2	0.0	200.4	0.0	36.8	40.9	41.0	6.8	0.0
LOS by Move:	A	A	A	E	A	F	A	D	D	D	A	A
HCM2kAvgQ:	0	0	0	8	0	31	0	9	15	16	13	0

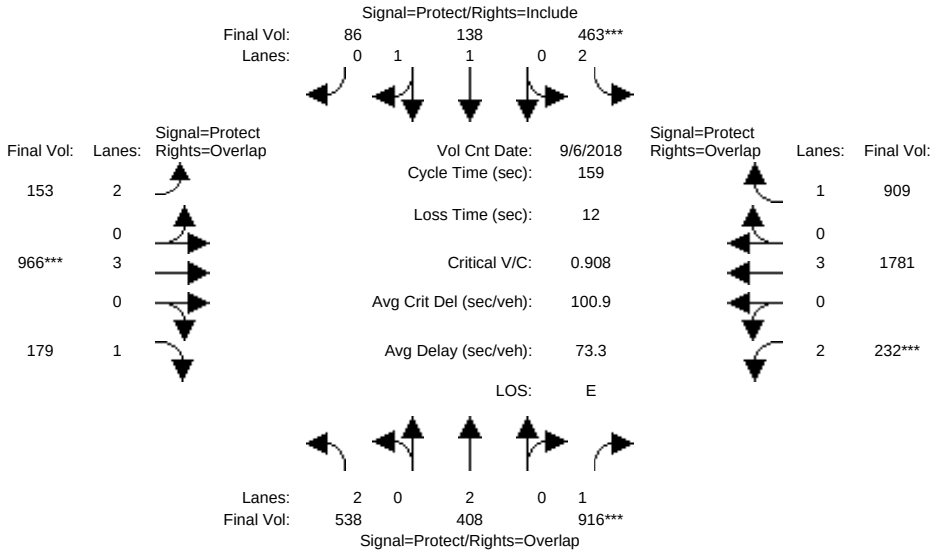
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5715: CAPITOL/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	39	39	21	40	40	15	57	57	19	61	61
Y+R:	5.6	5.5	5.5	5.4	5.5	5.5	5.8	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 6 Sep 2018 <<												
Base Vol:	538	408	916	463	138	86	153	966	179	232	1781	909
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:	538	408	916	463	138	86	153	966	179	232	1781	909
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	538	408	916	463	138	86	153	966	179	232	1781	909
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:	538	408	916	463	138	86	153	966	179	232	1781	909
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	408	916	463	138	86	153	966	179	232	1781	909
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:	538	408	916	463	138	86	153	966	179	232	1781	909
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.21	0.79	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2278	1420	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.52	0.15	0.06	0.06	0.05	0.17	0.10	0.07	0.31	0.52
Crit Moves:			****	****				****		****		
Green Time:	28.7	50.0	69.0	21.0	42.3	42.3	15.0	57.0	85.7	19.0	61.0	82.0
Volume/Cap:	0.95	0.34	1.21	1.11	0.23	0.23	0.51	0.47	0.19	0.62	0.81	1.01
Delay/Veh:	89.3	42.0	150.0	147.4	45.7	45.7	70.1	39.6	18.9	69.6	46.4	70.2
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:	89.3	42.0	150.0	147.4	45.7	45.7	70.1	39.6	18.9	69.6	46.4	70.2
LOS by Move:	F	D	F	F	D	D	E	D	B	E	D	E
HCM2kAvgQ:	19	7	70	20	4	4	4	12	5	7	27	55

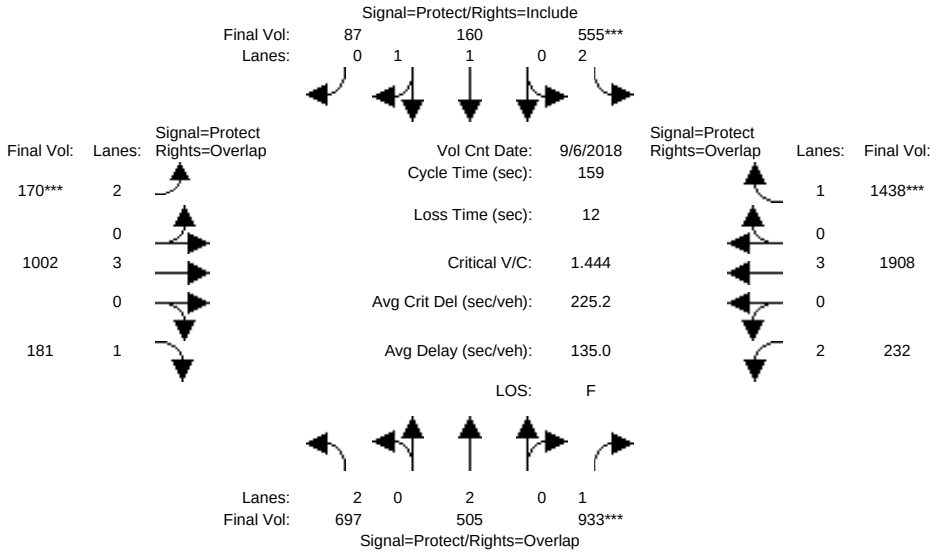
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5715: CAPITOL/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	39	39	21	40	40	15	57	57	19	61	61
Y+R:	5.6	5.5	5.5	5.4	5.5	5.5	5.8	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 6 Sep 2018 <<												
Base Vol:	538	408	916	463	138	86	153	966	179	232	1781	909
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:	538	408	916	463	138	86	153	966	179	232	1781	909
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	159	97	17	92	22	1	17	36	2	0	127	529
Initial Fut:	697	505	933	555	160	87	170	1002	181	232	1908	1438
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:	697	505	933	555	160	87	170	1002	181	232	1908	1438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	505	933	555	160	87	170	1002	181	232	1908	1438
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:	697	505	933	555	160	87	170	1002	181	232	1908	1438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.28	0.72	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2396	1303	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.53	0.18	0.07	0.07	0.05	0.18	0.10	0.07	0.33	0.82
Crit Moves:			****	****			****				****	
Green Time:	24.3	43.3	64.0	21.0	40.0	40.0	15.0	62.0	86.3	20.7	67.7	88.7
Volume/Cap:	1.44	0.49	1.32	1.33	0.27	0.27	0.57	0.45	0.19	0.57	0.79	1.47
Delay/Veh:	279.0	48.9	203.2	235.0	47.9	47.9	71.6	36.1	18.6	66.8	41.2	254.0
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:	279.0	48.9	203.2	235.0	47.9	47.9	71.6	36.1	18.6	66.8	41.2	254.0
LOS by Move:	F	D	F	F	D	D	E	D	B	E	D	F
HCM2kAvgQ:	38	10	79	28	5	5	5	12	5	7	27	135

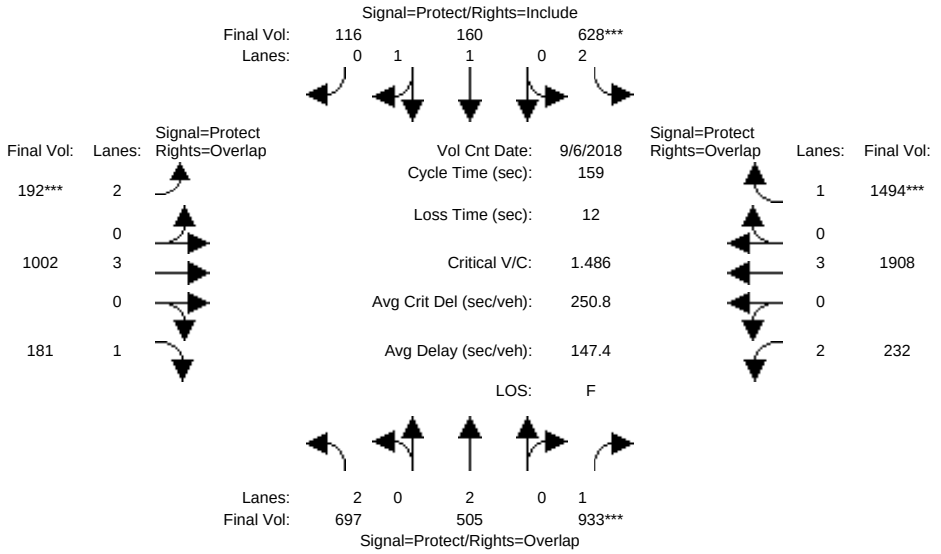
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5715: CAPITOL/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	39	39	21	40	40	15	57	57	19	61	61
Y+R:	5.6	5.5	5.5	5.4	5.5	5.5	5.8	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 6 Sep 2018 <<												
Base Vol:	538	408	916	463	138	86	153	966	179	232	1781	909
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:	538	408	916	463	138	86	153	966	179	232	1781	909
Added Vol:	0	0	0	73	0	29	22	0	0	0	0	56
ATI:	159	97	17	92	22	1	17	36	2	0	127	529
Initial Fut:	697	505	933	628	160	116	192	1002	181	232	1908	1494
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:	697	505	933	628	160	116	192	1002	181	232	1908	1494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	697	505	933	628	160	116	192	1002	181	232	1908	1494
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:	697	505	933	628	160	116	192	1002	181	232	1908	1494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.14	0.86	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2144	1554	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.53	0.20	0.07	0.07	0.06	0.18	0.10	0.07	0.33	0.85
Crit Moves:			****	****			****				****	
Green Time:	24.0	43.0	63.7	21.0	40.0	40.0	15.0	62.3	86.2	20.8	68.0	89.0
Volume/Cap:	1.47	0.49	1.33	1.51	0.30	0.30	0.65	0.45	0.19	0.56	0.78	1.53
Delay/Veh:	288.7	49.2	205.8	310.4	48.3	48.3	74.3	35.9	18.7	66.7	40.8	276.5
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:	288.7	49.2	205.8	310.4	48.3	48.3	74.3	35.9	18.7	66.7	40.8	276.5
LOS by Move:	F	D	F	F	D	D	E	D	B	E	D	F
HCM2kAvgQ:	38	10	80	35	5	5	6	12	5	7	27	144

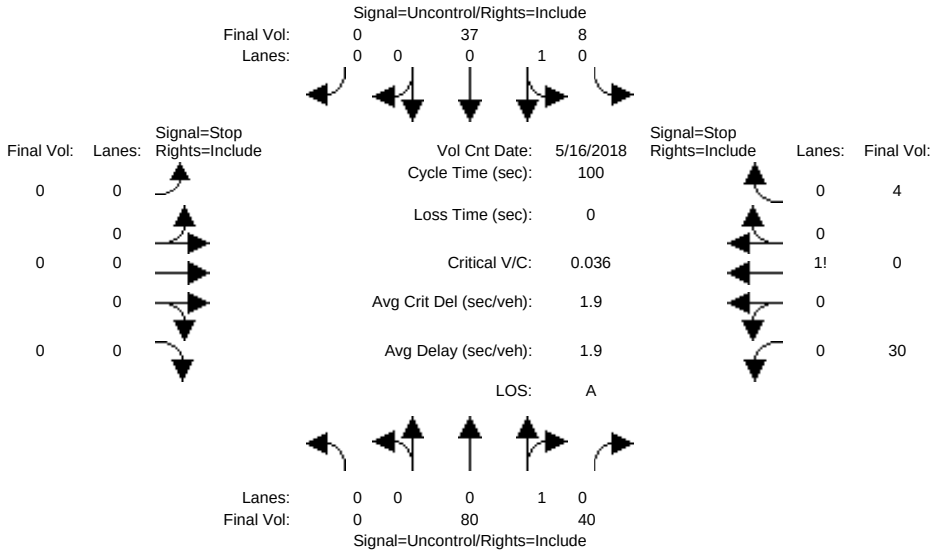
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #9003: Hillcap Avenue and Granite Rock Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	80	40	8	37	0	0	0	0	30	0	4
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	80	40	8	37	0	0	0	0	30	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	80	40	8	37	0	0	0	0	30	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	40	8	37	0	0	0	0	30	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	80	40	8	37	0	0	0	0	30	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	120	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	153	100
Potent Cap.:	xxxx	xxxx	xxxxx	1480	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	742	961
Move Cap.:	xxxx	xxxx	xxxxx	1480	xxxx	xxxxx	xxxx	xxxx	xxxxx	840	738	961
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	853	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9003 Hillcap Avenue and Granite Rock Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   80    40    8   37    0    0    0    0   30    0    4
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           9.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=199]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9003 Hillcap Avenue and Granite Rock Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   80    40    8   37    0    0    0    0   30    0    4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           165
Minor Approach Volume:          34
Minor Approach Volume Threshold: 700
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

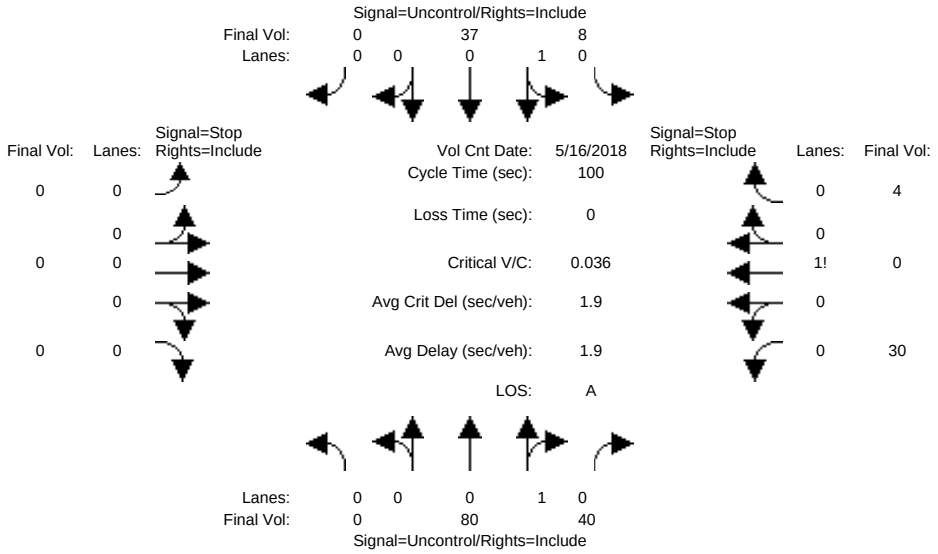
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #9003: Hillcap Avenue and Granite Rock Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	80	40	8	37	0	0	0	0	30	0	4
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	80	40	8	37	0	0	0	0	30	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	80	40	8	37	0	0	0	0	30	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	40	8	37	0	0	0	0	30	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	80	40	8	37	0	0	0	0	30	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	120	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	153	100
Potent Cap.:	xxxx	xxxx	xxxxx	1480	xxxx	xxxxx	xxxx	xxxx	xxxxx	843	742	961
Move Cap.:	xxxx	xxxx	xxxxx	1480	xxxx	xxxxx	xxxx	xxxx	xxxxx	840	738	961
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	853	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.4		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9003 Hillcap Avenue and Granite Rock Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   80    40    8   37    0    0    0    0   30    0    4
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           9.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=199]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9003 Hillcap Avenue and Granite Rock Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   80    40    8   37    0    0    0    0   30    0    4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           165
Minor Approach Volume:          34
Minor Approach Volume Threshold: 700
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

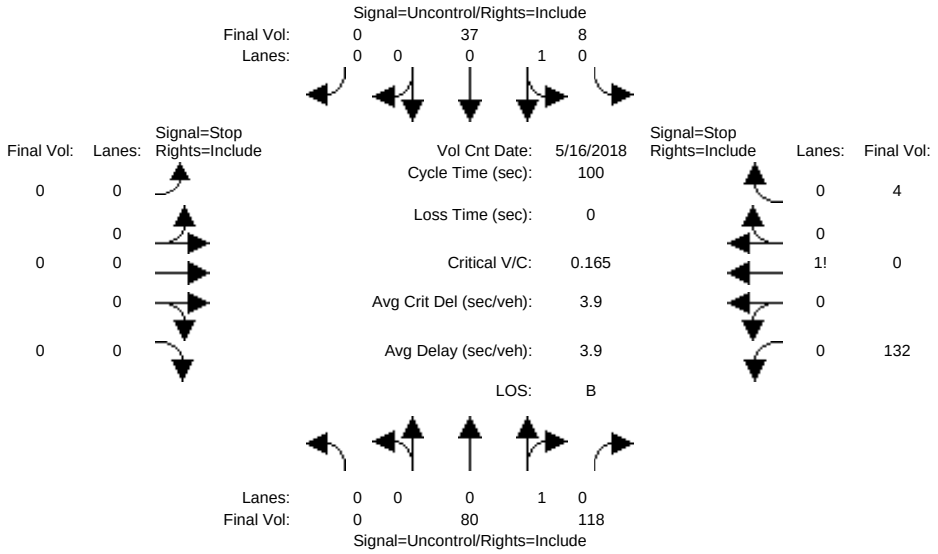
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background+Project (AM)

Intersection #9003: Hillcap Avenue and Granite Rock Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	80	40	8	37	0	0	0	0	30	0	4
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	80	40	8	37	0	0	0	0	30	0	4
Added Vol:	0	0	78	0	0	0	0	0	0	102	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	80	118	8	37	0	0	0	0	132	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	118	8	37	0	0	0	0	132	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	80	118	8	37	0	0	0	0	132	0	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	192	192	139
Potent Cap.:	xxxx	xxxx	xxxxx	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	801	707	915
Move Cap.:	xxxx	xxxx	xxxxx	1387	xxxx	xxxxx	xxxx	xxxx	xxxxx	798	703	915
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	801	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.4		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9003 Hillcap Avenue and Granite Rock Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   80   118    8   37    0    0    0    0   132    0    4
ApproachDel:    xxxxxx          xxxxxx          xxxxxx          10.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=136]
  SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=379]
  FAIL - Total volume less than 650 for intersection
       with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9003 Hillcap Avenue and Granite Rock Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   80   118    8   37    0    0    0    0   132    0    4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           243
Minor Approach Volume:         136
Minor Approach Volume Threshold: 597
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

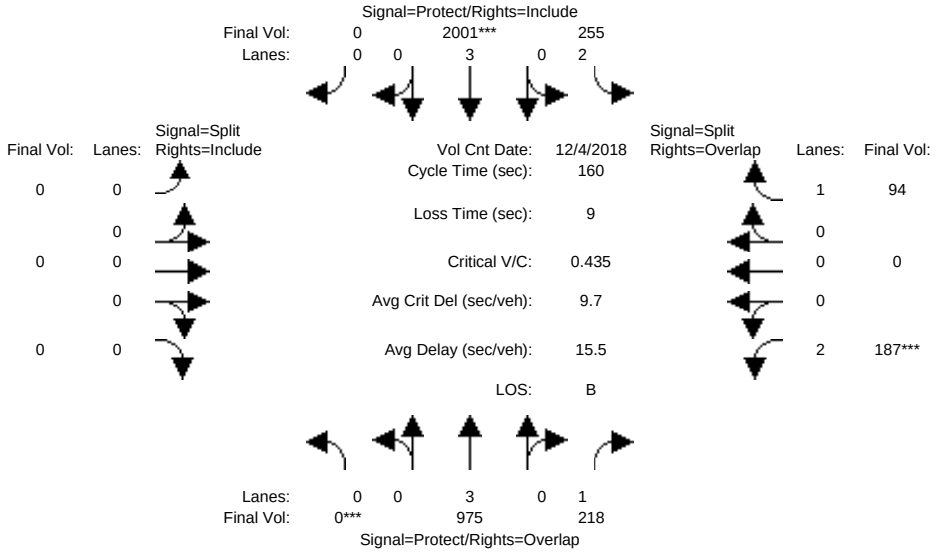
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3091: CAPITOL/MONTEREY (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 4 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	975	218	255	2001	0	0	0	0	187	0	94
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	975	218	255	2001	0	0	0	0	187	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	975	218	255	2001	0	0	0	0	187	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	975	218	255	2001	0	0	0	0	187	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	975	218	255	2001	0	0	0	0	187	0	94
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:	0	975	218	255	2001	0	0	0	0	187	0	94
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.12	0.08	0.35	0.00	0.00	0.00	0.00	0.06	0.00	0.05
Crit Moves:	****			****					****			
Green Time:	0.0	87.7	109.5	41.5	129	0.0	0.0	0.0	0.0	21.8	0.0	63.3
Volume/Cap:	0.00	0.31	0.18	0.31	0.43	0.00	0.00	0.00	0.00	0.43	0.00	0.14
Delay/Veh:	0.0	19.8	9.2	48.0	4.6	0.0	0.0	0.0	0.0	64.1	0.0	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	9.2	48.0	4.6	0.0	0.0	0.0	0.0	64.1	0.0	30.9
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	8	4	6	10	0	0	0	0	5	0	3

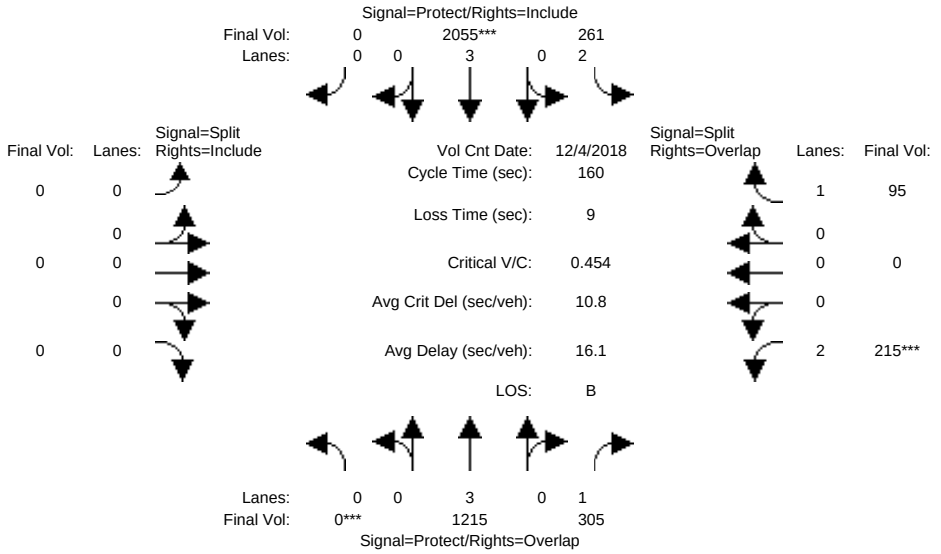
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3091: CAPITOL/MONTEREY (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 4 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	975	218	255	2001	0	0	0	0	187	0	94
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	975	218	255	2001	0	0	0	0	187	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	240	87	6	54	0	0	0	0	28	0	1
Initial Fut:	0	1215	305	261	2055	0	0	0	0	215	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1215	305	261	2055	0	0	0	0	215	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1215	305	261	2055	0	0	0	0	215	0	95
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:	0	1215	305	261	2055	0	0	0	0	215	0	95
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.17	0.08	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.05
Crit Moves:	****			****					****			
Green Time:	0.0	91.4	115.5	35.5	127	0.0	0.0	0.0	0.0	24.0	0.0	59.6
Volume/Cap:	0.00	0.37	0.24	0.37	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.15
Delay/Veh:	0.0	18.7	7.6	53.1	5.4	0.0	0.0	0.0	0.0	62.7	0.0	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	7.6	53.1	5.4	0.0	0.0	0.0	0.0	62.7	0.0	33.4
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	10	5	7	11	0	0	0	0	6	0	3

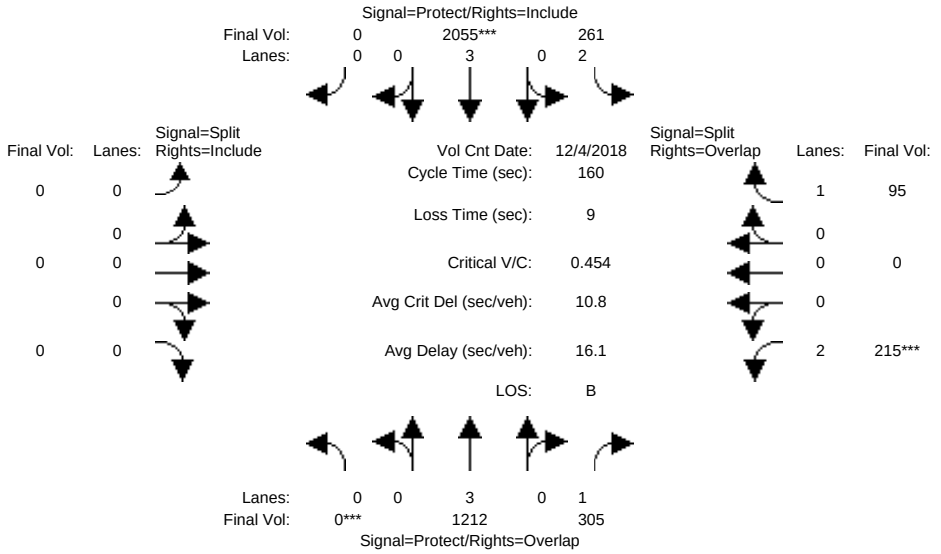
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3091: CAPITOL/MONTEREY (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 4 Dec 2018 << 4:30 - 5:30 PM												
Base Vol:	0	975	218	255	2001	0	0	0	0	187	0	94
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	975	218	255	2001	0	0	0	0	187	0	94
Added Vol:	0	-3	0	0	0	0	0	0	0	0	0	0
ATI:	0	240	87	6	54	0	0	0	0	28	0	1
Initial Fut:	0	1212	305	261	2055	0	0	0	0	215	0	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1212	305	261	2055	0	0	0	0	215	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1212	305	261	2055	0	0	0	0	215	0	95
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:	0	1212	305	261	2055	0	0	0	0	215	0	95
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	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.17	0.08	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.05
Crit Moves:	****			****					****			
Green Time:	0.0	91.4	115.4	35.6	127	0.0	0.0	0.0	0.0	24.0	0.0	59.6
Volume/Cap:	0.00	0.37	0.24	0.37	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.15
Delay/Veh:	0.0	18.8	7.6	53.1	5.4	0.0	0.0	0.0	0.0	62.7	0.0	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	7.6	53.1	5.4	0.0	0.0	0.0	0.0	62.7	0.0	33.4
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	10	5	7	11	0	0	0	0	6	0	3

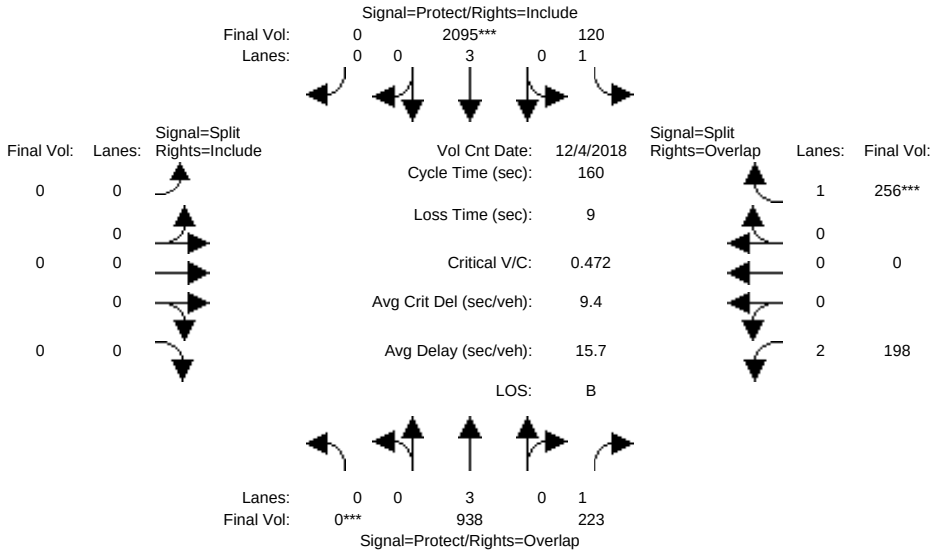
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3092: CAPITOL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 4 Dec 2018 << 4:30 -5 :30 PM												
Base Vol:	0	938	223	120	2095	0	0	0	0	198	0	256
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	938	223	120	2095	0	0	0	0	198	0	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	938	223	120	2095	0	0	0	0	198	0	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	938	223	120	2095	0	0	0	0	198	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	938	223	120	2095	0	0	0	0	198	0	256
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:	0	938	223	120	2095	0	0	0	0	198	0	256
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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.13	0.07	0.37	0.00	0.00	0.00	0.00	0.06	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	88.0	114.3	36.7	125	0.0	0.0	0.0	0.0	26.4	0.0	63.0
Volume/Cap:	0.00	0.30	0.18	0.30	0.47	0.00	0.00	0.00	0.00	0.38	0.00	0.37
Delay/Veh:	0.0	19.5	7.5	51.5	6.3	0.0	0.0	0.0	0.0	60.0	0.0	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	7.5	51.5	6.3	0.0	0.0	0.0	0.0	60.0	0.0	34.8
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	8	4	5	12	0	0	0	0	5	0	9

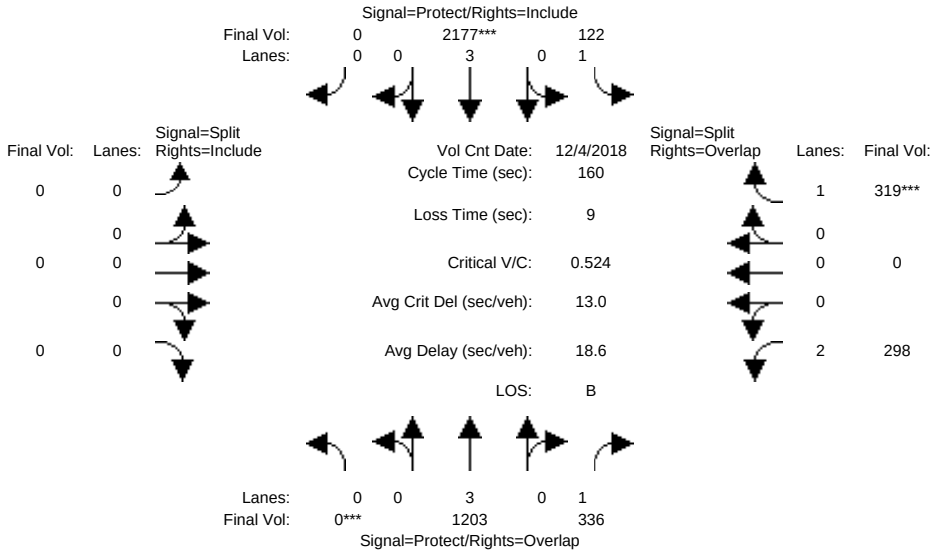
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3092: CAPITOL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 4 Dec 2018 << 4:30 -5 :30 PM												
Base Vol:	0	938	223	120	2095	0	0	0	0	198	0	256
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	938	223	120	2095	0	0	0	0	198	0	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	265	113	2	82	0	0	0	0	100	0	63
Initial Fut:	0	1203	336	122	2177	0	0	0	0	298	0	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1203	336	122	2177	0	0	0	0	298	0	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1203	336	122	2177	0	0	0	0	298	0	319
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:	0	1203	336	122	2177	0	0	0	0	298	0	319
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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.19	0.07	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.18
Crit Moves:	****			****						****		
Green Time:	0.0	87.7	122.0	29.0	117	0.0	0.0	0.0	0.0	34.4	0.0	63.3
Volume/Cap:	0.00	0.39	0.25	0.39	0.52	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Delay/Veh:	0.0	20.8	5.7	58.5	9.6	0.0	0.0	0.0	0.0	54.9	0.0	36.2
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:	0.0	20.8	5.7	58.5	9.6	0.0	0.0	0.0	0.0	54.9	0.0	36.2
LOS by Move:	A	C	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	5	5	15	0	0	0	0	8	0	12

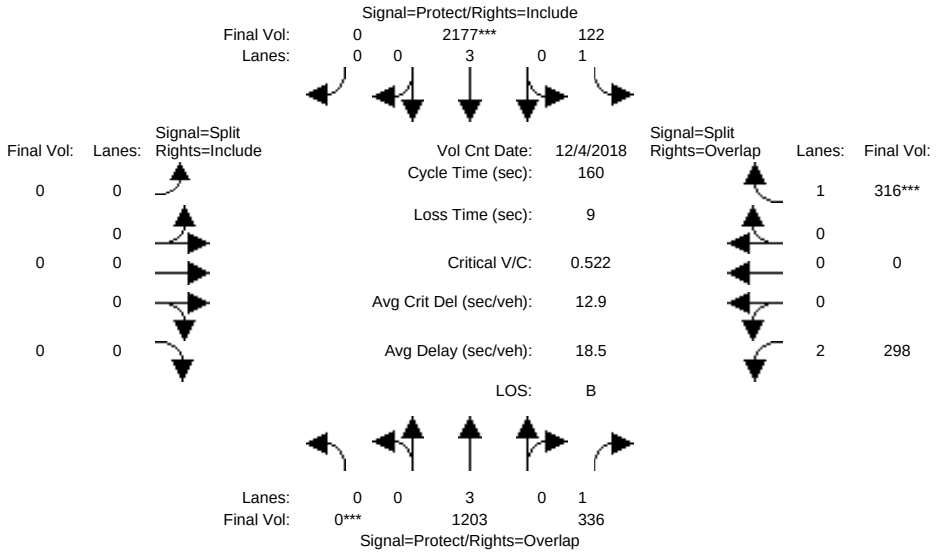
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3092: CAPITOL/MONTEREY (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	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
Volume Module: >> Count Date: 4 Dec 2018 << 4:30 -5 :30 PM												
Base Vol:	0	938	223	120	2095	0	0	0	0	198	0	256
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	938	223	120	2095	0	0	0	0	198	0	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	-3
ATI:	0	265	113	2	82	0	0	0	0	100	0	63
Initial Fut:	0	1203	336	122	2177	0	0	0	0	298	0	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1203	336	122	2177	0	0	0	0	298	0	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1203	336	122	2177	0	0	0	0	298	0	316
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:	0	1203	336	122	2177	0	0	0	0	298	0	316
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	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	1750	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.19	0.07	0.38	0.00	0.00	0.00	0.00	0.09	0.00	0.18
Crit Moves:	****			****						****		
Green Time:	0.0	88.0	121.9	29.1	117	0.0	0.0	0.0	0.0	34.0	0.0	63.0
Volume/Cap:	0.00	0.38	0.25	0.38	0.52	0.00	0.00	0.00	0.00	0.45	0.00	0.46
Delay/Veh:	0.0	20.6	5.7	58.4	9.5	0.0	0.0	0.0	0.0	55.3	0.0	36.3
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	20.6	5.7	58.4	9.5	0.0	0.0	0.0	0.0	55.3	0.0	36.3
LOS by Move:	A	C	A	E	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	11	5	5	15	0	0	0	0	8	0	12

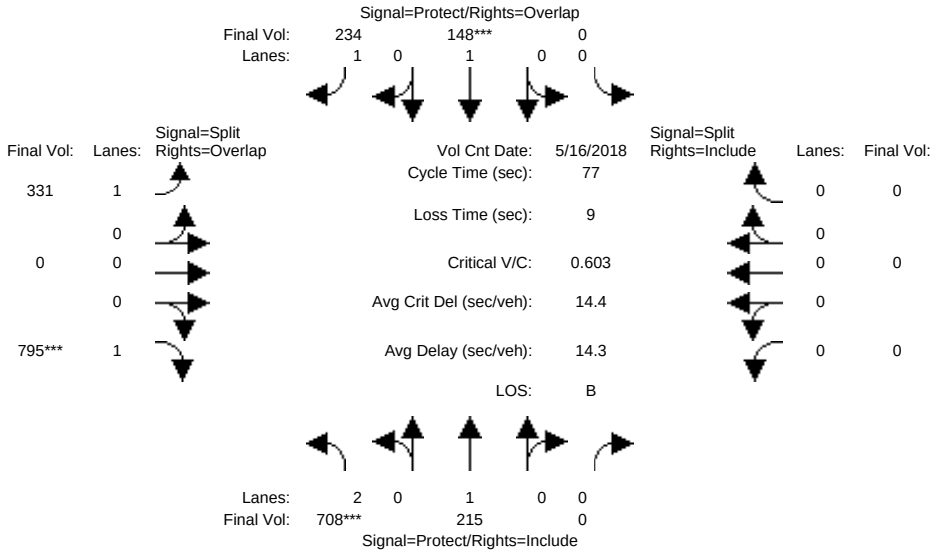
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3208: 87/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	708	215	0	0	148	234	331	0	795	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:	708	215	0	0	148	234	331	0	795	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	215	0	0	148	234	331	0	795	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	708	215	0	0	148	234	331	0	795	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	215	0	0	148	234	331	0	795	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	708	215	0	0	148	234	331	0	795	0	0	0
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.00	0.00	0.08	0.13	0.19	0.00	0.45	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	28.7	38.7	0.0	0.0	10.0	39.3	29.3	0.0	58.0	0.0	0.0	0.0
Volume/Cap:	0.60	0.23	0.00	0.00	0.60	0.26	0.50	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	20.4	10.9	0.0	0.0	35.7	10.8	18.8	0.0	5.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	10.9	0.0	0.0	35.7	10.8	18.8	0.0	5.1	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	B	B	A	A	A	A	A
HCM2kAvgQ:	8	3	0	0	3	3	7	0	10	0	0	0

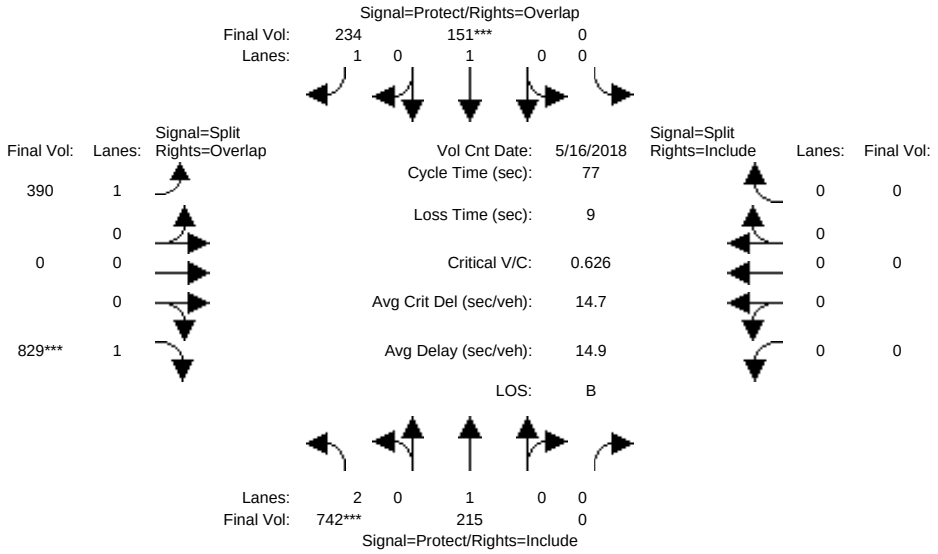
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3208: 87/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	708	215	0	0	148	234	331	0	795	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:	708	215	0	0	148	234	331	0	795	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	34	0	0	0	3	0	59	0	34	0	0	0
Initial Fut:	742	215	0	0	151	234	390	0	829	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	215	0	0	151	234	390	0	829	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	215	0	0	151	234	390	0	829	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	742	215	0	0	151	234	390	0	829	0	0	0
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.00	0.00	0.08	0.13	0.22	0.00	0.47	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	28.8	38.8	0.0	0.0	10.0	39.2	29.2	0.0	58.0	0.0	0.0	0.0
Volume/Cap:	0.63	0.22	0.00	0.00	0.61	0.26	0.59	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	20.8	10.8	0.0	0.0	36.1	10.9	20.5	0.0	5.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	10.8	0.0	0.0	36.1	10.9	20.5	0.0	5.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	B	C	A	A	A	A	A
HCM2kAvgQ:	9	3	0	0	3	3	9	0	11	0	0	0

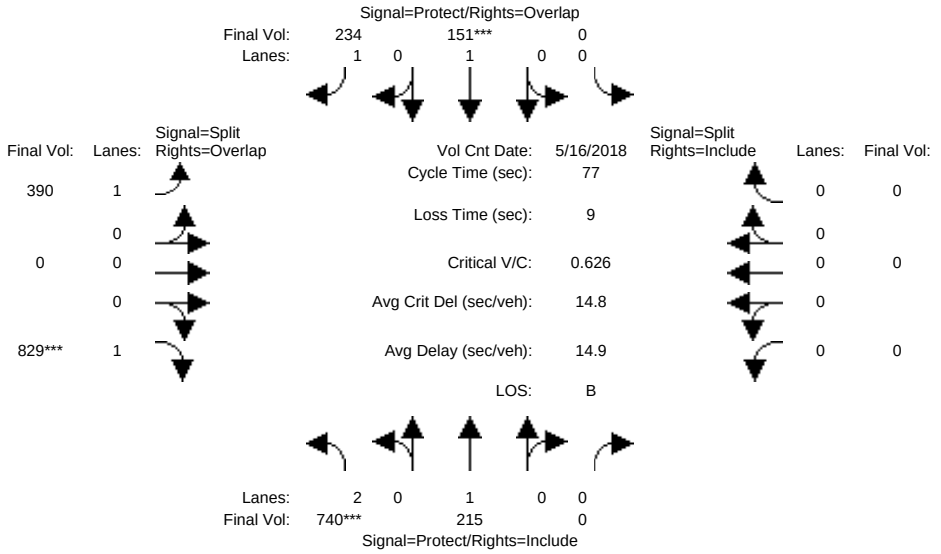
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3208: 87/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	708	215	0	0	148	234	331	0	795	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:	708	215	0	0	148	234	331	0	795	0	0	0
Added Vol:	-2	0	0	0	0	0	0	0	0	0	0	0
ATI:	34	0	0	0	3	0	59	0	34	0	0	0
Initial Fut:	740	215	0	0	151	234	390	0	829	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	740	215	0	0	151	234	390	0	829	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	740	215	0	0	151	234	390	0	829	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	740	215	0	0	151	234	390	0	829	0	0	0
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	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	1900	0	0	1900	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.11	0.00	0.00	0.08	0.13	0.22	0.00	0.47	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	28.8	38.8	0.0	0.0	10.0	39.2	29.2	0.0	58.0	0.0	0.0	0.0
Volume/Cap:	0.63	0.22	0.00	0.00	0.61	0.26	0.59	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	20.8	10.8	0.0	0.0	36.1	10.8	20.4	0.0	5.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	10.8	0.0	0.0	36.1	10.8	20.4	0.0	5.4	0.0	0.0	0.0
LOS by Move:	C	B	A	A	D	B	C	A	A	A	A	A
HCM2kAvgQ:	9	3	0	0	3	3	9	0	11	0	0	0

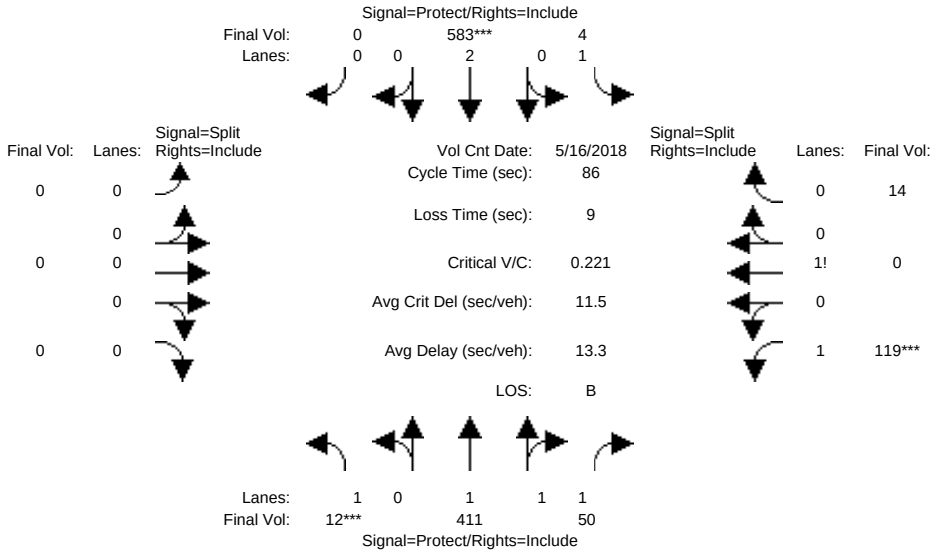
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3890: HILLCAP/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	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	2.00	0.00	0.00	0.00	0.00	1.81	0.00	0.19
Final Sat.:	1750	3712	1800	1750	3800	0	0	0	0	3167	0	333
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****					****			
Green Time:	7.0	36.4	36.4	25.5	55.0	0.0	0.0	0.0	0.0	15.0	0.0	15.0
Volume/Cap:	0.08	0.26	0.07	0.01	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.24
Delay/Veh:	36.8	16.1	14.7	21.3	6.7	0.0	0.0	0.0	0.0	30.6	0.0	30.8
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:	36.8	16.1	14.7	21.3	6.7	0.0	0.0	0.0	0.0	30.6	0.0	30.8
LOS by Move:	D	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	3	0	0	0	0	2	0	2

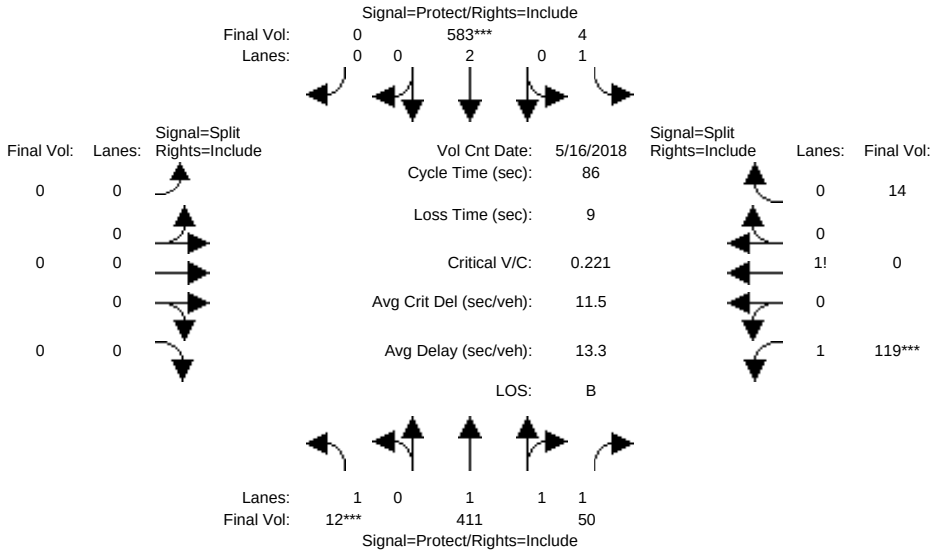
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3890: HILLCAP/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	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	2.00	0.00	0.00	0.00	0.00	1.81	0.00	0.19
Final Sat.:	1750	3712	1800	1750	3800	0	0	0	0	3167	0	333
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****					****			
Green Time:	7.0	36.4	36.4	25.5	55.0	0.0	0.0	0.0	0.0	15.0	0.0	15.0
Volume/Cap:	0.08	0.26	0.07	0.01	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.24
Delay/Veh:	36.8	16.1	14.7	21.3	6.7	0.0	0.0	0.0	0.0	30.6	0.0	30.8
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:	36.8	16.1	14.7	21.3	6.7	0.0	0.0	0.0	0.0	30.6	0.0	30.8
LOS by Move:	D	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	3	0	0	0	0	2	0	2

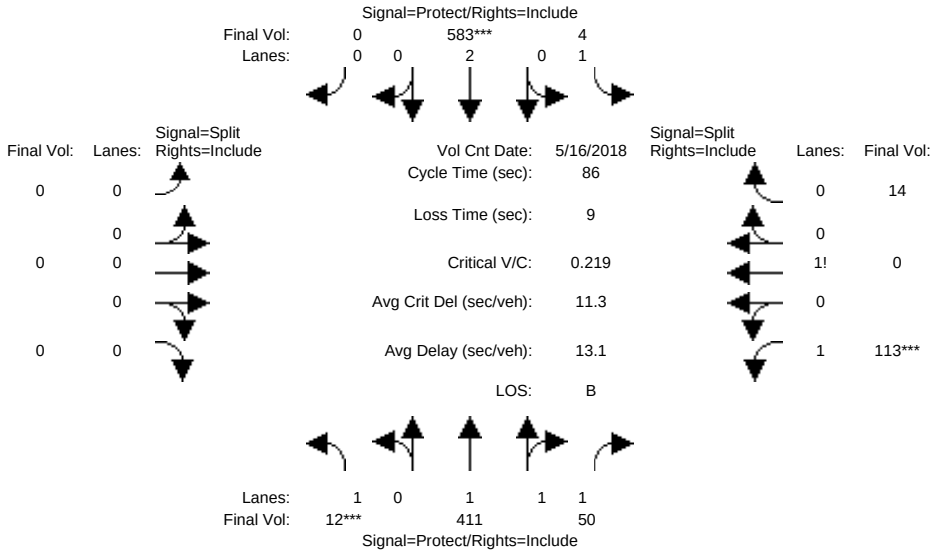
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #3890: HILLCAP/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	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
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	12	411	50	4	583	0	0	0	0	119	0	14
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:	12	411	50	4	583	0	0	0	0	119	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	-6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	411	50	4	583	0	0	0	0	113	0	14
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:	12	411	50	4	583	0	0	0	0	113	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	411	50	4	583	0	0	0	0	113	0	14
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:	12	411	50	4	583	0	0	0	0	113	0	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	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	2.00	0.00	0.00	0.00	0.00	1.80	0.00	0.20
Final Sat.:	1750	3712	1800	1750	3800	0	0	0	0	3152	0	348
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****					****			
Green Time:	7.0	36.7	36.7	25.7	55.4	0.0	0.0	0.0	0.0	14.6	0.0	14.6
Volume/Cap:	0.08	0.26	0.07	0.01	0.24	0.00	0.00	0.00	0.00	0.21	0.00	0.24
Delay/Veh:	36.8	15.9	14.5	21.2	6.5	0.0	0.0	0.0	0.0	31.0	0.0	31.2
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:	36.8	15.9	14.5	21.2	6.5	0.0	0.0	0.0	0.0	31.0	0.0	31.2
LOS by Move:	D	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	3	0	0	0	0	2	0	2

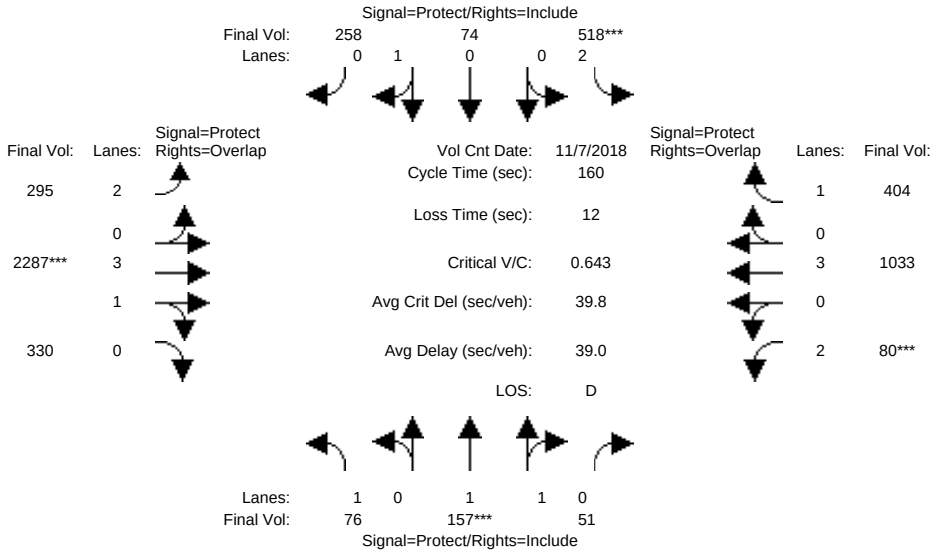
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5711: CAPITOL/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	21	21	34	39	39	22	69	69	12	59	59
Y+R:	5.9	5.6	5.6	5.9	5.8	5.8	5.6	6.2	6.2	6.2	6.2	6.2
Volume Module: >> Count Date: 7 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	76	157	51	518	74	258	295	2287	330	80	1033	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	157	51	518	74	258	295	2287	330	80	1033	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	157	51	518	74	258	295	2287	330	80	1033	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	157	51	518	74	258	295	2287	330	80	1033	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	157	51	518	74	258	295	2287	330	80	1033	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	157	51	518	74	258	295	2287	330	80	1033	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.95	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.50	0.50	2.00	0.22	0.78	2.00	3.47	0.53	2.00	3.00	1.00
Final Sat.:	1750	2792	907	3150	401	1399	3150	6553	946	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.16	0.18	0.18	0.09	0.35	0.35	0.03	0.18	0.23
Crit Moves:		****			****			****			****	
Green Time:	16.8	21.0	21.0	36.8	41.0	41.0	24.5	78.2	95.0	12.0	65.7	102.5
Volume/Cap:	0.41	0.43	0.43	0.71	0.72	0.72	0.61	0.71	0.59	0.34	0.44	0.36
Delay/Veh:	68.5	64.6	64.6	60.1	59.7	59.7	65.6	32.8	20.5	71.1	34.1	13.6
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:	68.5	64.6	64.6	60.1	59.7	59.7	65.6	32.8	20.5	71.1	34.1	13.6
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	B
HCM2kAvgQ:	4	5	5	14	15	15	8	21	13	2	10	5

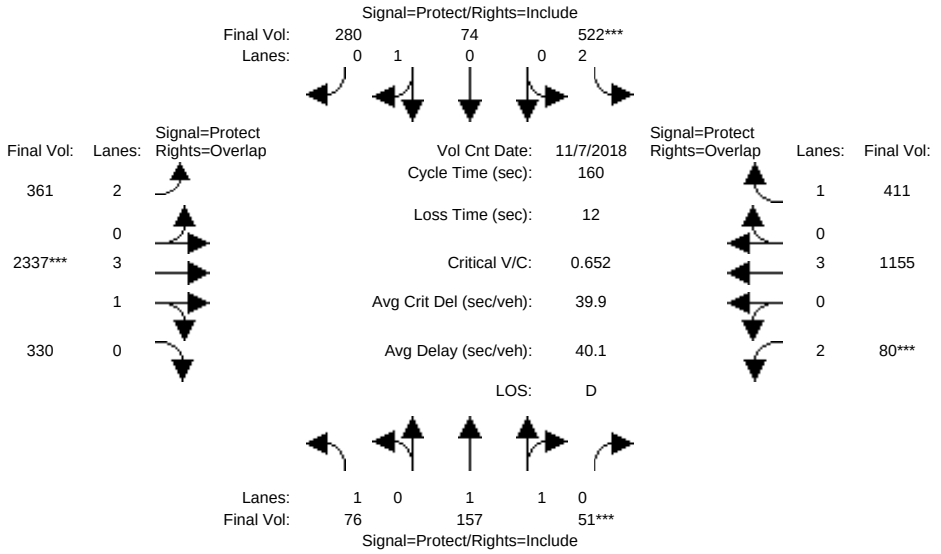
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5711: CAPITOL/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	21	21	34	39	39	22	69	69	12	59	59
Y+R:	5.9	5.6	5.6	5.9	5.8	5.8	5.6	6.2	6.2	6.2	6.2	6.2
Volume Module: >> Count Date: 7 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	76	157	51	518	74	258	295	2287	330	80	1033	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	157	51	518	74	258	295	2287	330	80	1033	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	4	0	22	66	50	0	0	122	7
Initial Fut:	76	157	51	522	74	280	361	2337	330	80	1155	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	157	51	522	74	280	361	2337	330	80	1155	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	157	51	522	74	280	361	2337	330	80	1155	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	157	51	522	74	280	361	2337	330	80	1155	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.95	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.50	0.50	2.00	0.21	0.79	2.00	3.48	0.52	2.00	3.00	1.00
Final Sat.:	1750	2792	907	3150	376	1424	3150	6570	928	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.17	0.20	0.20	0.11	0.36	0.36	0.03	0.20	0.23
Crit Moves:			****	****				****		****		
Green Time:	16.7	21.0	21.0	36.6	40.8	40.8	24.6	78.4	95.2	12.0	65.9	102.4
Volume/Cap:	0.42	0.43	0.43	0.73	0.77	0.77	0.75	0.73	0.60	0.34	0.49	0.37
Delay/Veh:	68.6	64.6	64.6	60.8	63.1	63.1	71.0	33.0	20.6	71.1	34.9	13.7
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:	68.6	64.6	64.6	60.8	63.1	63.1	71.0	33.0	20.6	71.1	34.9	13.7
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	B
HCM2kAvgQ:	4	5	5	14	17	17	10	21	13	2	11	5

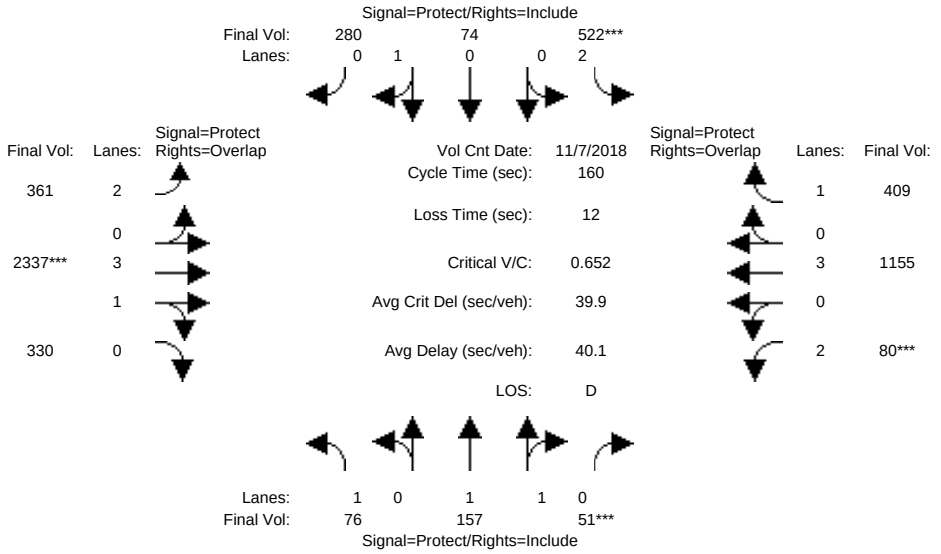
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5711: CAPITOL/NARVAEZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	16	21	21	34	39	39	22	69	69	12	59	59
Y+R:	5.9	5.6	5.6	5.9	5.8	5.8	5.6	6.2	6.2	6.2	6.2	6.2
Volume Module: >> Count Date: 7 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	76	157	51	518	74	258	295	2287	330	80	1033	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	157	51	518	74	258	295	2287	330	80	1033	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	-2
ATI:	0	0	0	4	0	22	66	50	0	0	122	7
Initial Fut:	76	157	51	522	74	280	361	2337	330	80	1155	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	157	51	522	74	280	361	2337	330	80	1155	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	157	51	522	74	280	361	2337	330	80	1155	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	157	51	522	74	280	361	2337	330	80	1155	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.95	0.95	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.50	0.50	2.00	0.21	0.79	2.00	3.48	0.52	2.00	3.00	1.00
Final Sat.:	1750	2792	907	3150	376	1424	3150	6570	928	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.17	0.20	0.20	0.11	0.36	0.36	0.03	0.20	0.23
Crit Moves:			****	****				****		****		
Green Time:	16.7	21.0	21.0	36.6	40.8	40.8	24.6	78.4	95.2	12.0	65.9	102.4
Volume/Cap:	0.42	0.43	0.43	0.73	0.77	0.77	0.75	0.73	0.60	0.34	0.49	0.37
Delay/Veh:	68.6	64.6	64.6	60.8	63.1	63.1	71.0	33.0	20.6	71.1	34.9	13.7
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:	68.6	64.6	64.6	60.8	63.1	63.1	71.0	33.0	20.6	71.1	34.9	13.7
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	B
HCM2kAvgQ:	4	5	5	14	17	17	10	21	13	2	11	5

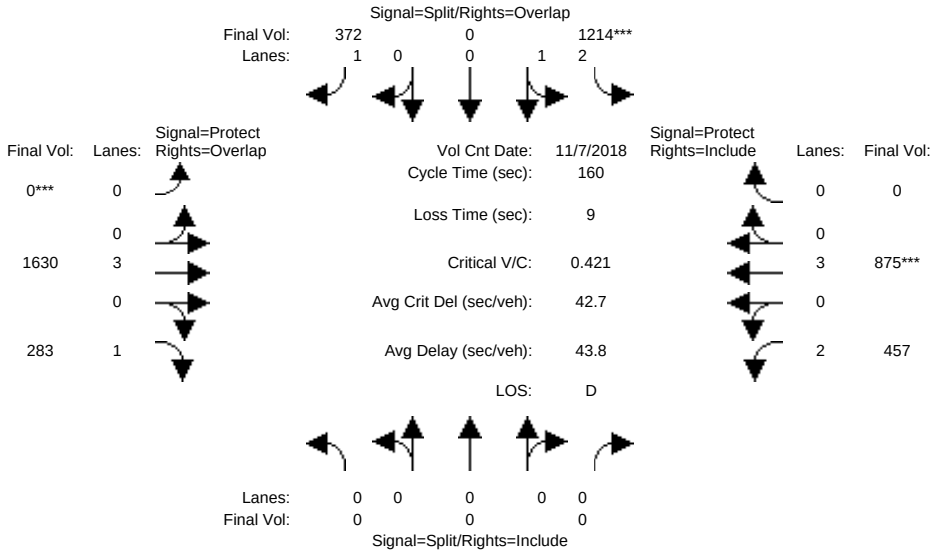
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5713: 87/CAPITOL



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	45	45	45	0	73	73	40	115	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	0	0	0	1214	0	372	0	1630	283	457	875	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1214	0	372	0	1630	283	457	875	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1214	0	372	0	1630	283	457	875	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1214	0	372	0	1630	283	457	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1214	0	372	0	1630	283	457	875	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:	0	0	0	1214	0	372	0	1630	283	457	875	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	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.21	0.00	0.29	0.16	0.15	0.15	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	42.6	0.0	42.6	0.0	70.3	70.3	38.5	109	0.0
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.80	0.00	0.65	0.37	0.60	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	71.0	0.0	67.2	0.0	37.8	32.0	58.3	3.4	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	71.0	0.0	67.2	0.0	37.8	32.0	58.3	3.4	0.0
LOS by Move:	A	A	A	E	A	E	A	D	C	E	A	A
HCM2kAvgQ:	0	0	0	27	0	21	0	22	10	12	2	0

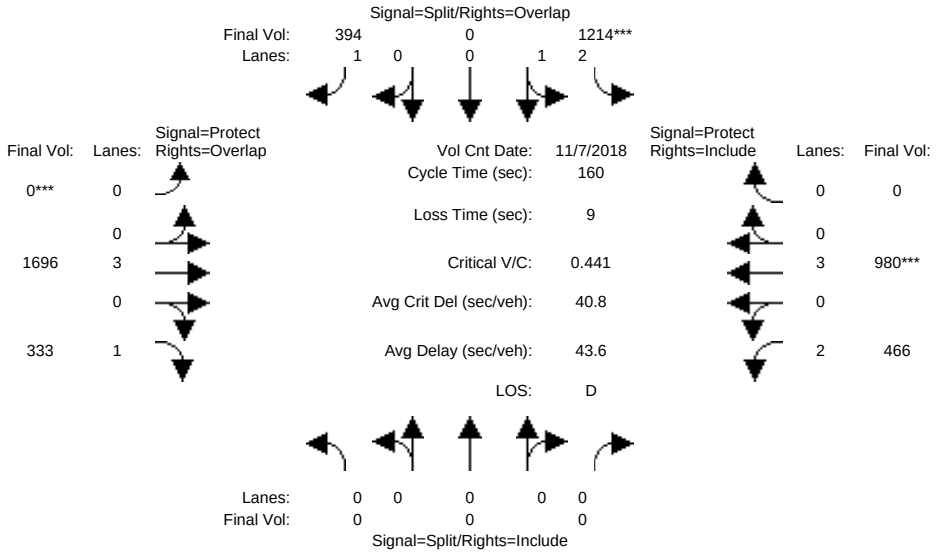
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5713: 87/CAPITOL



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	45	45	45	0	73	73	40	115	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	0	0	0	1214	0	372	0	1630	283	457	875	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1214	0	372	0	1630	283	457	875	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	22	0	66	50	9	105	0
Initial Fut:	0	0	0	1214	0	394	0	1696	333	466	980	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1214	0	394	0	1696	333	466	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1214	0	394	0	1696	333	466	980	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:	0	0	0	1214	0	394	0	1696	333	466	980	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	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.23	0.00	0.30	0.19	0.15	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	42.6	0.0	42.6	0.0	70.3	70.3	38.5	109	0.0
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.85	0.00	0.68	0.43	0.61	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	71.0	0.0	72.1	0.0	38.5	33.2	58.7	3.5	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	71.0	0.0	72.1	0.0	38.5	33.2	58.7	3.5	0.0
LOS by Move:	A	A	A	E	A	E	A	D	C	E	A	A
HCM2kAvgQ:	0	0	0	27	0	23	0	23	13	12	2	0

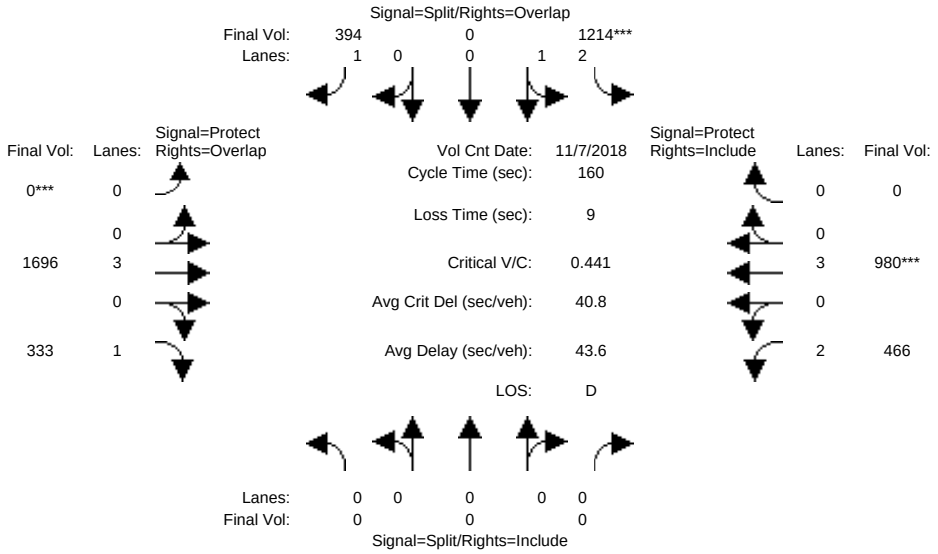
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5713: 87/CAPITOL



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	45	45	45	0	73	73	40	115	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	0	0	0	1214	0	372	0	1630	283	457	875	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1214	0	372	0	1630	283	457	875	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	22	0	66	50	9	105	0
Initial Fut:	0	0	0	1214	0	394	0	1696	333	466	980	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1214	0	394	0	1696	333	466	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1214	0	394	0	1696	333	466	980	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:	0	0	0	1214	0	394	0	1696	333	466	980	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	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.23	0.00	0.30	0.19	0.15	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	42.6	0.0	42.6	0.0	70.3	70.3	38.5	109	0.0
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.85	0.00	0.68	0.43	0.61	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	71.0	0.0	72.1	0.0	38.5	33.2	58.7	3.5	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	71.0	0.0	72.1	0.0	38.5	33.2	58.7	3.5	0.0
LOS by Move:	A	A	A	E	A	E	A	D	C	E	A	A
HCM2kAvgQ:	0	0	0	27	0	23	0	23	13	12	2	0

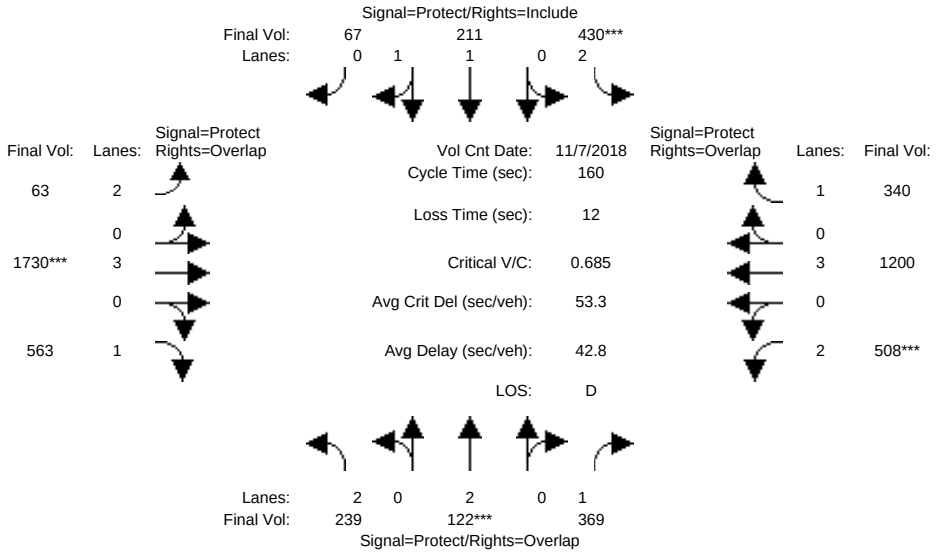
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5715: CAPITOL/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	25	25	25	29	29	14	61	61	27	74	74
Y+R:	5.6	5.5	5.5	5.5	5.5	5.5	5.8	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 7 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	239	122	369	430	211	67	63	1730	563	508	1200	340
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:	239	122	369	430	211	67	63	1730	563	508	1200	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	122	369	430	211	67	63	1730	563	508	1200	340
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:	239	122	369	430	211	67	63	1730	563	508	1200	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	122	369	430	211	67	63	1730	563	508	1200	340
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:	239	122	369	430	211	67	63	1730	563	508	1200	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.50	0.50	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2808	892	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.21	0.14	0.08	0.08	0.02	0.30	0.32	0.16	0.21	0.19
Crit Moves:		****			****			****			****	
Green Time:	21.6	25.0	58.0	27.9	31.3	31.3	15.1	62.1	83.7	33.0	80.0	107.9
Volume/Cap:	0.56	0.21	0.58	0.78	0.38	0.38	0.21	0.78	0.62	0.78	0.42	0.29
Delay/Veh:	66.5	59.0	42.6	70.3	56.3	56.3	67.3	44.9	28.1	66.2	25.5	10.7
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:	66.5	59.0	42.6	70.3	56.3	56.3	67.3	44.9	28.1	66.2	25.5	10.7
LOS by Move:	E	E	D	E	E	E	E	D	C	E	C	B
HCM2kAvgQ:	7	3	16	14	6	6	2	23	16	15	9	3

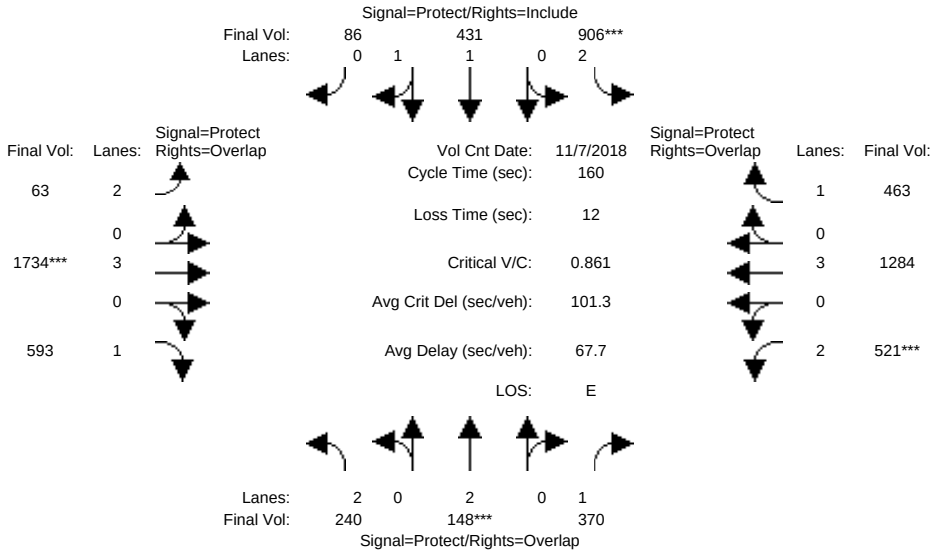
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5715: CAPITOL/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	25	25	25	29	29	14	61	61	27	74	74
Y+R:	5.6	5.5	5.5	5.5	5.5	5.5	5.8	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 7 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	239	122	369	430	211	67	63	1730	563	508	1200	340
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:	239	122	369	430	211	67	63	1730	563	508	1200	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	26	1	476	220	19	0	4	30	13	84	123
Initial Fut:	240	148	370	906	431	86	63	1734	593	521	1284	463
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:	240	148	370	906	431	86	63	1734	593	521	1284	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	148	370	906	431	86	63	1734	593	521	1284	463
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:	240	148	370	906	431	86	63	1734	593	521	1284	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3084	615	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.21	0.29	0.14	0.14	0.02	0.30	0.34	0.17	0.23	0.26
Crit Moves:		****			****			****			****	
Green Time:	24.5	25.0	52.0	35.0	35.5	35.5	14.0	61.0	85.5	27.0	74.0	109.0
Volume/Cap:	0.50	0.25	0.65	1.31	0.63	0.63	0.23	0.80	0.63	0.98	0.49	0.39
Delay/Veh:	62.9	59.5	48.9	214.4	57.9	57.9	68.4	46.2	27.7	100.1	30.0	11.3
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:	62.9	59.5	48.9	214.4	57.9	57.9	68.4	46.2	27.7	100.1	30.0	11.3
LOS by Move:	E	E	D	F	E	E	E	D	C	F	C	B
HCM2kAvgQ:	7	3	17	44	12	12	2	24	17	20	11	4

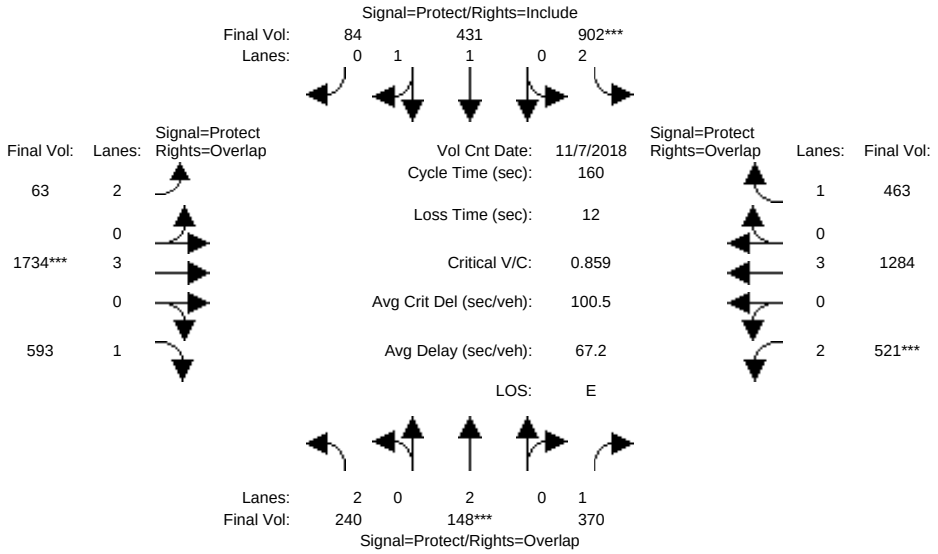
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #5715: CAPITOL/SNELL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	25	25	25	29	29	14	61	61	27	74	74
Y+R:	5.6	5.5	5.5	5.5	5.5	5.5	5.8	6.2	6.2	6.3	6.2	6.2
Volume Module: >> Count Date: 7 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	239	122	369	430	211	67	63	1730	563	508	1200	340
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:	239	122	369	430	211	67	63	1730	563	508	1200	340
Added Vol:	0	0	0	-4	0	-2	0	0	0	0	0	0
ATI:	1	26	1	476	220	19	0	4	30	13	84	123
Initial Fut:	240	148	370	902	431	84	63	1734	593	521	1284	463
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:	240	148	370	902	431	84	63	1734	593	521	1284	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	148	370	902	431	84	63	1734	593	521	1284	463
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:	240	148	370	902	431	84	63	1734	593	521	1284	463
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3096	603	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.21	0.29	0.14	0.14	0.02	0.30	0.34	0.17	0.23	0.26
Crit Moves:		****			****			****			****	
Green Time:	24.5	25.0	52.0	35.0	35.5	35.5	14.0	61.0	85.5	27.0	74.0	109.0
Volume/Cap:	0.50	0.25	0.65	1.31	0.63	0.63	0.23	0.80	0.63	0.98	0.49	0.39
Delay/Veh:	62.9	59.5	48.9	211.9	57.8	57.8	68.4	46.2	27.7	100.1	30.0	11.3
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:	62.9	59.5	48.9	211.9	57.8	57.8	68.4	46.2	27.7	100.1	30.0	11.3
LOS by Move:	E	E	D	F	E	E	E	D	C	F	C	B
HCM2kAvgQ:	7	3	17	44	12	12	2	24	17	20	11	4

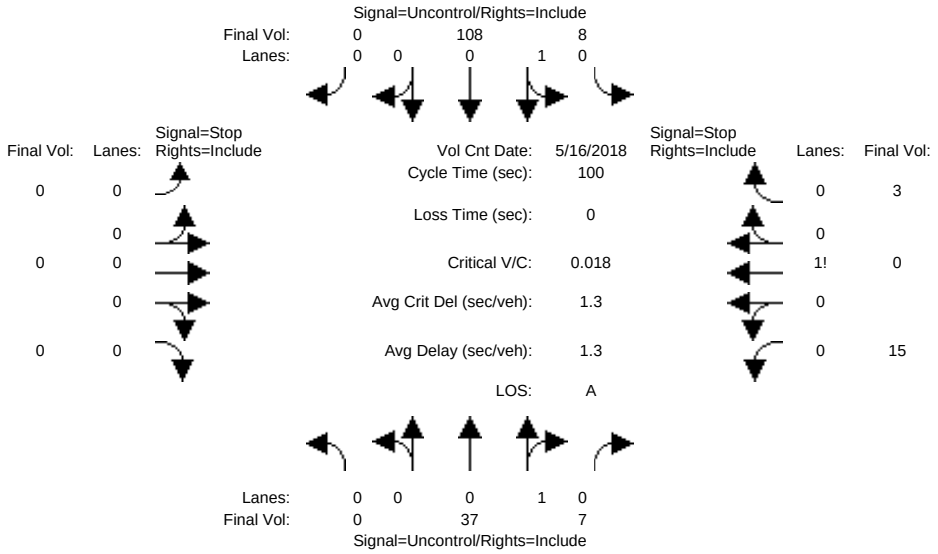
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #9003: Hillcap Avenue and Granite Rock Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	37	7	8	108	0	0	0	0	15	0	3
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	37	7	8	108	0	0	0	0	15	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	7	8	108	0	0	0	0	15	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	37	7	8	108	0	0	0	0	15	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	37	7	8	108	0	0	0	0	15	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	44	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	165	41
Potent Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	831	732	1036
Move Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	728	1036
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	856	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9003 Hillcap Avenue and Granite Rock Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   37    7    8  108    0    0    0    0   15    0    3
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           9.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=178]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9003 Hillcap Avenue and Granite Rock Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   37    7    8  108    0    0    0    0   15    0    3
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           160
Minor Approach Volume:          18
Minor Approach Volume Threshold: 708
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

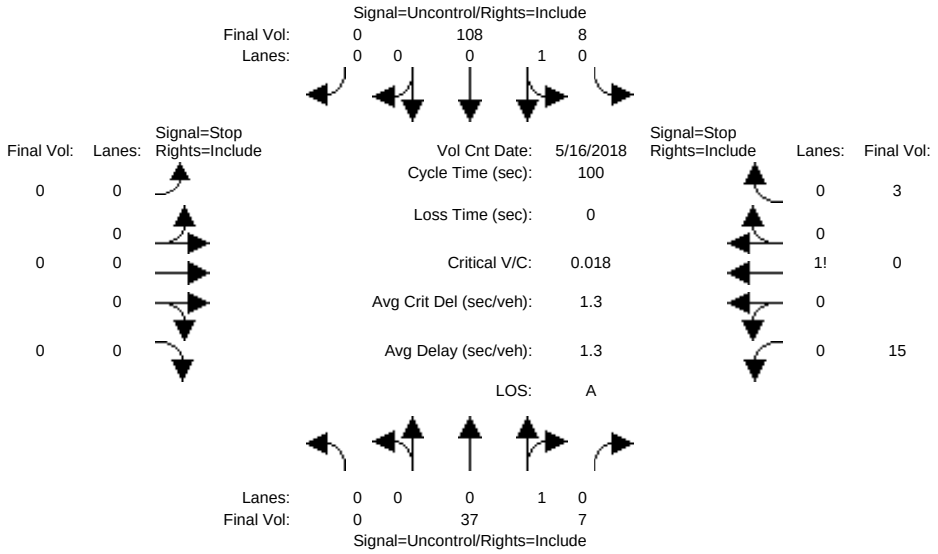
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

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

Intersection #9003: Hillcap Avenue and Granite Rock Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	37	7	8	108	0	0	0	0	15	0	3
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	37	7	8	108	0	0	0	0	15	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	7	8	108	0	0	0	0	15	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	37	7	8	108	0	0	0	0	15	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	37	7	8	108	0	0	0	0	15	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	44	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	165	41
Potent Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	831	732	1036
Move Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	728	1036
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	856	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.3		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9003 Hillcap Avenue and Granite Rock Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   37    7    8  108    0    0    0    0   15    0    3
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           9.3
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=178]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
            Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9003 Hillcap Avenue and Granite Rock Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   37    7    8  108    0    0    0    0   15    0    3
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           160
Minor Approach Volume:          18
Minor Approach Volume Threshold: 708
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

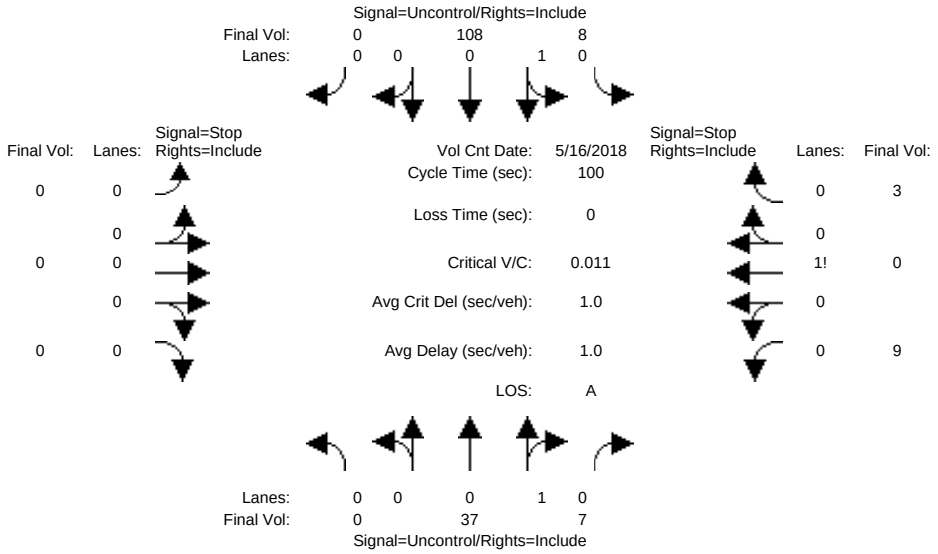
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

City of San Jose
Granite Rock Facility Operations Expansion

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background+Project (PM)

Intersection #9003: Hillcap Avenue and Granite Rock Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 May 2018 <<												
Base Vol:	0	37	7	8	108	0	0	0	0	15	0	3
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	37	7	8	108	0	0	0	0	15	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	-6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	7	8	108	0	0	0	0	9	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	37	7	8	108	0	0	0	0	9	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	37	7	8	108	0	0	0	0	9	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	44	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	165	41
Potent Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	831	732	1036
Move Cap.:	xxxx	xxxx	xxxxx	1577	xxxx	xxxxx	xxxx	xxxx	xxxxx	828	728	1036
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	871	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.2		
ApproachLOS:	*			*			*			A		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #9003 Hillcap Avenue and Granite Rock Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

```
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   37    7    8  108    0    0    0    0    9    0    3
ApproachDel:    xxxxxx          xxxxxx          xxxxxx           9.2
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=12]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=172]
  FAIL - Total volume less than 650 for intersection
         with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
             Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #9003 Hillcap Avenue and Granite Rock Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:     North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Lanes:       0  0  0  1  0   0  1  0  0  0   0  0  0  0  0   0  0  1! 0  0
Initial Vol:    0   37    7    8  108    0    0    0    0    9    0    3
------------|---------------||---------------||---------------||---------------|
Major Street Volume:           160
Minor Approach Volume:          12
Minor Approach Volume Threshold: 708
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

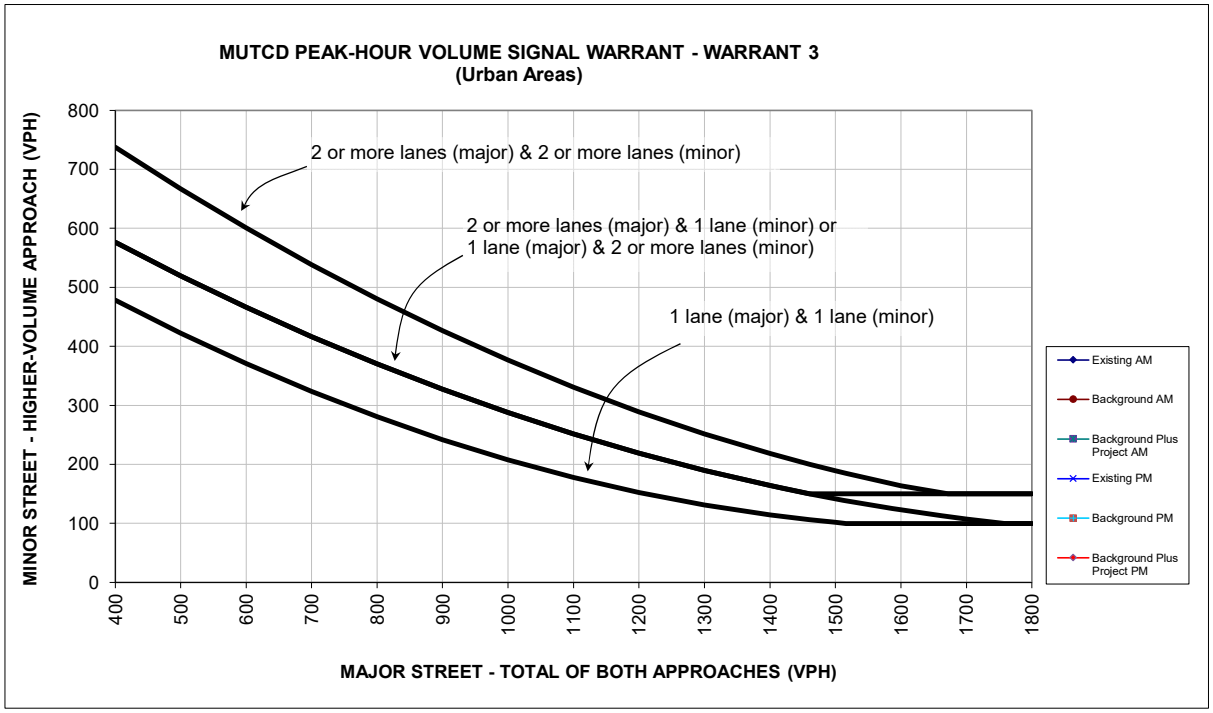
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

 Copyright (c) 2008 Dowling Associates, Inc.

Appendix F
Signal Warrant Analysis

Granite Rock

8 . Hillcap Avenue and Granite Rock Way



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	Hillcap Avenue	X		165	165	204
Minor Street - Highest Approach	Granite Rock Way	X		34	34	85
Maximum warrant threshold for minor street volume				627	627	601
Difference between warrant threshold & minor street volume				593	593	516
		Warrant Met?		No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	Hillcap Avenue	X		160	160	160
Minor Street - Highest Approach	Granite Rock Way	X		18	18	15
Maximum warrant threshold for minor street volume				630	630	630
Difference between warrant threshold & minor street volume				612	612	615
		Warrant Met?		No	No	No