APPENDIX F

TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis Report

15860 Winchester Boulevard

Assisted Living and Memory Care

Town of Los Gatos, California

March 25, 2022

TJKM

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EXECUTIVE SUMMARY

This report summarizes the results of the Traffic Impact Study (TIS) conducted for the proposed Winchester Assisted Living development located at 15860 Winchester Boulevard in the Town of Los Gatos. The proposed project would replace three existing single family homes with an assisted living and memory care facility providing 117 assisted living units and 18 memory care units, for a combined total of 135 units. Access to the project site would be provided by two driveways on Winchester Boulevard and one on Shelburne Way.

The purpose of this report is to provide summaries of traffic impacts on the surrounding transportation system and vehicle miles traveled (VMT) with the change in land use at the project site. The study methodology is based on the VTA Transportation Impact Analysis (TIS) Guidelines, adopted in 2014, and the VMT resources now provided by VTA. To evaluate the effects on the transportation infrastructure due to the addition of traffic from the proposed project, an LOS analysis was conducted to determine consistency with Town of Los Gatos plans and standards.

Vehicle Miles Traveled

The Town of Los Gatos adopted Transportation Analysis (TA) Guidelines and elected to conduct a complete VMT analysis consistent with the General Plan future year VMT projections based on long-term expectations for air quality and GHG expectations as part of its General Plan EIR, so that it could make specific use of *CEQA Statue & Guidelines* Section 15183 to streamline project-specific CEQA analysis that is consistent with its General Plan and other Town documents. However, since the 2040 General Plan EIR has not been certified, the new VMT policy is not applicable at this time. Since there is no specific guidance from OPR or VTA for analyzing the proposed land use, TJKM reviewed policies and studies in Los Gatos and other California jurisdictions in order to determine whether a consensus has been reached for evaluating assisted living or congregate care facilities, and to derive guidance on how to evaluate these uses.

Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication *Trip Generation (10th Edition)*. TJKM used published trip rates for the ITE land use Assisted Living (ITE Code 254) for this project. The proposed project is expected to generate 351 total daily trips, including 26 a.m. peak hour trips (16 in, 10 out) and 35 p.m. peak hour trips (16 in, 22 out).

Existing Conditions

Under this scenario, all study intersections operate at acceptable LOS C or better during both peak hours.

Existing plus Project Conditions

Under this scenario, all of the study intersections would continue to operate at acceptable LOS C or better during both peak hours. The project **would be consistent** with level of service standards set forth under the Town of Los Gatos General Plan and VTA TIA Guidelines.

Background Conditions

Background Conditions are similar to Existing Conditions, but with the addition of traffic from approved developments within the vicinity of the proposed project. The list of approved projects included in Background Conditions was provided by Town of Los Gatos staff. Under this scenario, all study intersections would operate at acceptable LOS D or better during both peak hours.

Background plus Project Conditions

Under this scenario, all of the study intersections would continue to operate at acceptable LOS D or better during both peak hours. The project **would be consistent** with level of service standards set forth under the Town of Los Gatos General Plan and VTA TIA Guidelines.

Cumulative Conditions

The Cumulative No-Project Conditions are similar to Existing Conditions, but with the addition of traffic from both approved and pending developments within the vicinity of the proposed project. The list of pending projects included in Cumulative Conditions was provided by Town of Los Gatos staff. Under this scenario, all study intersections would operate at acceptable LOS D or better during both peak hours.

Cumulative plus Project Conditions

Under this scenario, all of the study intersections would continue to operate at acceptable LOS D or better during both peak hours. The project **would be consistent** with level of service standards set forth under the Town of Los Gatos General Plan and VTA TIA Guidelines.

Site Access and On-Site Circulation

TJKM concludes that the site plan will operate acceptably and provide adequate on-site vehicle circulation and access to parking spaces. The parking garage access and circulation appear adequate. Although the garage has a single way in and out, an adequate turn-around area is provided that will serve primarily for employee parking. The proposed project does not conflict with existing and planned pedestrian or bicycle facilities and will add trips to existing transit facilities, which can be accommodated by the existing transit capacity. Site access and circulation for vehicles are considered **adequate**. TJKM also recommends that parking near driveways be restricted to avoid visual obstructions for exiting vehicles.

Parking

The project would require 54 covered parking spaces for the 135 beds. The proposed project would provide a total of 54 visitor and employee parking spaces, satisfying Town requirements. The proposed parking supply would therefore be **adequate** under Town of Los Gatos requirements and would not produce any parking impacts on surrounding parcels or roadways. Although not required under Los Gatos requirements, TJKM recommends installation of bike racks for visitors and employees.

Recommendations

TJKM recommends the following:

- Restrict parking near driveways to avoid visual obstructions for exiting vehicles
- Add bike racks.

1.0 INTRODUCTION

This report summarizes the results of the Traffic Impact Study (TIS) conducted for the proposed Winchester Assisted Living development located at 15860 Winchester Boulevard in the Town of Los Gatos. The proposed project would replace three existing single family homes with an assisted living and memory care facility providing 117 assisted living units and 18 memory care units, for a combined total of 135 units. Access to the project site would be provided by two driveways on Winchester Boulevard and one on Shelburne Way.

This chapter discusses the TIS purpose, project study area, and analysis scenarios. **Figure 1** shows the study area and project site location. **Figure 2** shows the project site plan, dated April 2, 2021.

1.1 Study Purpose

The purpose of this report is to provide summaries of traffic impacts on the surrounding transportation system and vehicle miles traveled (VMT) with the change in land use at the project site. The study methodology is based on the VTA Transportation Impact Analysis (TIA) Guidelines, adopted in 2014, and the VMT resources now provided by VTA. To evaluate the effects on the transportation infrastructure due to the addition of traffic from the proposed project, an LOS analysis was conducted to determine consistency with Town of Los Gatos plans and standards.

1.2 Study Intersections

TJKM evaluated traffic conditions at nine study intersections during the a.m. and p.m. peak hours on a typical weekday. Hexagon Transportation Consultants previously completed a TIA in 2016 for a different project at the same site, which TJKM peer reviewed. The study intersections for this study were selected in consultation with the Town of Los Gatos staff.

The peak periods observed for purposes of taking local traffic counts were between 7-9 a.m. and 4-6 p.m. on weekdays. Although two-hour peak period traffic counts were conducted, the highest single one-hour period recorded for each was used in the analysis. Throughout this report, these peak hours are identified as the a.m. and p.m. peak hours, respectively. Due to ongoing traffic disruptions due to the COVID-19 pandemic, new turning movement counts were collected at the study intersections in September 2021, and then adjusted upward to match total volumes from the 2016 study. This is described in more detail in section 3.5.

The study intersections and associated traffic controls are as follows:

1. Winchester Boulevard & Shelburne Way (two-way stop controlled)
2. Winchester Boulevard & Daves Avenue (signalized)
3. Winchester Boulevard/North Santa Cruz Avenue & Blossom Hill Road (signalized)
4. University Avenue & Shelburne Way (two-way stop controlled)

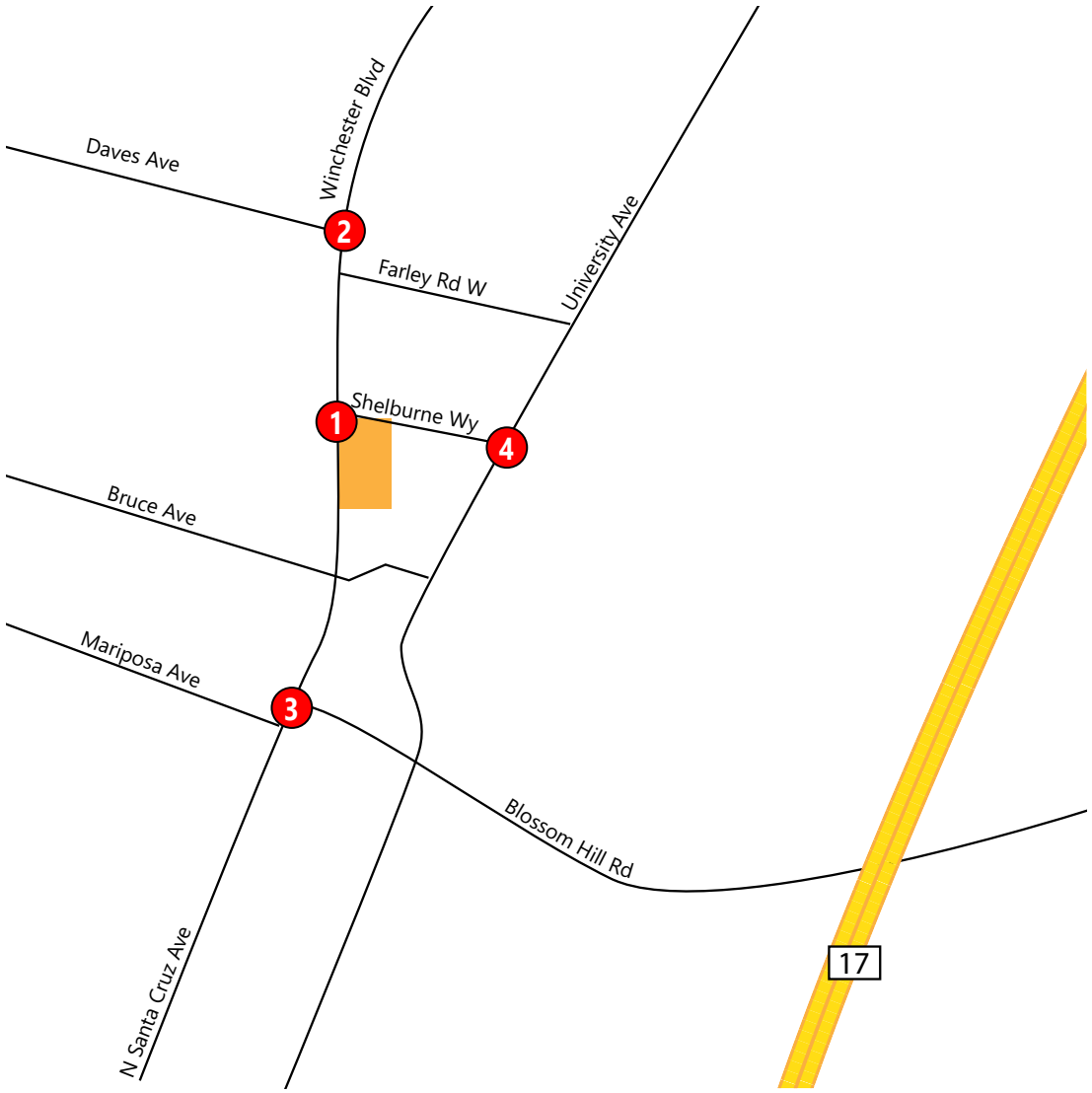
The traffic analysis is based on the weekday a.m. and p.m. peak hour levels of service for two signalized intersections and five unsignalized intersections. None of the study intersections are Congestion Management Program (CMP) intersections.

1.3 Study Scenarios

The roadway operations analysis addresses the following six traffic scenarios:

- **Existing Conditions** – This scenario evaluates the study intersections based on existing traffic volumes, lane geometry and traffic controls.
- **Existing plus Project Conditions** – This scenario is identical to Existing Conditions, but with the addition of traffic from the proposed project.
- **Background (Existing plus Approved Projects) Conditions** – This scenario is similar to Existing Conditions, but with the addition of traffic from approved developments within the vicinity of the proposed project. A list of approved projects was provided by Town staff.
- **Background plus Project Conditions** – This scenario is identical to Background Conditions, but with the addition of traffic from the proposed project.
- **Cumulative Conditions (Existing plus Approved and Pending Projects)** – is similar to Existing Conditions, but with the addition of traffic from both approved and pending developments within the vicinity of the proposed project. A list of pending projects was provided by Town staff.
- **Cumulative plus Project Conditions** – This scenario is identical to Cumulative Conditions, but with the addition of traffic from the proposed project.

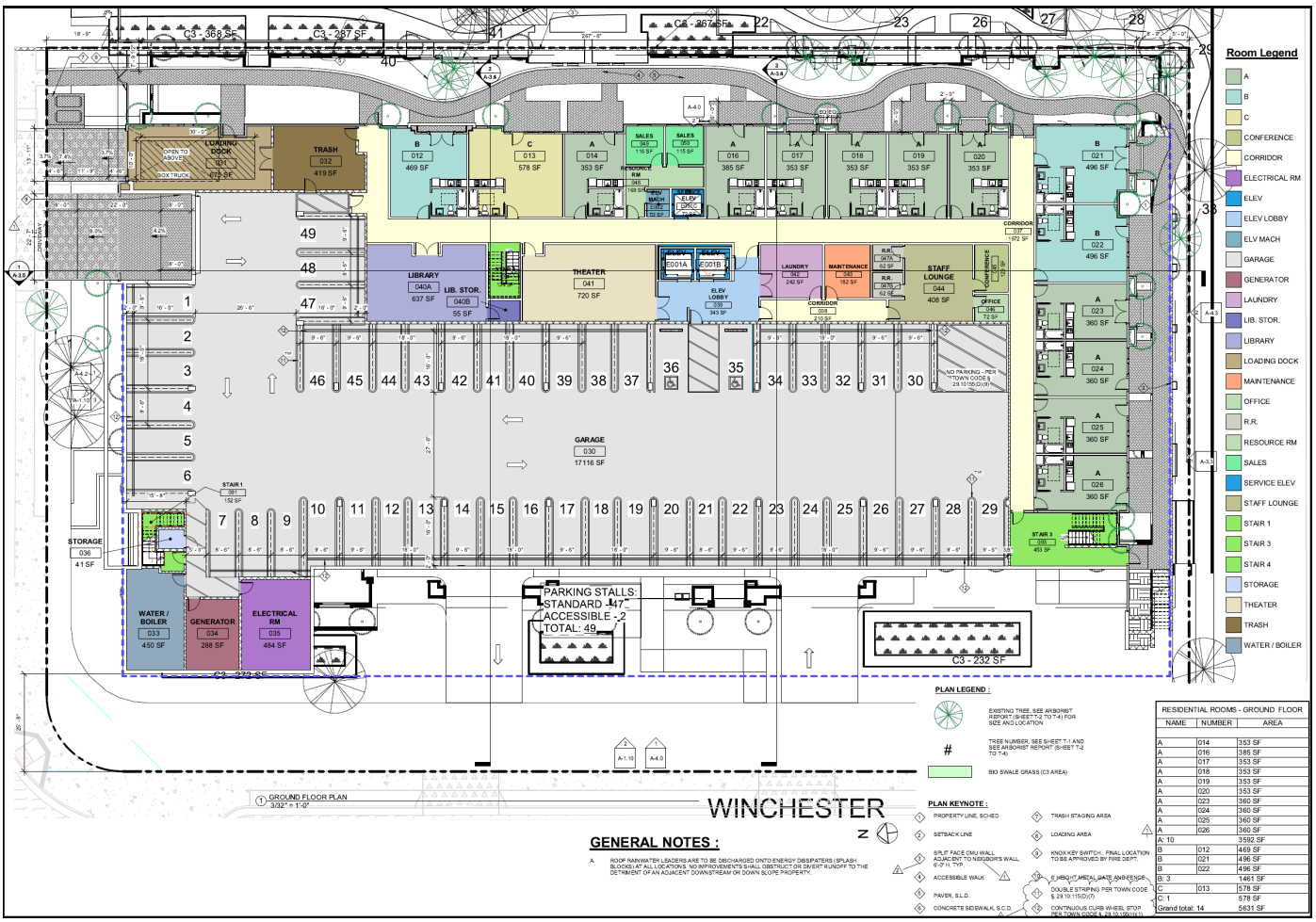
Figure 1: Vicinity Map



LEGEND

- Study Intersection
- Project Site
- Access

Figure 2: Site Plan



2.0 STUDY METHODOLOGY

Traffic impacts related to the proposed project were evaluated for both compliance with applicable regulatory documents and environmental significance as defined in the California Environmental Quality Act (CEQA). The CEQA analysis was conducted in accordance with the *Technical Advisory On Evaluating Transportation Impacts In CEQA* published by the Governor's Office of Planning and Research (OPR). As of July 1, 2020, intersection level of service (LOS) can no longer be used to determine significant CEQA impacts. However, an LOS analysis was conducted to determine consistency with Town of Los Gatos plans and standards. As the project generates fewer than 100 peak hour trips, VTA does not require a transportation impact analysis (TIA) for Congestion Management Program purposes. However, the Town of Los Gatos utilizes the VTA TIA Guidelines (2014) to determine the scope and methodology for traffic studies.

2.1 Vehicle Miles Traveled

This study evaluates project-related VMT based on VMT resources published by Los Gatos, VTA, guidelines adopted by other jurisdictions, and other recent studies of similar land uses. The OPR Technical Advisory provides recommended methodology and thresholds for residential, office, and retail uses, with limited discussion of related uses. Recommended screening criteria are also provided for identifying development projects that do not require detailed analysis, such as small projects or those located in low-VMT areas. It does not specify any specific methodology for land uses such as assisted living, instead leaving determination of appropriate methodology and significance thresholds to the discretion of the applicable lead agency. VTA provides the Santa Clara County VMT Evaluation Tool for screening and evaluating projects consisting of residential, office, and industrial uses, but it also leaves analysis of other uses to the discretion of the local jurisdiction.

The Town of Los Gatos adopted Transportation Analysis (TA) Guidelines and elected to conduct a complete VMT analysis consistent with the General Plan future year VMT projections based on long-term expectations for air quality and GHG expectations as part of its General Plan EIR, so that it could make specific use of *CEQA Statue & Guidelines* Section 15183 to streamline project-specific CEQA analysis that is consistent with its General Plan and other Town documents. However, since the 2040 General Plan EIR has not been certified, the new VMT policy is not applicable at this time. Since there is no specific guidance from OPR or VTA for analyzing the proposed land use, TJKM reviewed policies and studies in Los Gatos and other California jurisdictions in order to determine whether a consensus has been reached for evaluating assisted living or congregate care facilities, and to derive guidance on how to evaluate these uses. Aside from instances where specific projects fell below trip generation thresholds requiring VMT analysis (project size-based screening), it was determined that approaches used in other jurisdictions fall into three general categories:

1. Consider assisted living to be a residential use for VMT purposes, including screening for low-VMT areas.
2. Consider assisted living to be equivalent to office use for VMT purposes, including screening for low-VMT areas.

3. Screen out assisted living as local-serving and thus presumed to have a less-than-significant impact on VMT.

Residents of assisted living facilities are typically presumed not to be able to drive themselves, as by definition they require assistance in one or more areas of daily functioning, nor are they assumed to make commute, shopping, or school trips independently. This use thus does not generate trips similar to other residential uses. Instead, most trips are employee commute trips, some local visitor trips, and delivery or service trips unrelated to automobile VMT. It may thus be most similar to office or other employment-based uses that involve a limited public component. However, assisted living facilities are generally located to specifically serve the surrounding community, so that residents can be placed close to medical facilities and where their families live. As such, they may also be considered primarily local-serving. Of cities with adopted VMT policies, it is common to screen out some or all local-serving uses, including day cares, community colleges, houses of worship, and government offices, regardless of the commute characteristics of any employees. However, the VMT analysis in this report also includes other means of reducing VMT related to this project.

2.2 Level of Service Analysis Methodology

Although Level of Service (LOS) is no longer relevant to CEQA, LOS can be used to determine conformity with an adopted general plan or congestion management program. LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets in urban areas.

In accordance with VTA TIA guidelines, which have been adopted by the Town of Los Gatos for all traffic studies, level of service was evaluated using TRAFFIX software and the 2000 Highway Capacity Manual (HCM) Operations Methodologies

Signalized Intersections

The study intersections under traffic signal control were analyzed using the 2000 Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000). This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated using TRAFFIX analysis software and was correlated to a LOS designation as shown in **Table 1**.

Table 1: Signalized Intersection Delay and LOS Definitions

Level of Service	Description	Average Control Delay
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major-contributing causes of such delay levels.	greater than 80.0

Source: Highway Capacity Manual 2000,
Average Control Delay per Vehicle in seconds

Unsignalized Intersections

The study intersections under stop control (unsignalized) were analyzed using the 2000 HCM Operations Methodology for unsignalized intersections described in Chapter 17 (HCM 2000). LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At the side street, one-way or two-way stop controlled intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersections is presented for all-way stop controlled intersections. The average control delay for unsignalized intersections was calculated using TRAFFIX analysis software and was correlated to a LOS designation as shown in **Table 2**.

Table 2: Unsignalized Intersection Delay and LOS Definitions

Level of Service	Description	Average Control Delay
A	Little or no traffic delay	≤10
B	Short Traffic delays	>10 – 15
C	Average traffic delays	>15 – 25
D	Long traffic delays	>25 – 35
E	Very long traffic delays	>35 – 50
F	Extreme traffic delays	>50

Source: Highway Capacity Manual 2010
Average Control Delay per Vehicle in seconds

2.3 Level of Service Standards

Although level of service is no longer used for identifying impacts under CEQA, level of service analysis is still used for determining consistency with adopted agency plans and standards. Where standards refer to significant environmental impacts, this analysis instead identifies these as significant inconsistencies with adopted plans.

Town of Los Gatos

The Town of Los Gatos 2020 General Plan utilizes the standards and thresholds adopted by VTA for CMT facilities to identify significant impacts (significant inconsistencies) within the Town. The LOS standard for all intersections is LOS E.

The projected-generated increase in traffic is considered to have a significant impact if it meets either of the following criteria:

- If intersection operations degrade from an acceptable level (LOS E or better) to an unacceptable level (LOS F).
- For intersections already operating at LOS F under no project conditions, if
    - Additional of project traffic increases the average control delay for critical movement by four seconds or more, and
    - Project traffic increases the critical v/c value by 0.01 or more

2.4 Queuing Analysis

The VTA TIA guidelines also specify that a queuing analysis should be conducted in the following instances:

- At CMP intersections where Auto Level of Service (LOS) analysis indicates that there will be a significant impact according to the CMP LOS standard
- At on-ramps with existing or planned operational ramp meters;
- At off-ramps controlled by signals at junctions with local streets;
- At any other intersection or freeway on-ramp, based on engineering judgment, proximity of the project to a freeway interchange, existing queuing situations (such as spillback onto local streets from on ramps), or localized conditions along the project's frontage

The project vicinity does not include any locations similar to those listed above. As noted in following sections, the level of service analysis did not identify any locations operating at deficient LOS or where the project is expected to have a significant impact (significant inconsistency) on intersection LOS. As such, a queuing analysis was not conducted.

3.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersections, including the results of LOS calculations.

3.1 Existing Setting and Roadway System

Relevant roadways adjacent to the project site are discussed below:

Winchester Boulevard is a two- to four-lane, north-south arterial that forms the west frontage of the project site. In the immediate project vicinity, the posted speed limit is 25 miles per hour (mph). On-street parking is permitted in some places. Winchester Boulevard extends Blossom Hill Road in the south through the Cities of Campbell, San Jose, and Santa Clara in the north. South of Blossom Hill Road, Winchester Boulevard changes designation to North Santa Cruz Avenue.

University Avenue is two-lane, north-south neighborhood collector located to the east of the project site. In the project vicinity, the posted speed limit is 35 mph, and parking is generally permitted on both sides. University Avenue extends from Lark Avenue in the north to East Main Street to the south.

Blossom Hill Road is a two-lane, east-west arterial located to the south of the project site. In the project vicinity, the posted speed limit is 35 mph. Blossom Hill Road extends from Winchester Boulevard in the west to US-101 on the east side of San Jose.

North Santa Cruz Avenue is a two-lane, north-south arterial located to the south of the project site. In the project vicinity, the posted speed limit is 25 mph. On-street parking is permitted in some places. North Santa Cruz Avenue extends south from Blossom Hill Road to SR-17. North of Blossom Hill Road, North Santa Cruz Avenue changes designation to Winchester Boulevard.

Daves Avenue is a two-lane, east west neighborhood collector located to the north of the project site. In the project vicinity, the posted speed limit is 25 mph, and parking is generally permitted on both sides. Daves Avenue extends from Winchester Boulevard in the east to Saratoga-Los Gatos Road/CA-9 in Monte Sereno.

Shelburne Way is a short, two-lane local street that forms the north frontage of the project site. There is no posted speed limit or center striping, and parking is permitted on both sides. Shelburne Way connects Winchester Boulevard to University Avenue.

Mariposa Avenue is a two-lane neighborhood collector located to the south of the project site. The posted speed limit is 25 mph, and parking is generally permitted. Mariposa extends west from Winchester Boulevard/North Santa Cruz Avenue, where it is slightly offset from Blossom Hill Road.

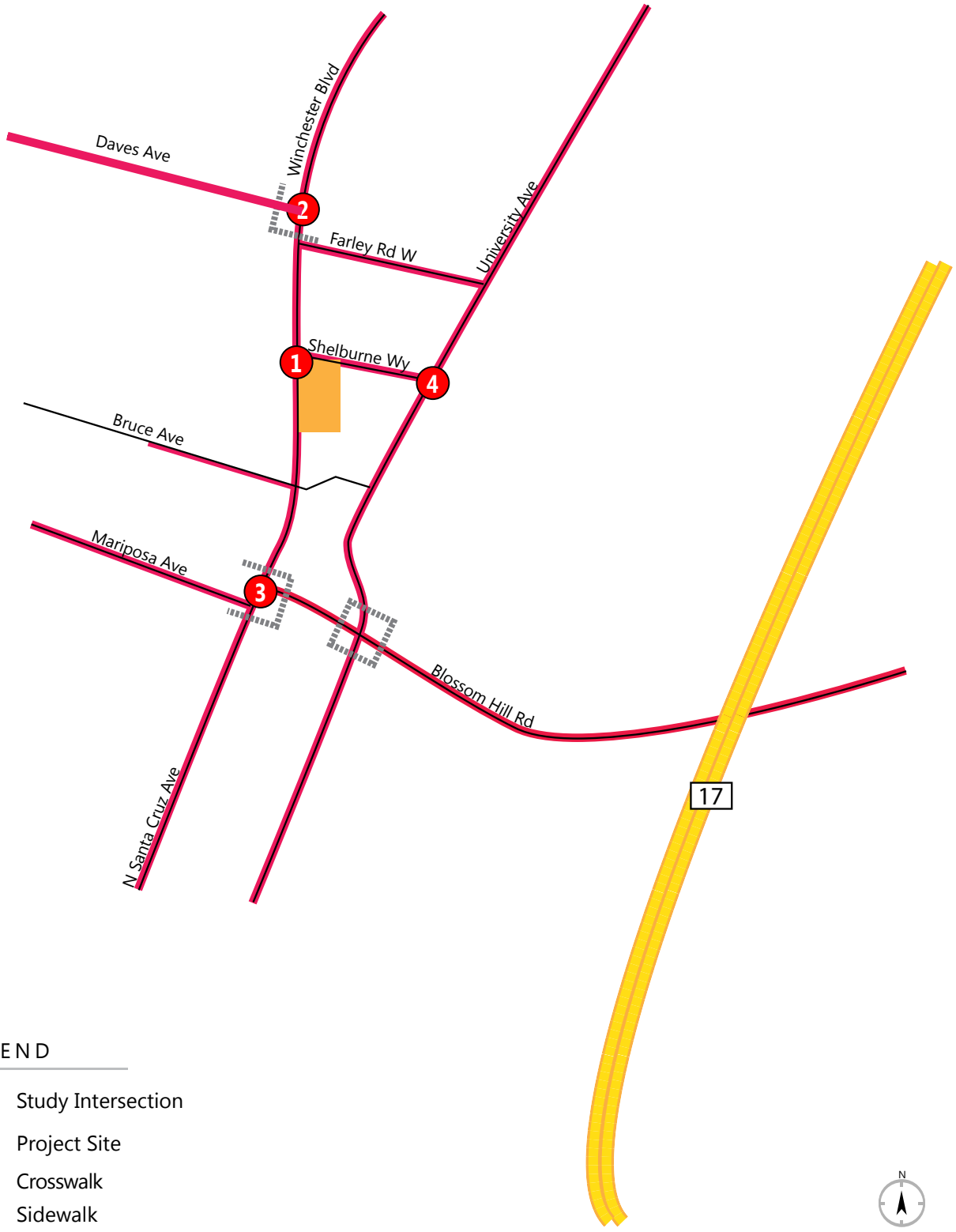
3.2 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited

number of conflict points with vehicle traffic, and easy access to transit facilities and services. Pedestrian facilities consist of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the project vicinity, sidewalks are present on one or both sides of most roadways. Some minor side streets, including Shelburne Way, are missing portions of sidewalk that create discontinuities and act as a barrier to pedestrian mobility. Corners consistently feature curb ramps, and signalized intersections include marked crosswalks and pedestrian signal heads. On Winchester Boulevard close to the project, this includes the signalized crossing at Daves Avenue, approximately 600 ft. north of the project site. The 2020 update for the Town of Los Gatos Bike and Pedestrian Master Plan also proposes a new high visibility crosswalk with rectangular rapid flashing beacons (RRFB) at Bruce Avenue, approximately 400 ft. south of the project site. The existing pedestrian facilities in the study area are shown in **Figure 3.**

Figure 3: Existing Pedestrian Facilities



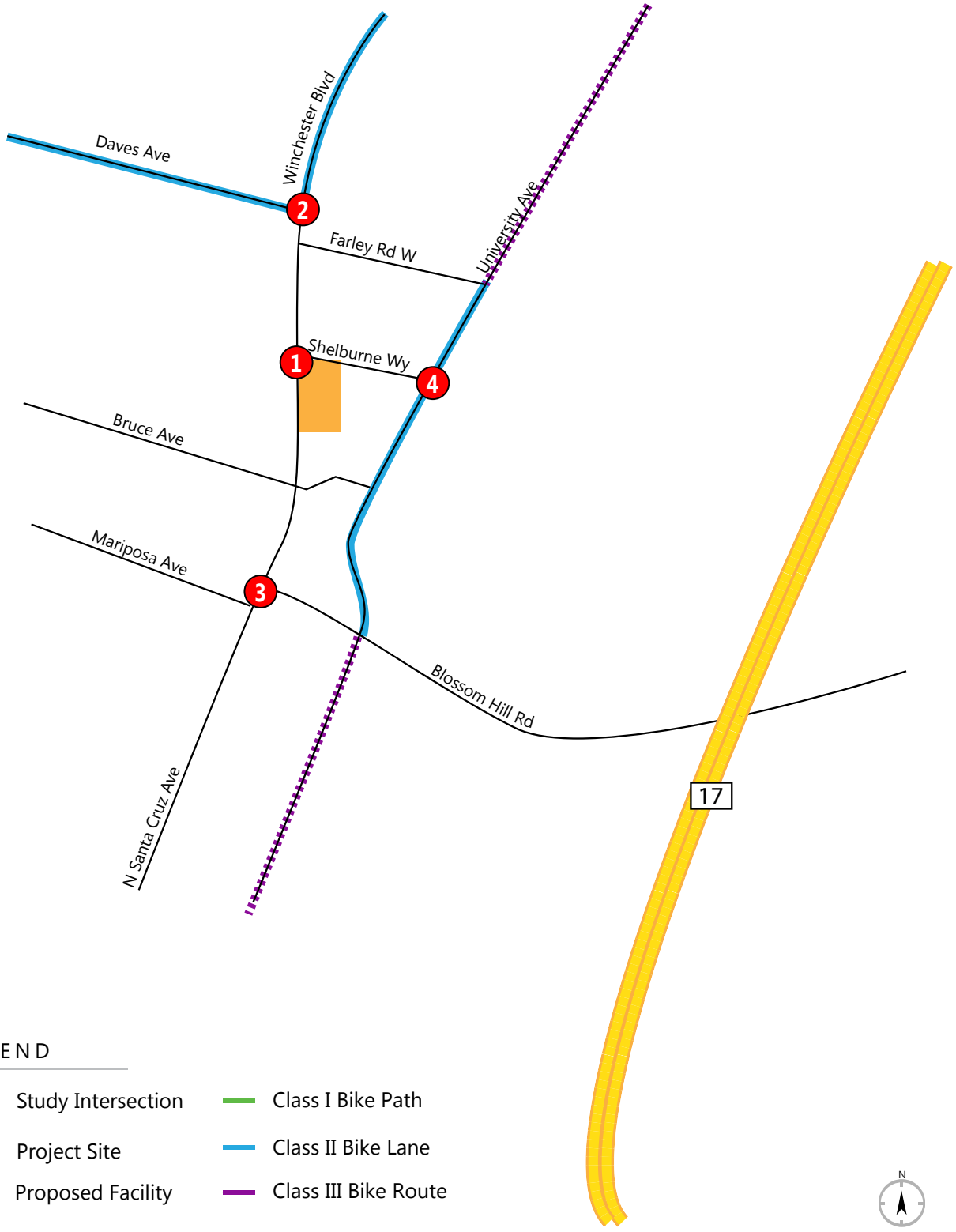
3.3 Existing Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following three classes:

1. Class I Multiuse Trail – a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
2. Class II Bike Lane –a designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
3. Class III Bike Route –a route designated by signs or pavement markings and shared with pedestrians and motorists.
4. Class IV Separated Bikeway – an on-street facility reserved for use by bicyclists, with physical separation between the bikeway and travel lanes. Physical separation consists of vertical elements that may include curbs, landscaping, bollards, or parking lanes.

In the project vicinity, Winchester Boulevard provides Class II bike lanes north of Daves Avenue, as do University Avenue between Farley Road and Blossom Hill Road and Daves Avenue west of Winchester Boulevard. The nearby Vasona Lake County Park, located along the eastern side of University Avenue, features a network of Class I multiuse trails and paved paths, comprising a portion of the Los Gatos Creek Trail. The 2020 update for the Town of Los Gatos Bike and Pedestrian Master Plan includes adding Class III Sharrows to University Avenue to the north and south, providing continuous facilities along the entire length from Lark Avenue to Main Street. The existing and proposed bicycle facilities in the study area are shown in **Figure 4.**

Figure 4: Existing Bicycle Facilities



3.4 Existing Transit Facilities

Existing transit service to the project is provided by Valley Transportation Authority (VTA). Such services are described below. It should be noted that the COVID-19 pandemic has resulted in substantially decreased transit demand throughout the region, leading to reduced service hours and frequency across multiple transit agencies. It is expected that service hours and frequency will be expanded when transit demand returns to more typical levels.

VTA provides bus, light rail, and paratransit service throughout Santa Clara County, including Los Gatos. Buses are generally equipped with front-loading racks that can hold up to two bicycles. In the immediate vicinity of the proposed project, Bus Route #27 provides service to the project site and vicinity. Route #27 also provides connection to the nearest light rail station. **Table 3** summarizes existing bus service in the project vicinity.

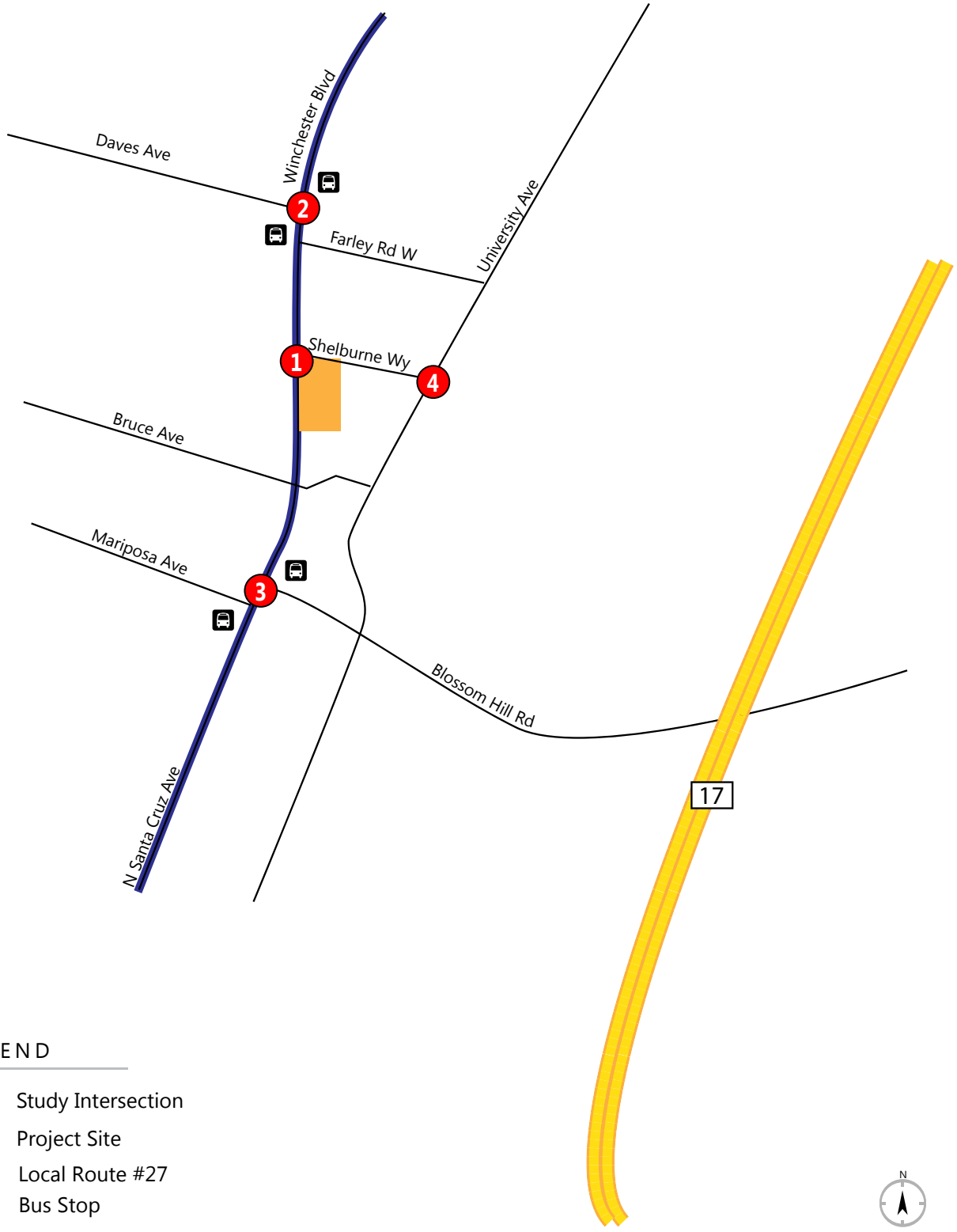
The existing transit facilities in the study area are shown in **Figure 5**.

Table 3: Existing Bus Services

Route #	From	To	Weekdays		Saturday		Sunday/Holiday	
			Operating Hours	Headway (minutes)	Operating Hours	Headway (minutes)	Operating Hours	Headway (minutes)
27	Winchester Station	Kaiser San Jose	5:30 a.m. – 9:00 p.m.	30-40	8:45 a.m. – 8:15 p.m.	60	9:30 a.m. – 6:15 p.m.	60

Source: VTA website www.vta.org accessed September 13, 2021

Figure 5: Existing Transit Facilities



3.5 Existing Traffic Conditions

TJKM evaluated existing traffic conditions at selected study intersections during the a.m. and p.m. peak hours on a typical weekday. Intersection turning movement counts of vehicles, bicycles, and pedestrians were collected during weekday a.m. peak period (7:00-9:00 a.m.) and p.m. peak period (4:00-6:00 p.m.) on September 23, 2019. Due to ongoing traffic disruptions due to the COVID-19 pandemic, new turning movement counts were collected at the study intersections in September 2021, and then adjusted upward to match total peak hour volumes at these intersections as reported in the prior 2016 Hexagon study. Total entering volumes in the a.m. and p.m. peak hours were compared and a scaling factor calculated for each intersection during each peak hour. In general, 2021 turning movement volumes were increased by 25-35 percent in order to match total volumes observed in 2016.

The raw traffic count data is included in **Appendix A**. The existing lane geometries and traffic control at each study intersection are illustrated in **Figure 6**, and adjusted intersection turning movement volumes at each study intersection are illustrated in **Figure 7**.

3.6 Intersection Level of Service Analysis – Existing Conditions

This scenario evaluates the study intersections based on existing traffic volumes, lane geometry and traffic controls, as described above. The peak hour factors calculated from the existing turning movement counts were used for the study intersections for the Existing Conditions analysis. The results of the LOS analysis using the HCM 2000 methodology and TRAFFIX software program for Existing Conditions are summarized in **Table 4**.

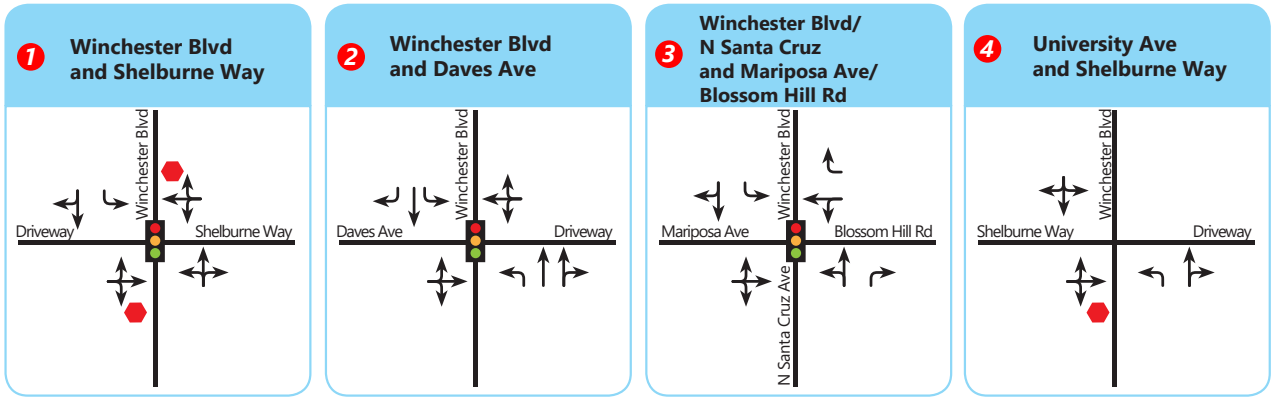
Under this scenario, all study intersections operate at acceptable LOS C or better during both peak hours. LOS calculation worksheets are provided in **Appendix B**.

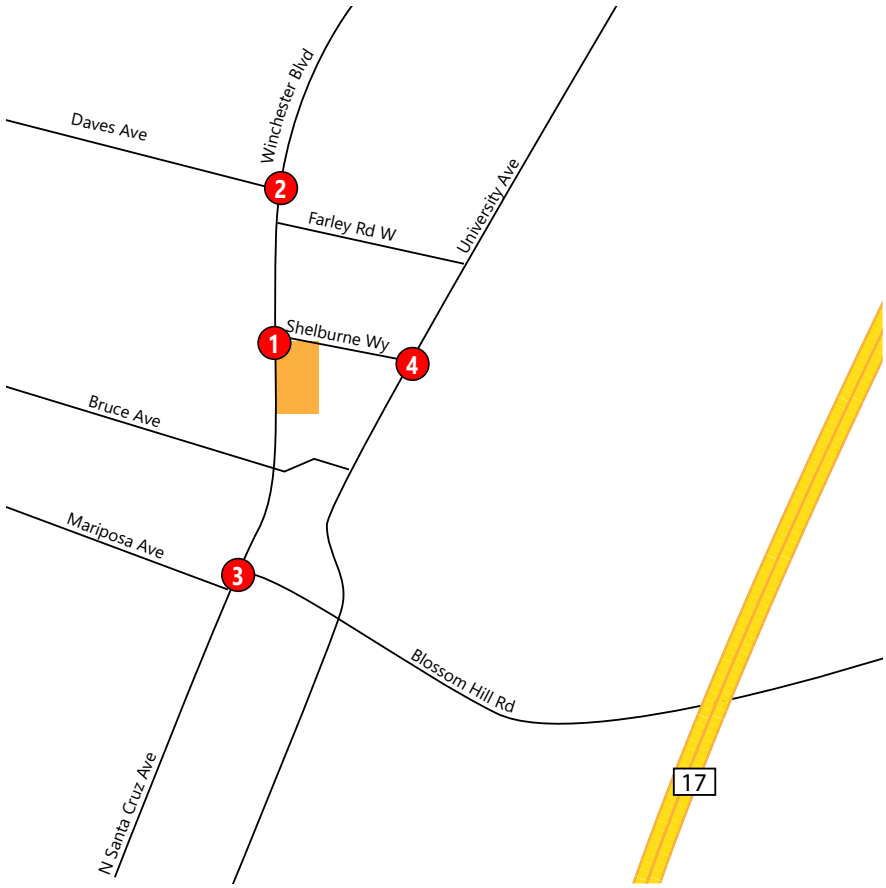
Table 4: Intersection Level of Service Analysis – Existing Conditions

ID	*Intersection*	*Intersection Control*	*Peak Hour*	*Existing Conditions*	
				Average Delay[1]	*LOS[2]*
1	Winchester Boulevard & Shelburne Way	Signal	AM	23.0	C
			PM	23.9	C
2	Winchester Boulevard & Daves Avenue	OWSC	AM	19.7	B
			PM	12.1	B
3	Winchester Boulevard/ North Santa Cruz Avenue & Blossom Hill/ Mariposa Avenue	Signal	AM	30.4	C
			PM	25.7	C
4	University Avenue & Shelburne Way	Signal	AM	14.9	B
			PM	16.4	C

Notes:
AM – morning peak hour, PM – evening peak hour
1. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
2. LOS = Level of Service
Bold indicates unacceptable operational conditions based on applicable jurisdictional standards.

Figure 6: Existing Lane Geometry and Traffic Control

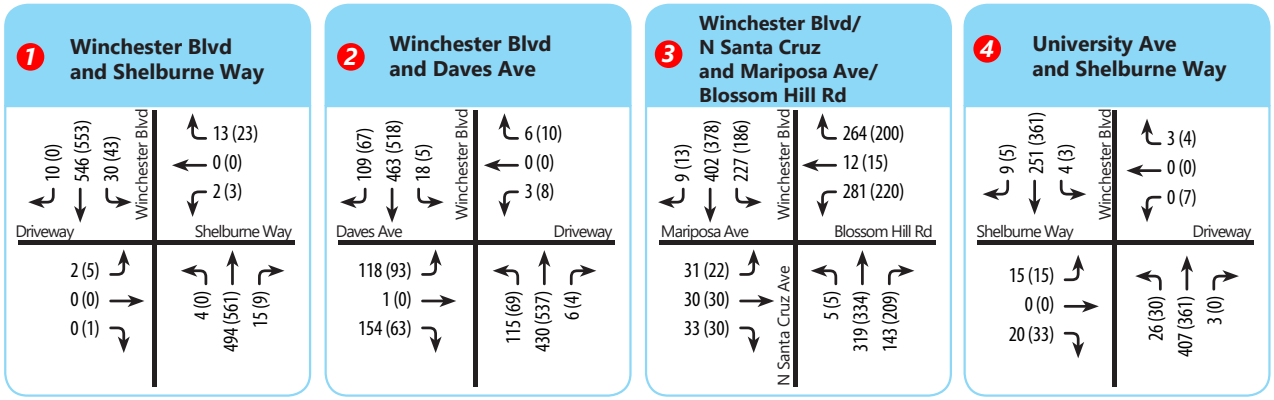


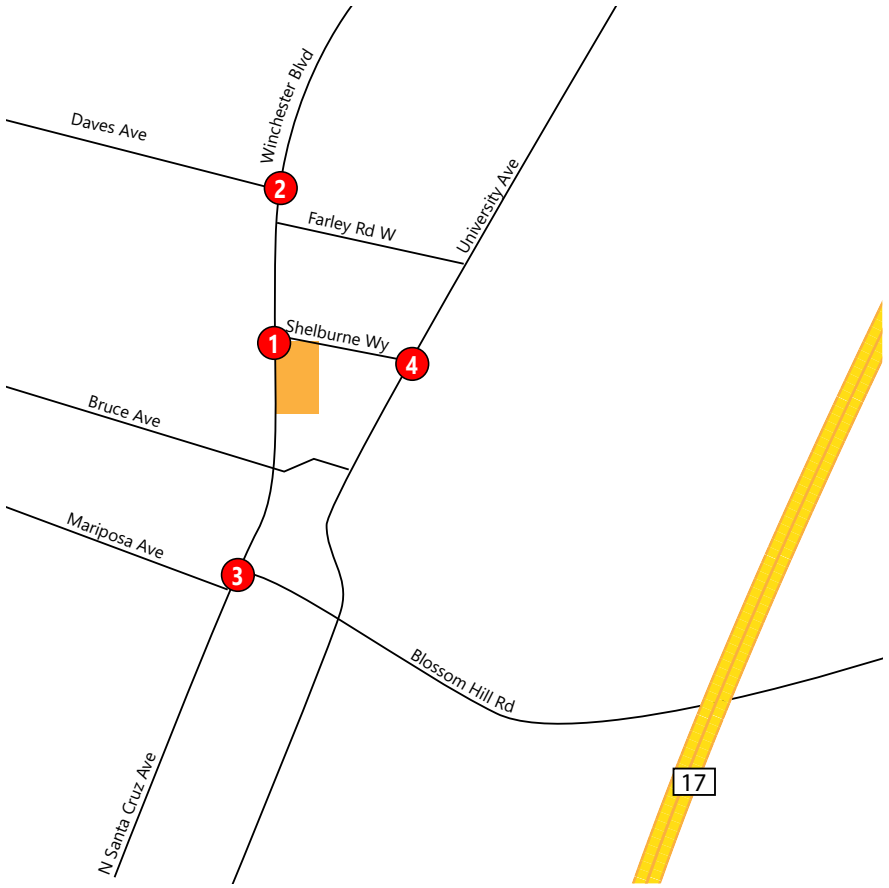


LEGEND

- Study Intersection
- Project Site Project
- Access
- Stop Sign
- Traffic Signal

Figure 7: Existing Conditions Peak Hour Traffic Volumes





LEGEND

- Study Intersection
- Project Site
- Project Access

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

4.0 EXISTING PLUS PROJECT CONDITIONS

This analysis scenario presents the impacts of the proposed project at the study intersections and surrounding roadway system. This scenario is identical to Existing Conditions, but with the addition of traffic from the proposed project. The proposed project would replace three existing single family homes with an assisted living and memory care facility providing 117 assisted living units and 18 memory care units, for a combined total of 135 units.

4.1 Vehicle Miles Traveled

As noted in section 2.1, there is no specific guidance on the appropriate methodology or thresholds for assisted living developments, provided by either OPR, VTA, or the Town of Los Gatos. Where such uses are not screened out based on size, other jurisdictions have variously analyzed such developments as residential, office/employment, or local-serving. TJKM considers screening assisted living developments as local-serving uses to be one approach.

Although this project is presumed to have a less-than-significant impact on VMT, it cannot be confirmed with the VTA Travel Model because the project is relatively small. In order to ensure the lowest possible VMT related to this project, it is recommended that a Transportation Demand Management Plan (TDM), be prepared including measures such as bicycle facility provisions, shower facilities, local shuttle service, transit passes and subsidies, carpool incentive, designated car share parking, and other measures as required by the Town to reduce VMT generated by the project.

With the provision of a TDM and other measures as determined by the Town, the project can be presumed to have a **less-than-significant impact** on VMT.

4.2 Project Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication *Trip Generation (10th Edition)*. TJKM used published trip rates for the ITE land use Assisted Living (ITE Code 254) for this project. Conservatively, no trip credits or reductions were applied. The proposed project is expected to generate 351 total daily trips, including 26 a.m. peak hour trips (16 in, 10 out) and 35 p.m. peak hour trips (16 in, 22 out).

Table 6 shows the trips expected to be generated by the proposed project.

Table 6: Project Trip Generation

Land Use[2]	*Size*[2]		*Daily*		*AM Peak*					*PM Peak*				
			Rate	*Trips*	*Rate*	*In:Out*	*In*	*Out*	*Total*	*Rate*	*In:Out*	*In*	*Out*	*Total*
Proposed Uses														
Assisted Living (254)	135	Beds	2.60	351	0.19	63:37	16	10	26	0.26	38:62	13	22	35
Total				***351***			***16***	***10***	***26***			***13***	***22***	***35***

Notes:
1. *Trip Generation, 10th Edition*, Institute of Transportation Engineers (ITE), 2017

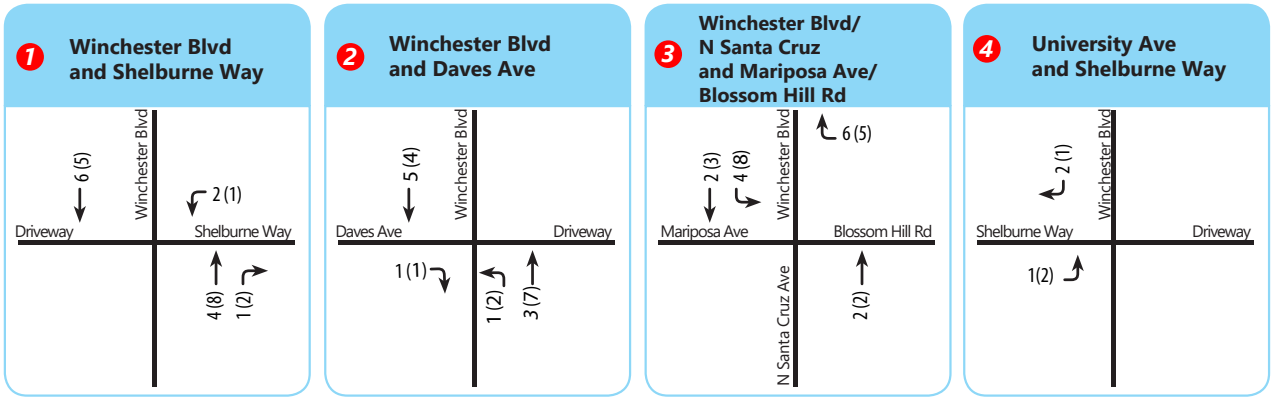
4.3 Project Trip Distribution and Assignment

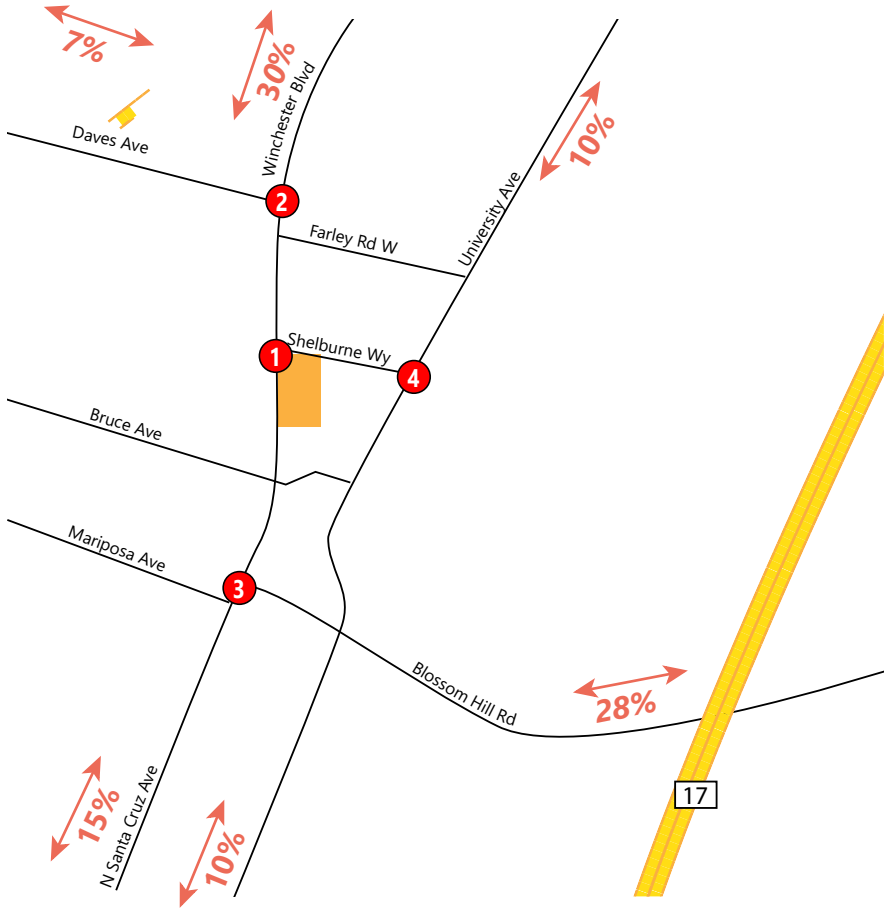
Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed development project were developed based on the existing travel patterns and TJKM's knowledge of the study area, in consultation with Town of Los Gatos Staff. The distribution assumptions for the proposed project are as follows:

- 30 percent to/from Winchester Boulevard to the north
- 28 percent to/from Blossom Hill Road to the east
- 15 percent to/from N. Santa Cruz Avenue to the south
- 10 percent to/from University Avenue to the north
- 10 percent to/from University Avenue to the south
- Seven percent to/from Daves Avenue to the west

Figure 8 illustrates the trip distribution and trip assignment at the study intersections. The project trips were then added to traffic volumes under Existing Conditions to generate Existing plus Project Conditions traffic volumes.

Figure 8: Project Trip Distribution and Assignment





LEGEND

- Study Intersection
- Project Site
- Project Access
- XX% Trip Distribution
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes

4.4 Intersection Level of Service Analysis – Existing plus Project Conditions

The intersection LOS analysis results for Existing plus Project Conditions are summarized in **Table 6**.

Under this scenario, all of the study intersections would continue to operate at acceptable LOS C or better during both peak hours. The project **would be consistent** with level of service standards set forth under the Town of Los Gatos General Plan and VTA TIA Guidelines.

Figure 9 shows projected turning movement volumes at all study intersections for Existing plus Project Conditions. LOS calculation worksheets are provided in **Appendix C**.

Table 7: Intersection Level of Service Analysis – Existing plus Project Conditions

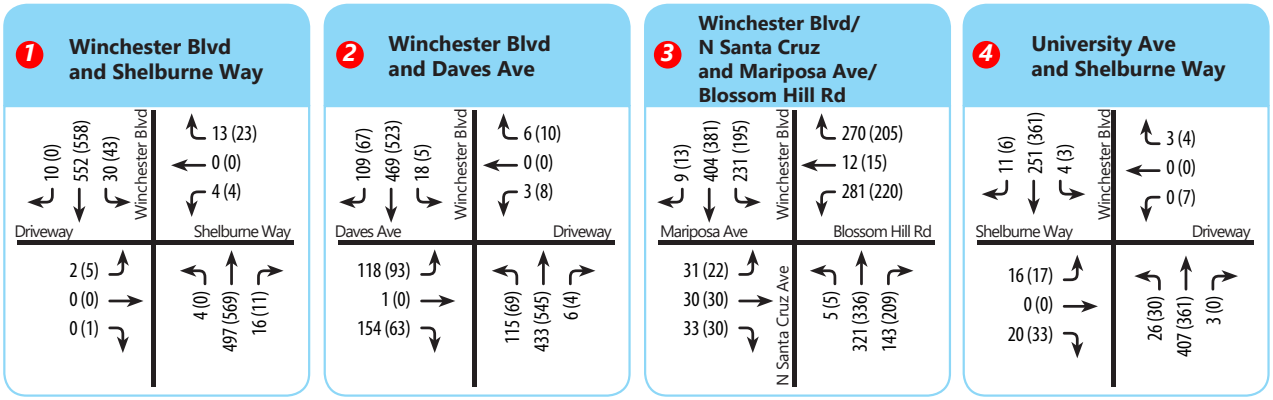
ID	*Intersection*	*Intersection Control*	*Peak Hour*	*Existing Conditions*		*Existing plus Project Conditions*		
				Average Delay[1]	*LOS[2]*	*Average Delay[1]*	*LOS[2]*	*Change in Delay[3]*
1	Winchester Boulevard & Shelburne Way	Signal	AM	23.0	C	23.3	C	0.3
			PM	23.9	C	24.2	C	0.3
2	Winchester Boulevard & Daves Avenue	OWSC	AM	19.7	B	19.7	B	0.0
			PM	12.1	B	12.1	B	0.0
3	Winchester Boulevard/ North Santa Cruz Avenue & Blossom Hill/ Mariposa Avenue	Signal	AM	30.4	C	30.5	C	0.1
			PM	25.7	C	25.9	C	0.2
4	University Avenue & Shelburne Way	Signal	AM	14.9	B	15.1	C	0.2
			PM	16.4	C	16.4	C	0.0

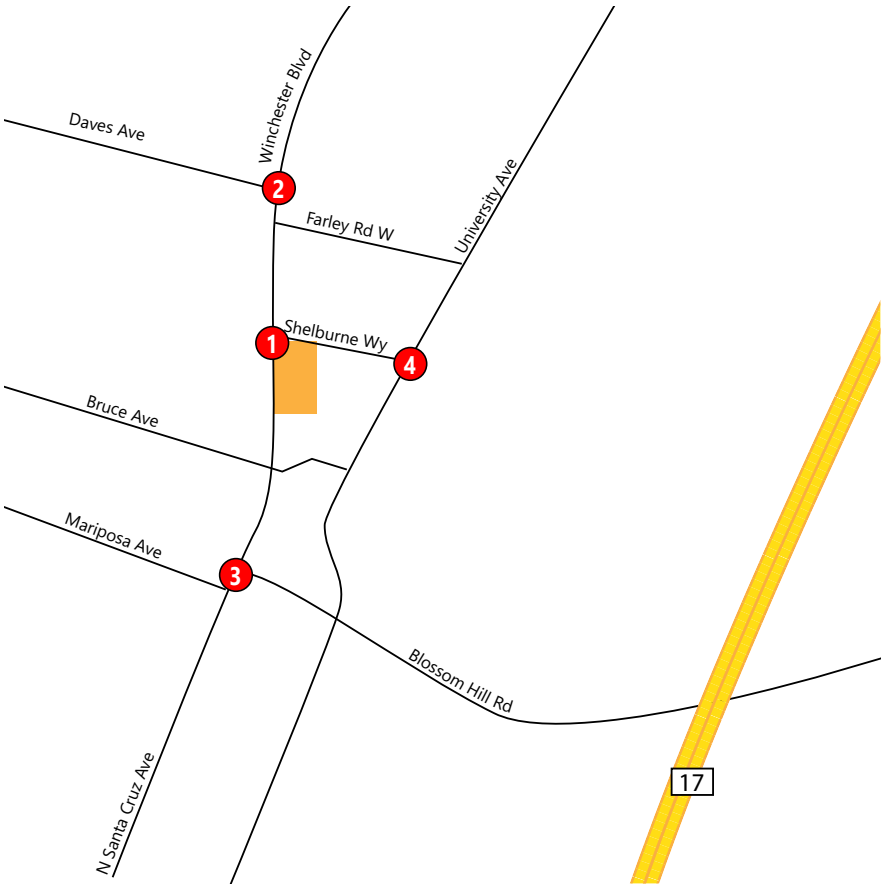
Notes: AM – morning peak hour, PM – evening peak hour

Bold indicates unacceptable operational conditions based on applicable jurisdictional standards. **Red** indicates significant impact.

1. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
2. LOS = Level of Service
3. Change in average delay between Existing and Existing plus Project Conditions. Average delay may be reduced with the addition of project traffic to non-critical movements.

Figure 9: Existing Plus Project Peak Hour Traffic Volumes





LEGEND

- Study Intersection
- Project Site
- Project Access

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

5.0 BACKGROUND (EXISTING PLUS APPROVED AND REASONABLY FORESEABLE PROJECTS) CONDITIONS

This scenario is similar to Existing Conditions, but with the addition of traffic from approved developments within the vicinity of the proposed project. A list of approved projects and applicable traffic studies were provided by Town staff, and trips generated by these projects were distributed and assigned to the study intersections. Approved developments located within the immediate vicinity of the project and relevant to this analysis are:

- 400-420 Blossom Hill Road, assisted living and memory care
- 16212 Los Gatos Boulevard, mixed-use retail/office
- 401-409 Alberto Way, office
- 105 Newell Avenue, residential subdivision
- North 40 Specific Plan

Figure 10 shows projected turning movement volumes at all the study intersections for Background No-Project Conditions for a.m. and p.m. peak hours.

5.1 Intersections Level of Service Analysis – Background No-Project Conditions

The results of the LOS analysis for Background Conditions are summarized in **Table 8**. Under this scenario, all study intersections would operate at acceptable LOS D or better during both peak hours. LOS calculation worksheets are provided in **Appendix D**.

Table 8: Intersection Level of Service Analysis –Background Conditions

ID	*Intersection*	*Intersection Control*	*Peak Hour*	*Background Conditions*	
				Average Delay[1]	*LOS[2]*
1	Winchester Boulevard & Shelburne Way	Signal	AM	24.3	C
			PM	27.3	D
2	Winchester Boulevard & Daves Avenue	OWSC	AM	19.6	B
			PM	11.3	B
3	Winchester Boulevard/ North Santa Cruz Avenue & Blossom Hill/ Mariposa Avenue	Signal	AM	31.5	C
			PM	26.2	C
4	University Avenue & Shelburne Way	Signal	AM	14.9	B
			PM	16.4	C

Notes:
AM – morning peak hour, PM – evening peak hour
1. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
2. LOS = Level of Service
Bold indicates unacceptable operational conditions based on applicable jurisdictional standards.

6.0 BACKGROUND PLUS PROJECT CONDITIONS

This scenario is identical to Background No-Project Conditions, but with the addition of projected traffic from the proposed project. Project trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions.

6.1 Intersection Level of Service Analysis – Background plus Project Conditions

The intersection LOS analysis results for Background plus Project Conditions are summarized in **Table 9**.

Under this scenario, all of the study intersections would continue to operate at acceptable LOS D or better during both peak hours. The project **would be consistent** with level of service standards set forth under the Town of Los Gatos General Plan and VTA TIA Guidelines.

Figure 11 shows projected turning movement volumes at all the study intersections for Background plus Project Conditions. LOS calculation worksheets are provided in **Appendix E**.

Table 9: Intersection Level of Service Analysis – Background plus Project Conditions

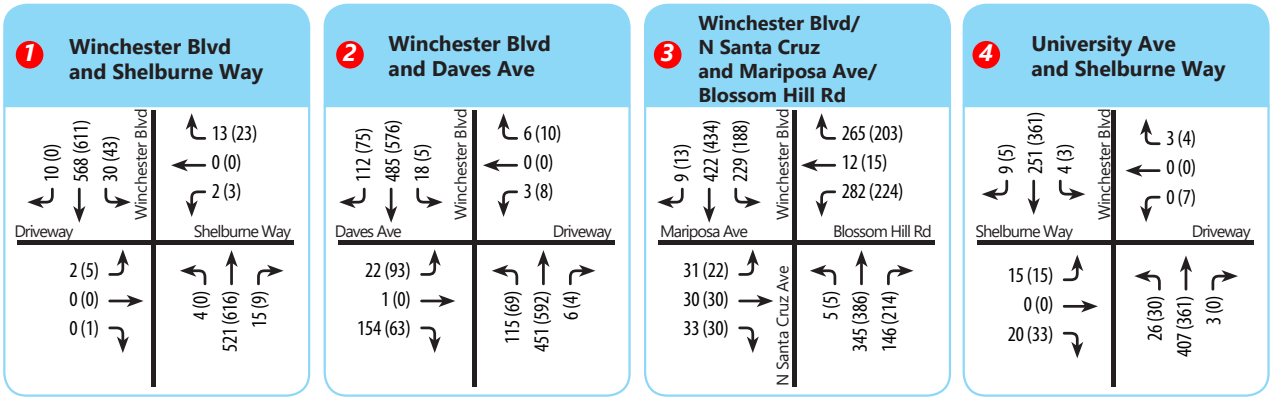
ID	*Intersection*	*Intersection Control*	*Peak Hour*	*Background Conditions*		*Background plus Project Conditions*		
				Average Delay[1]	*LOS[2]*	*Average Delay[1]*	*LOS[2]*	*Change in Delay[3]*
1	Winchester Boulevard & Shelburne Way	Signal	AM	24.3	C	24.6	C	0.3
			PM	27.3	D	27.7	D	0.4
2	Winchester Boulevard & Daves Avenue	OWSC	AM	19.6	B	19.5	B	-0.1
			PM	11.3	B	11.4	B	0.1
3	Winchester Boulevard/ North Santa Cruz Avenue & Blossom Hill/ Mariposa Avenue	Signal	AM	31.5	C	31.7	C	0.2
			PM	26.2	C	26.4	C	0.2
4	University Avenue & Shelburne Way	Signal	AM	14.9	B	15.1	C	0.2
			PM	16.4	C	16.4	C	0.0

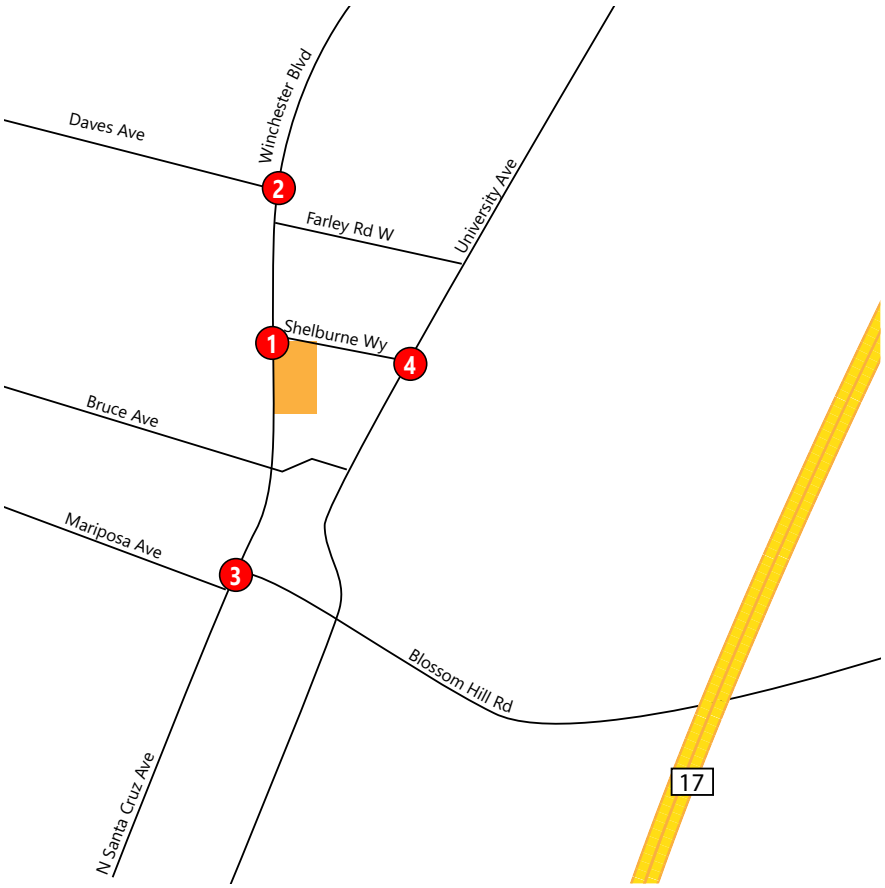
Notes: AM – morning peak hour, PM – evening peak hour

Bold indicates unacceptable operational conditions based on applicable jurisdictional standards. **Red** indicates significant impact.

1. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
2. LOS = Level of Service
3. Change in average delay between Background and Background plus Project Conditions. Average delay may be reduced with the addition of project traffic to non-critical movements.

Figure 10: Background Conditions Peak Hour Traffic Volumes





LEGEND

- Study Intersection
- Project Site
- Project Access

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

7.0 CUMULATIVE NO-PROJECT CONDITIONS (2040)

This scenario is similar to Existing Conditions, but with the addition of traffic from both approved and pending developments within the vicinity of the proposed project. Pending projects are those that are under review and reasonably foreseeable, but which have not yet been approved. A list of pending projects and applicable traffic studies were provided by Town staff, and trips generated by these projects were distributed and assigned to the study intersections in addition to those of approved projects. Pending developments located within the immediate vicinity of the project and relevant to this analysis are:

- Los Gatos Meadows redevelopment, 100 Wood Road, senior housing and assisted living/memory care
- 14926 Los Gatos Boulevard, mixed-use commercial/residential

Figure 12 shows projected turning movement volumes at all the study intersections for Cumulative Conditions for a.m., p.m. and weekend peak hours.

7.1 Intersections Level of Service Analysis – Cumulative No-Project Conditions

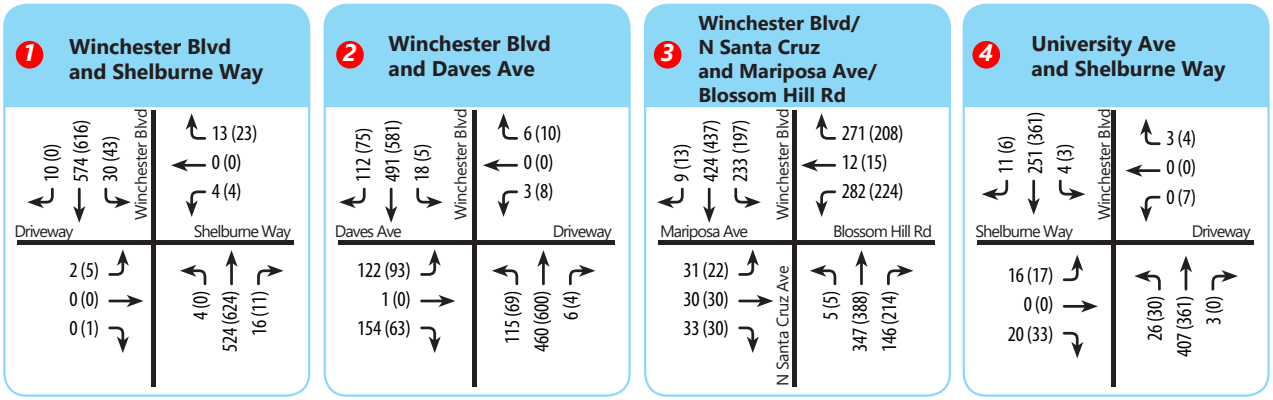
The intersection LOS analysis results for Cumulative No-Project Conditions are summarized in **Table 10**. Under this scenario, all study intersections would operate at acceptable LOS D or better during both peak hours. LOS calculation worksheets are provided in **Appendix F**.

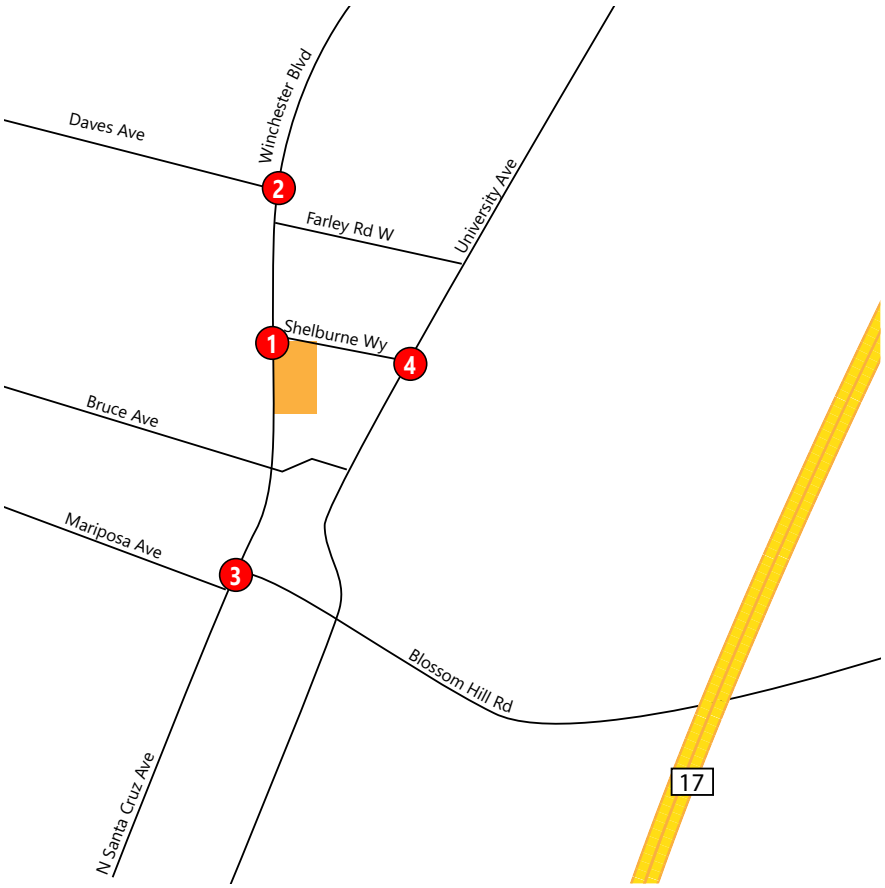
Table 10: Intersection Level of Service Analysis – Cumulative Conditions

ID	*Intersection*	*Intersection Control*	*Peak Hour*	*Cumulative Conditions*	
				Average Delay[1]	*LOS[2]*
1	Winchester Boulevard & Shelburne Way	Signal	AM	24.3	C
			PM	27.6	D
2	Winchester Boulevard & Daves Avenue	OWSC	AM	19.5	B
			PM	11.5	B
3	Winchester Boulevard/ North Santa Cruz Avenue & Blossom Hill/ Mariposa Avenue	Signal	AM	31.6	C
			PM	26.3	C
4	University Avenue & Shelburne Way	Signal	AM	14.9	B
			PM	16.4	C

Notes:
AM – morning peak hour, PM – evening peak hour
1. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
2. LOS = Level of Service
Bold indicates unacceptable operational conditions based on applicable jurisdictional standards.

Figure 11: Background Plus Project Peak Hour Traffic Volumes





LEGEND

- Study Intersection
- Project Site
- Project Access

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

8.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative No-Project Conditions, but with the addition of projected traffic from the proposed project. Trip generation, distribution, and assignment for the proposed project are identical to that assumed under Existing plus Project Conditions.

8.1 Intersection Level of Service Analysis – Cumulative plus Project Conditions

The intersection LOS analysis results for Cumulative plus Project Conditions are summarized in **Table 13**.

Under this scenario, all of the study intersections would continue to operate at acceptable LOS D or better during both peak hours. The project **would be consistent** with level of service standards set forth under the Town of Los Gatos General Plan and VTA TIA Guidelines.

Figure 11 shows projected turning movement volumes at all the study intersections for Cumulative plus Project Conditions. LOS calculation worksheets are provided in **Appendix G**.

Table 11: Intersection Level of Service Analysis – Cumulative plus Project Conditions

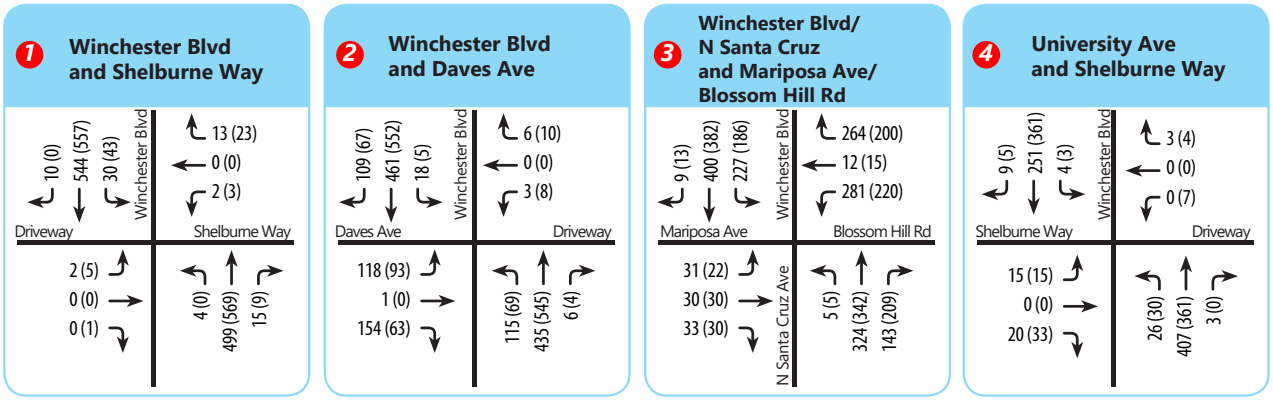
ID	*Intersection*	*Intersection Control*	*Peak Hour*	*Cumulative Conditions*		*Cumulative plus Project Conditions*		
				Average Delay[1]	*LOS[2]*	*Average Delay[1]*	*LOS[2]*	*Change in Delay[3]*
1	Winchester Boulevard & Shelburne Way	Signal	AM	24.3	C	24.6	C	0.3
			PM	27.6	D	28.0	D	0.4
2	Winchester Boulevard & Daves Avenue	OWSC	AM	19.5	B	19.6	B	0.1
			PM	11.5	B	11.6	B	0.1
3	Winchester Boulevard/ North Santa Cruz Avenue & Blossom Hill/ Mariposa Avenue	Signal	AM	31.6	C	31.8	C	0.2
			PM	26.3	C	26.5	C	0.2
4	University Avenue & Shelburne Way	Signal	AM	14.9	B	15.1	C	0.2
			PM	16.4	C	16.4	C	0.0

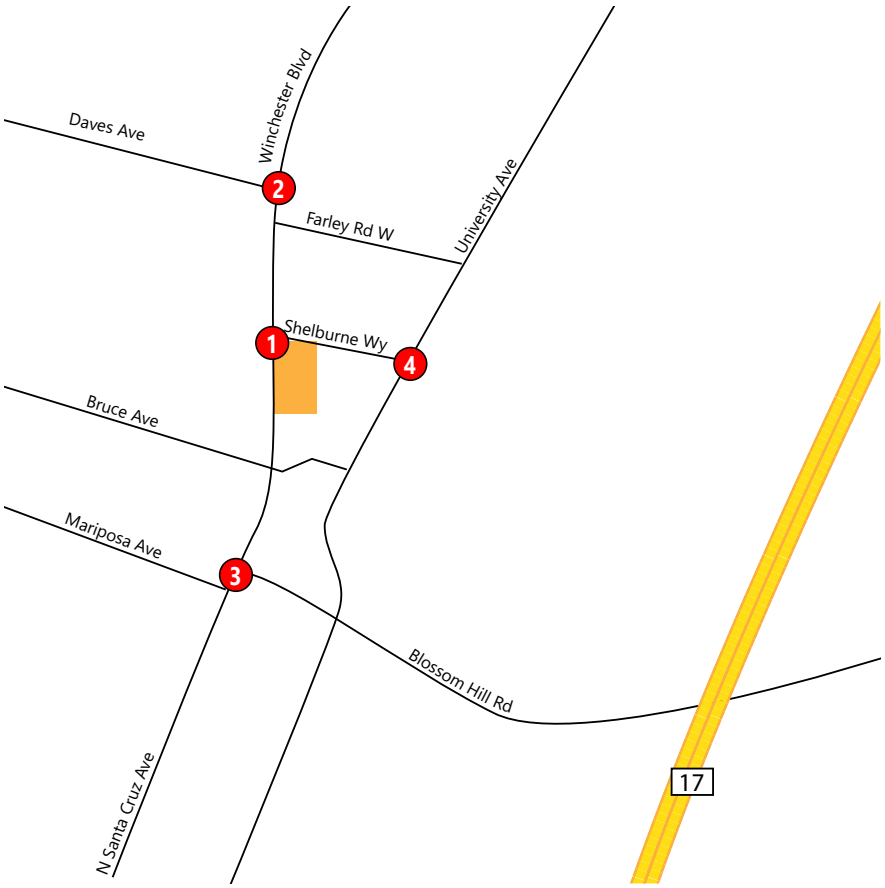
Notes: AM – morning peak hour, PM – evening peak hour

Bold indicates unacceptable operational conditions based on applicable jurisdictional standards. **Red** indicates significant impact.

1. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
2. LOS = Level of Service
3. Change in average delay between Cumulative and Cumulative plus Project Conditions. Average delay may be reduced with the addition of project traffic to non-critical movements.

Figure 12: Cumulative Conditions Peak Hour Traffic Volumes





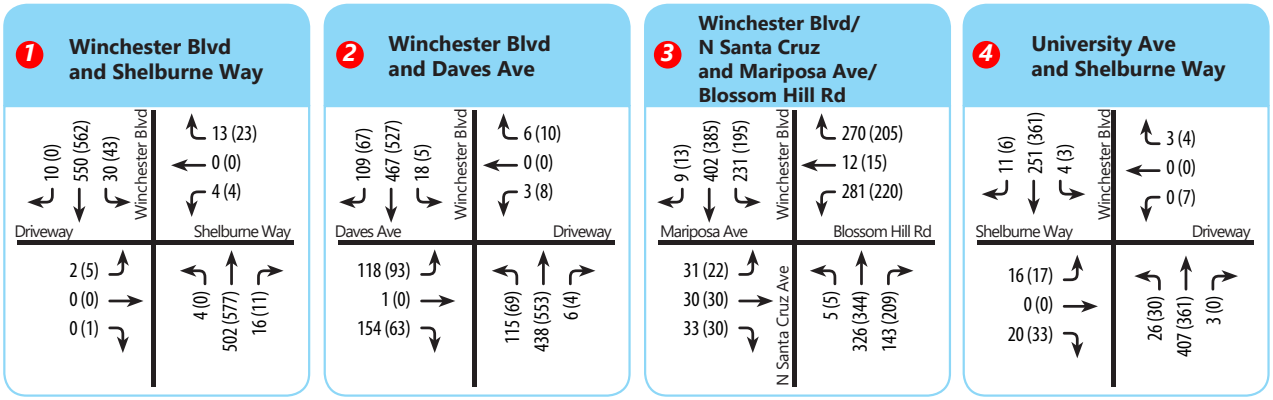
LEGEND

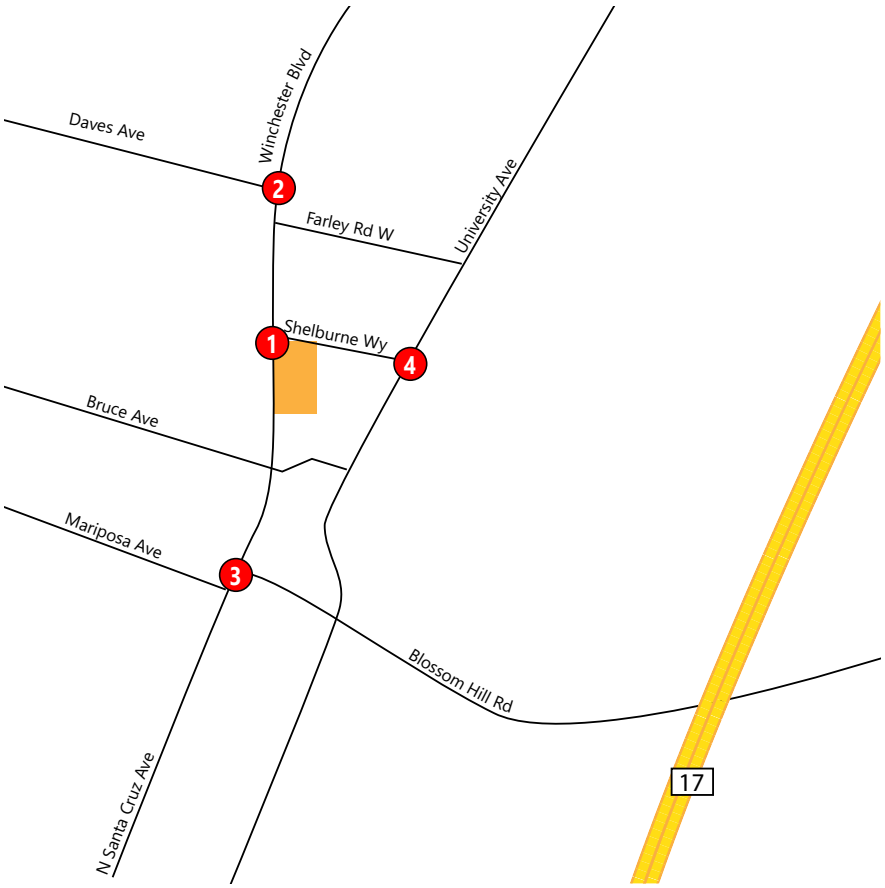
- Study Intersection
- Project Site
- Project Access

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

Figure 13: Cummulative Plus Project Peak Hour Traffic Volumes





LEGEND

- Study Intersection
- Project Site
- Project Access

XX AM Peak Hour Volumes

(XX) PM Peak Hour Volumes

9.0 ADDITIONAL ANALYSIS

The following sections provide additional analyses of other transportation issues associated with the project site, including:

- Site access and impacts
- On-site circulation
- Parking analysis
- Recommendations

The analyses in these sections are based on professional judgment in accordance with the standards and methods employed by traffic engineers. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

9.1 Site Access

This section analyzes site access for vehicles, pedestrians and bicycles based on the site plan presented in **Figure 2** (dated April 2, 2021).

Vehicle Access

Access to the project site would be provided by two one-way driveways on Winchester Boulevard and one on Shelburne Way. The driveways on Winchester Boulevard would provide one-way circulation through a porte cochere and access to a small number of surface parking spaces. Each driveway would be 20 feet wide. The driveway on Shelburne Avenue, located at the downhill side of the Shelburne Avenue frontage, would provide access to the ground level parking garage. TJKM recommends that parking near driveways be restricted to avoid visual obstructions for exiting vehicles. Vehicle access to the project site is considered **adequate** and would not result in any significant impacts to the nearby roadways.

Pedestrian Access

Pedestrian access would be via sidewalks on Winchester Boulevard and Shelburne Way. There are continuous sidewalks on Winchester Boulevard, but Shelburne Way features multiple discontinuities that prevent a continuous path of travel to University Avenue. Although the project would construct a new sidewalk along the Shelburne Way frontage, this would not eliminate all existing barriers to pedestrian access.

A significant impact occurs if the proposed project conflicts with applicable or adopted policies, plans or programs related to pedestrians facilities or otherwise decreases the performance or safety of pedestrian facilities. The proposed project will not result in any such conflicts. Pedestrian access to the project site is considered **adequate** and would not result in any significant impacts to the nearby pedestrian facilities.

Bicycle Access

There are existing Class II bike lanes provided on portions of Winchester Boulevard, University Avenue, and Blossom Hill Road in the project vicinity, as shown in **Figure 4**. An impact to bicyclists occurs if the proposed project disrupts existing bicycle facilities; or conflicts or creates inconsistencies with adopted bicycle system plans, guidelines, and policies. A significant impact occurs if the proposed project conflicts

with applicable or adopted policies, plans or programs related to bicycle facilities or otherwise decrease the performance or safety of bicycle facilities. The proposed project will not result in any such conflicts. Bicycle access to the project site is considered **adequate** and would not result in any significant impacts to the nearby bicycle facilities.

Transit

A proposed project is considered to have a significant impact on transit if it conflicts with existing or planned transit facilities, or is expected to generate additional transit trips and does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops. The project site is currently served by one bus line, as shown in **Figure 5**. Transit stops at Winchester Boulevard & Daves Avenue are within a one-quarter mile walk from the project site via continuous pedestrian facilities. The existing transit service can accommodate the proposed demand. The transit service within the immediate project site operates well below capacity, and additional trips generated by the proposed project could be accommodated by existing bus services. Therefore, transit access to the project site is considered **adequate** and would not result in any significant impacts to the nearby transit network.

9.2 On-Site Circulation

This section analyzes internal circulation based on the site plan presented in **Figure 2**, dated April 2, 2021.

Vehicle circulation on-site would consist of the porte cochere entrance along the Winchester Boulevard frontage and the ground level parking garage accessed from Shelburne Avenue. It is expected that the porte cochere entrance would be used by visitors, shuttles, and those picking up or dropping off passengers. There is adequate space for automobiles to maneuver in and out of the right angle visitor spaces and for larger vehicles to circulate through the entrance area. The loading area in front of the main entry doors is 27 feet wide, providing sufficient space for vehicles to pass around those stopped for passenger loading. The site plan also shows multiple continuous paths of travel for pedestrians to access building entrances from both Winchester Boulevard and Shelburne Way.

TJKM concludes that the site plan will operate acceptably and provide adequate on-site vehicle circulation and access to parking spaces. The parking garage access and circulation appear adequate. Although the garage has a single way in and out, an adequate turn-around area is provided that will serve primarily for employee parking.

In areas shown on the current site plan, on-site circulation for vehicles and pedestrians is considered **adequate**.

9.3 Parking

Under the Town of Los Gatos parking requirements, the proposed project would be classified under sanitariums, convalescent homes, and rest homes, which require one parking space per two and one half beds. For the proposed project, providing 135 beds, 54 parking spaces would be required. For parking areas of this size, three accessible spaces are required, including one van accessible space. The proposed project would provide a total of 54 spaces, including three standard and one accessible space shown in the visitor parking area. The proposed parking supply would therefore be **adequate** under Los Gatos

requirements and would not produce any parking impacts on surrounding parcels or roadways. Although not required under Los Gatos requirements, TJKM recommends installation of bike racks for visitors and employees.

9.4 Recommendations

TJKM recommends the following:

- Restrict parking near driveways to avoid visual obstructions for exiting vehicles
- Add bike racks.

Appendix A – Existing Turning Movement Counts

Prepared by National Data & Surveying Services

Winchester Blvd & Shelburne Way

Peak Hour Turning Movement Count

ID: 21-080225-001
City: Los Gatos

Day: Thursday
Date: 9/23/2021

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Winchester Blvd)

AM	8	450	23	2	422	AM
NOON	0	0	0	0	0	NOON
PM	0	426	32	1	455	PM

EASTBOUND (Shelburne Way)

AM	NOON	PM		
11	0	0		
0	0	0	0	
2	0	4	0	
0	0	0	1	
0	0	1	0	
AM	NOON	PM		

WESTBOUND (Shelburne Way)

PM	NOON	AM		
18	0	11	0	
0	0	0	1	
2	0	2	0	
0	0	0	0	
39	0	35		
PM	NOON	AM		

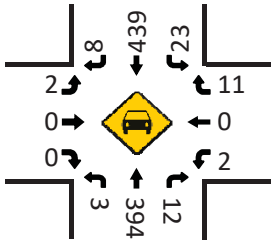
NORTHBOUND (Winchester Blvd)

PM	429	0	0	432	7	PM
NOON	0	0	0	0	0	NOON
AM	452	0	3	407	12	AM

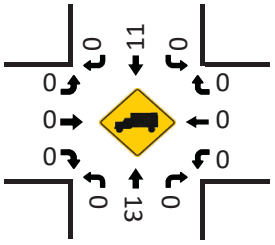
CONTROL: 1-Way Stop(WB)

TEV	920 AM	0 NOON	923 PM
PHF	0.84		0.94

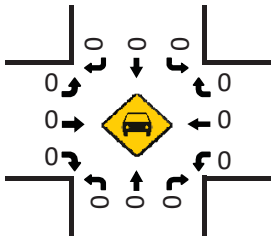
Cars (AM)



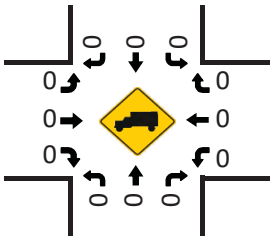
HT (AM)



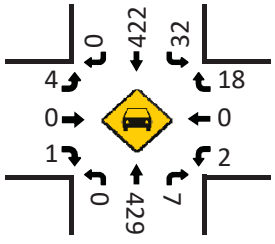
Cars (NOON)



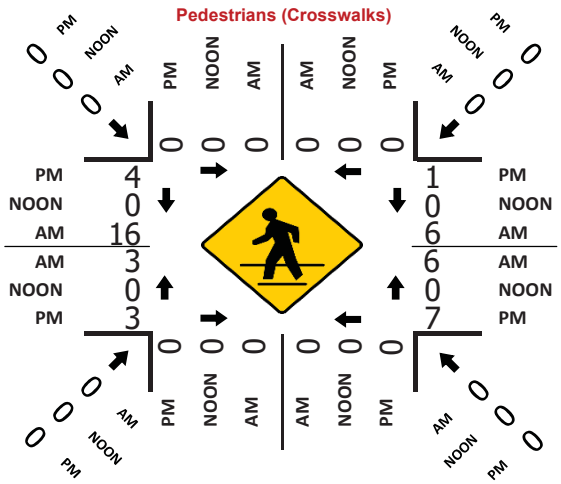
HT (NOON)



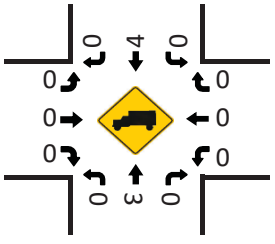
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(WB)

Project ID: 21-080225-001
Date: 9/23/2021

Data - Total

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	31	0	1	1	33	0	0	0	0	0	0	0	0	1	0	67
7:15 AM	0	42	1	0	1	41	1	0	0	0	0	0	1	0	2	0	89
7:30 AM	1	55	2	0	3	58	0	2	0	0	0	0	0	0	4	0	125
7:45 AM	2	88	3	0	8	101	2	1	1	0	0	0	1	0	1	0	208
8:00 AM	0	101	3	0	11	138	3	1	0	0	0	0	0	0	1	0	258
8:15 AM	1	107	5	0	3	151	2	0	1	0	0	0	1	0	3	0	274
8:30 AM	0	111	1	0	1	60	1	0	0	0	0	0	0	0	6	0	180
8:45 AM	1	80	0	0	3	67	2	0	2	0	2	0	0	0	5	0	162
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	615	15	1	31	649	11	4	4	0	2	0	3	0	23	0	1363
APPROACH %'s :	0.79%	96.70%	2.36%	0.16%	4.46%	93.38%	1.58%	0.58%	66.67%	0.00%	33.33%	0.00%	11.54%	0.00%	88.46%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	407	12	0	23	450	8	2	2	0	0	0	2	0	11	0	920
PEAK HR FACTOR :	0.375	0.917	0.600	0.000	0.523	0.745	0.667	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.458	0.000	0.839
	0.934				0.774				0.500				0.542				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	96	0	0	8	126	0	0	0	0	1	0	0	0	2	0	233
4:15 PM	0	102	3	1	2	97	0	0	2	0	1	0	1	0	2	0	211
4:30 PM	0	101	2	0	11	124	0	0	1	0	1	0	0	0	6	0	246
4:45 PM	0	110	1	0	7	94	0	1	1	0	0	0	1	0	4	0	219
5:00 PM	0	118	3	0	8	105	0	0	1	0	0	0	1	0	4	0	240
5:15 PM	0	103	1	0	6	103	0	0	1	0	0	0	0	0	4	0	218
5:30 PM	0	75	1	0	3	109	0	1	0	0	0	0	2	0	2	0	193
5:45 PM	0	91	4	0	5	108	3	1	1	1	0	0	0	0	1	0	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	796	15	1	50	866	3	3	7	1	3	0	5	0	25	0	1775
APPROACH %'s :	0.00%	98.03%	1.85%	0.12%	5.42%	93.93%	0.33%	0.33%	63.64%	9.09%	27.27%	0.00%	16.67%	0.00%	83.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	432	7	0	32	426	0	1	4	0	1	0	2	0	18	0	923
PEAK HR FACTOR :	0.000	0.915	0.583	0.000	0.727	0.859	0.000	0.250	1.000	0.000	0.250	0.000	0.500	0.000	0.750	0.000	0.938
	0.907				0.850				0.625				0.833				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(WB)

Project ID: 21-080225-001
Date: 9/23/2021

Data - Cars

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	30	0	1	1	30	0	0	0	0	0	0	0	0	1	0	63
7:15 AM	0	40	1	0	1	39	1	0	0	0	0	0	1	0	2	0	85
7:30 AM	1	53	2	0	3	53	0	2	0	0	0	0	0	0	4	0	118
7:45 AM	2	87	3	0	8	98	2	1	1	0	0	0	1	0	1	0	204
8:00 AM	0	97	3	0	11	135	3	1	0	0	0	0	0	0	1	0	251
8:15 AM	1	101	5	0	3	148	2	0	1	0	0	0	1	0	3	0	265
8:30 AM	0	109	1	0	1	58	1	0	0	0	0	0	0	0	6	0	176
8:45 AM	1	76	0	0	3	66	2	0	2	0	2	0	0	0	5	0	157
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	593	15	1	31	627	11	4	4	0	2	0	3	0	23	0	1319
APPROACH %'s :	0.81%	96.58%	2.44%	0.16%	4.61%	93.16%	1.63%	0.59%	66.67%	0.00%	33.33%	0.00%	11.54%	0.00%	88.46%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	394	12	0	23	439	8	2	2	0	0	0	2	0	11	0	896
PEAK HR FACTOR :	0.375	0.904	0.600	0.000	0.523	0.742	0.667	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.458	0.000	0.845
	0.930				0.771				0.500				0.542				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	94	0	0	8	122	0	0	0	0	1	0	0	0	2	0	227
4:15 PM	0	101	3	1	2	97	0	0	2	0	1	0	1	0	2	0	210
4:30 PM	0	101	2	0	11	122	0	0	1	0	1	0	0	0	6	0	244
4:45 PM	0	108	1	0	7	94	0	1	1	0	0	0	1	0	4	0	217
5:00 PM	0	117	3	0	8	104	0	0	1	0	0	0	1	0	4	0	238
5:15 PM	0	103	1	0	6	102	0	0	1	0	0	0	0	0	4	0	217
5:30 PM	0	74	1	0	3	108	0	1	0	0	0	0	2	0	2	0	191
5:45 PM	0	90	4	0	5	108	3	1	1	1	0	0	0	0	1	0	214
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	788	15	1	50	857	3	3	7	1	3	0	5	0	25	0	1758
APPROACH %'s :	0.00%	98.01%	1.87%	0.12%	5.48%	93.87%	0.33%	0.33%	63.64%	9.09%	27.27%	0.00%	16.67%	0.00%	83.33%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	429	7	0	32	422	0	1	4	0	1	0	2	0	18	0	916
PEAK HR FACTOR :	0.000	0.917	0.583	0.000	0.727	0.865	0.000	0.250	1.000	0.000	0.250	0.000	0.500	0.000	0.750	0.000	0.939
	0.908				0.855				0.625				0.833				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(WB)

Project ID: 21-080225-001
Date: 9/23/2021

Data - HT

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	44
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0	0	24
PEAK HR FACTOR :	0.000	0.542	0.000	0.000	0.000	0.917	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667
	0.542				0.917												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	17
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
	0.375				0.500												

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(WB)

Project ID: 21-080225-001
Date: 9/23/2021

Data - Bikes

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	16	0	0	0	0	0	0	0	0	0	0	20
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.444	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.333				0.444												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	18	0	0	0	7	0	0	0	0	0	0	0	0	0	0	25
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	14
PEAK HR FACTOR :	0.000	0.550	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438
	0.550				0.250												

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Shelburne Way
City: Los Gatos
Project ID: 21-080225-001
Date: 9/23/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Winchester Blvd		Winchester Blvd		Shelburne Way		Shelburne Way		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	1	2
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	2	1	4	8
8:00 AM	0	0	0	0	5	3	0	4	12
8:15 AM	0	0	0	0	0	1	2	3	6
8:30 AM	0	0	0	0	0	0	0	5	5
8:45 AM	0	0	0	0	0	0	1	2	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	6	7	19	38
APPROACH %'s :					50.00%	50.00%	26.92%	73.08%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	6	6	3	16	31
PEAK HR FACTOR :					0.300	0.500	0.375	0.800	0.646
					0.375		0.950		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	1	2	3
4:30 PM	0	0	0	0	3	0	1	0	4
4:45 PM	0	0	0	0	3	0	2	0	5
5:00 PM	0	0	0	0	1	1	0	3	5
5:15 PM	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	1	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	8	2	5	7	22
APPROACH %'s :					80.00%	20.00%	41.67%	58.33%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	7	1	3	4	15
PEAK HR FACTOR :					0.583	0.250	0.375	0.333	0.750
					0.667		0.583		

Prepared by National Data & Surveying Services

Winchester Blvd & Daves Ave

Peak Hour Turning Movement Count

ID: 21-080225-002
City: Los Gatos

Day: Thursday
Date: 9/23/2021

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Winchester Blvd)

AM	86	366	14	0	438	AM
NOON	0	0	0	0	0	NOON
PM	51	397	4	0	491	PM

EASTBOUND (Daves Ave)

AM	NOON	PM	
177	0	104	
0	0	0	0
93	0	71	0
1	0	0	1
122	0	48	0
AM	NOON	PM	

WESTBOUND (Daves Ave)

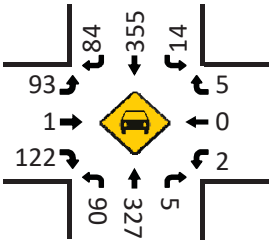
PM	NOON	AM	
8	0	5	0
0	0	0	1
6	0	2	0
0	0	0	0
7	0	20	
PM	NOON	AM	

NORTHBOUND (Winchester Blvd)

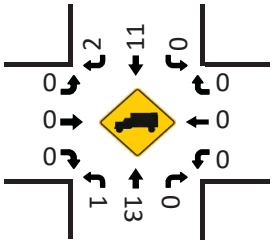
PM	451	0	53	412	3	PM
NOON	0	0	0	0	0	NOON
AM	490	0	91	340	5	AM

CONTROL			
Signalized			
TEV	1125 AM	0 NOON	1053 PM
PHF	0.83		0.94

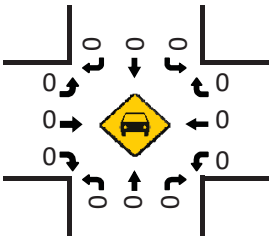
Cars (AM)



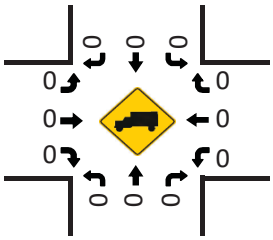
HT (AM)



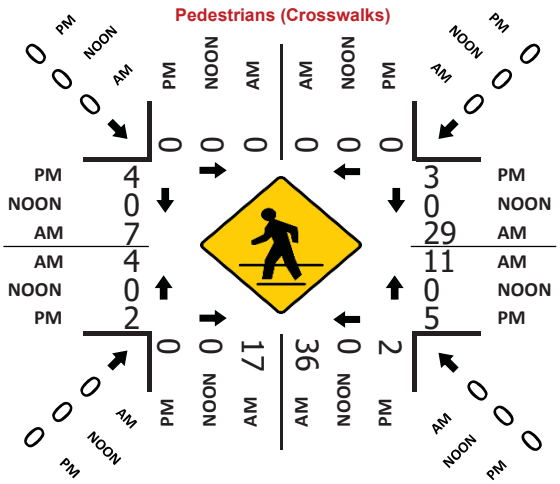
Cars (NOON)



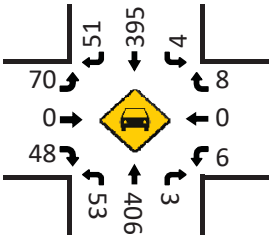
HT (NOON)



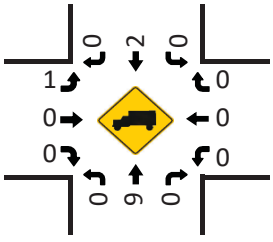
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Daves Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-002
Date: 9/23/2021

Data - Total

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Daves Ave				Daves Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	28	1	0	3	30	2	0	9	0	2	0	0	0	0	0	81
7:15 AM	5	35	3	0	2	37	6	0	5	1	6	0	0	0	1	0	101
7:30 AM	9	44	1	0	2	53	8	0	8	0	11	0	0	0	0	0	136
7:45 AM	20	68	1	0	3	95	24	0	7	1	13	0	0	0	1	0	233
8:00 AM	39	65	1	0	1	107	38	0	41	0	45	0	0	0	2	0	339
8:15 AM	14	105	1	0	7	107	12	0	31	0	55	0	0	0	0	0	332
8:30 AM	18	102	2	0	3	57	12	0	14	0	9	0	2	0	2	0	221
8:45 AM	3	83	2	0	1	59	9	0	17	0	11	0	0	0	1	0	186
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	114	530	12	0	22	545	111	0	132	2	152	0	2	0	7	0	1629
APPROACH %'s :	17.38%	80.79%	1.83%	0.00%	3.24%	80.38%	16.37%	0.00%	46.15%	0.70%	53.15%	0.00%	22.22%	0.00%	77.78%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	91	340	5	0	14	366	86	0	93	1	122	0	2	0	5	0	1125
PEAK HR FACTOR :	0.583	0.810	0.625	0.000	0.500	0.855	0.566	0.000	0.567	0.250	0.555	0.000	0.250	0.000	0.625	0.000	0.830
	0.893				0.798				0.628				0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	74	0	0	0	111	6	0	15	0	19	0	3	0	2	0	242
4:15 PM	9	111	0	0	1	96	15	0	12	0	7	0	1	0	1	0	253
4:30 PM	14	99	2	0	0	115	8	0	24	0	12	0	3	0	3	0	280
4:45 PM	17	92	1	0	1	86	12	0	21	0	16	0	1	0	1	0	248
5:00 PM	13	110	0	0	2	100	16	0	14	0	13	0	1	0	3	0	272
5:15 PM	11	104	0	0	0	94	10	0	17	0	11	0	0	1	3	0	251
5:30 PM	12	76	0	0	0	102	10	0	11	0	16	0	1	0	2	0	230
5:45 PM	12	82	1	0	0	106	8	0	12	0	11	0	2	0	0	0	234
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	748	4	0	4	810	85	0	126	0	105	0	12	1	15	0	2010
APPROACH %'s :	11.74%	87.79%	0.47%	0.00%	0.44%	90.10%	9.45%	0.00%	54.55%	0.00%	45.45%	0.00%	42.86%	3.57%	53.57%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	53	412	3	0	4	397	51	0	71	0	48	0	6	0	8	0	1053
PEAK HR FACTOR :	0.779	0.928	0.375	0.000	0.500	0.863	0.797	0.000	0.740	0.000	0.750	0.000	0.500	0.000	0.667	0.000	0.940
	0.951				0.919				0.804				0.583				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Daves Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-002
Date: 9/23/2021

Data - Cars

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Daves Ave				Daves Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	26	1	0	3	27	2	0	9	0	2	0	0	0	0	0	76
7:15 AM	5	33	3	0	2	35	6	0	5	1	6	0	0	0	1	0	97
7:30 AM	9	41	1	0	2	50	8	0	8	0	10	0	0	0	0	0	129
7:45 AM	20	67	1	0	3	92	24	0	7	1	13	0	0	0	1	0	229
8:00 AM	39	61	1	0	1	103	38	0	41	0	45	0	0	0	2	0	331
8:15 AM	14	99	1	0	7	107	11	0	31	0	55	0	0	0	0	0	325
8:30 AM	17	100	2	0	3	53	11	0	14	0	9	0	2	0	2	0	213
8:45 AM	3	80	2	0	1	58	9	0	16	0	11	0	0	0	1	0	181
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	113	507	12	0	22	525	109	0	131	2	151	0	2	0	7	0	1581
APPROACH %'s :	17.88%	80.22%	1.90%	0.00%	3.35%	80.03%	16.62%	0.00%	46.13%	0.70%	53.17%	0.00%	22.22%	0.00%	77.78%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	90	327	5	0	14	355	84	0	93	1	122	0	2	0	5	0	1098
PEAK HR FACTOR :	0.577	0.818	0.625	0.000	0.500	0.829	0.553	0.000	0.567	0.250	0.555	0.000	0.250	0.000	0.625	0.000	0.829
	0.887				0.798				0.628				0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	73	0	0	0	107	6	0	15	0	19	0	3	0	2	0	237
4:15 PM	9	109	0	0	1	96	15	0	12	0	7	0	1	0	1	0	251
4:30 PM	14	99	2	0	0	114	8	0	24	0	12	0	3	0	3	0	279
4:45 PM	17	90	1	0	1	86	12	0	20	0	16	0	1	0	1	0	245
5:00 PM	13	108	0	0	2	99	16	0	14	0	13	0	1	0	3	0	269
5:15 PM	11	104	0	0	0	93	10	0	17	0	11	0	0	1	3	0	250
5:30 PM	12	75	0	0	0	100	10	0	11	0	16	0	1	0	2	0	227
5:45 PM	12	81	1	0	0	106	8	0	12	0	11	0	2	0	0	0	233
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	739	4	0	4	801	85	0	125	0	105	0	12	1	15	0	1991
APPROACH %'s :	11.86%	87.66%	0.47%	0.00%	0.45%	90.00%	9.55%	0.00%	54.35%	0.00%	45.65%	0.00%	42.86%	3.57%	53.57%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	53	406	3	0	4	395	51	0	70	0	48	0	6	0	8	0	1044
PEAK HR FACTOR :	0.779	0.931	0.375	0.000	0.500	0.866	0.797	0.000	0.729	0.000	0.750	0.000	0.500	0.000	0.667	0.000	0.935
	0.955				0.922				0.819				0.583				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Daves Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-002
Date: 9/23/2021

Data - HT

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Daves Ave				Daves Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0	0	7
7:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
8:30 AM	1	2	0	0	0	4	1	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	23	0	0	0	20	2	0	1	0	1	0	0	0	0	0	48
APPROACH %'s :	4.17%	95.83%	0.00%	0.00%	0.00%	90.91%	9.09%	0.00%	50.00%	0.00%	50.00%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	13	0	0	0	11	2	0	0	0	0	0	0	0	0	0	27
PEAK HR FACTOR :	0.250	0.542	0.000	0.000	0.000	0.688	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.844
	0.583				0.650												

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Daves Ave				Daves Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	9	0	0	0	9	0	0	1	0	0	0	0	0	0	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	6	0	0	0	2	0	0	1	0	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.750				0.500				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Daves Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-002
Date: 9/23/2021

Data - Bikes

NS/EW Streets:	Winchester Blvd				Winchester Blvd				Daves Ave				Daves Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	1	0	0	0	0	2	0	0	2	0	1	0	0	0	0	0	6
8:00 AM	4	0	0	0	0	5	5	0	1	0	1	0	0	0	0	0	16
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	0	0	0	9	5	0	5	0	4	0	0	0	0	0	28
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	64.29%	35.71%	0.00%	55.56%	0.00%	44.44%	0.00%					
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	5	0	0	0	0	8	5	0	3	0	4	0	0	0	0	0	25
PEAK HR FACTOR :	0.313	0.000	0.000	0.000	0.000	0.400	0.250	0.000	0.375	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.391
	0.313				0.325				0.583								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	1	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	2	0	0	0	1	0	0	0	0	2	0	0	0	0	0	5
4:45 PM	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	2	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	8
5:45 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	10	0	0	0	5	3	0	1	0	2	0	0	0	0	0	28
APPROACH %'s :	41.18%	58.82%	0.00%	0.00%	0.00%	62.50%	37.50%	0.00%	33.33%	0.00%	66.67%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	9	0	0	0	1	0	0	0	0	2	0	0	0	0	0	15
PEAK HR FACTOR :	0.375	0.450	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.536
	0.429				0.250				0.250								

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd & Daves Ave
City: Los Gatos
Project ID: 21-080225-002
Date: 9/23/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Winchester Blvd		Winchester Blvd		Daves Ave		Daves Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	1	0	0	2
7:15 AM	0	0	2	0	2	0	0	0	4
7:30 AM	0	0	2	2	1	1	0	0	6
7:45 AM	0	0	0	5	2	5	2	0	14
8:00 AM	0	0	5	30	1	24	0	4	64
8:15 AM	0	0	12	0	8	0	1	2	23
8:30 AM	0	0	0	1	0	0	1	1	3
8:45 AM	0	0	1	1	0	0	0	2	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	22	40	14	31	4	9	120
APPROACH %'s :			35.48%	64.52%	31.11%	68.89%	30.77%	69.23%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	17	36	11	29	4	7	104
PEAK HR FACTOR :			0.354	0.300	0.344	0.302	0.500	0.438	0.406
			0.379		0.400		0.688		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	3	0	0	0	3
4:45 PM	0	0	0	2	2	0	2	0	6
5:00 PM	0	0	0	0	0	2	0	4	6
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	2	7	3	2	4	19
APPROACH %'s :			33.33%	66.67%	70.00%	30.00%	33.33%	66.67%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	0	0	2	5	3	2	4	16
PEAK HR FACTOR :				0.250	0.417	0.375	0.250	0.250	0.667
			0.250		0.667		0.375		

Prepared by National Data & Surveying Services

Winchester Blvd/Santa Cruz Ave & Blossom Hill Rd/Mariposa Ave

Peak Hour Turning Movement Count

ID: 21-080225-003
City: Los Gatos

Day: Thursday
Date: 9/23/2021

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Winchester Blvd/Santa Cruz Ave)

AM	7	309	174	0	472	AM
NOON	0	0	0	0	0	NOON
PM	10	298	147	0	439	PM

EASTBOUND (Blossom Hill Rd/Mariposa Ave)

AM	NOON	PM	
20	0	25	
0	0	0	0
24	0	17	0
23	0	24	1
25	0	24	0
AM	NOON	PM	

WESTBOUND (Blossom Hill Rd/Mariposa Ave)

PM	NOON	AM	
158	0	203	1
12	0	9	0
174	0	216	1
0	0	0	0
336	0	307	
PM	NOON	AM	

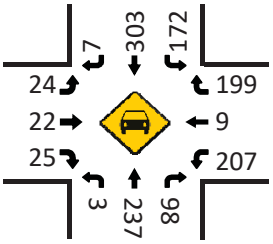
NORTHBOUND (Winchester Blvd/Santa Cruz Ave)

PM	497	1	3	264	165	PM
NOON	0	0	0	0	0	NOON
AM	550	0	4	245	110	AM

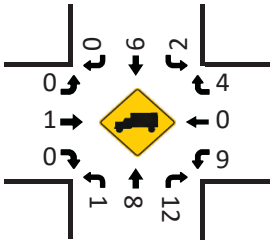
	0	1	1	0
	0	0.5	0.5	1

CONTROL			
Signalized			
TEV	1349	0	1297
	AM	NOON	PM
PHF	0.83		0.97

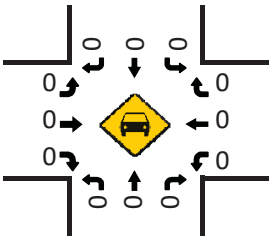
Cars (AM)



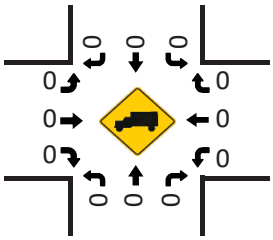
HT (AM)



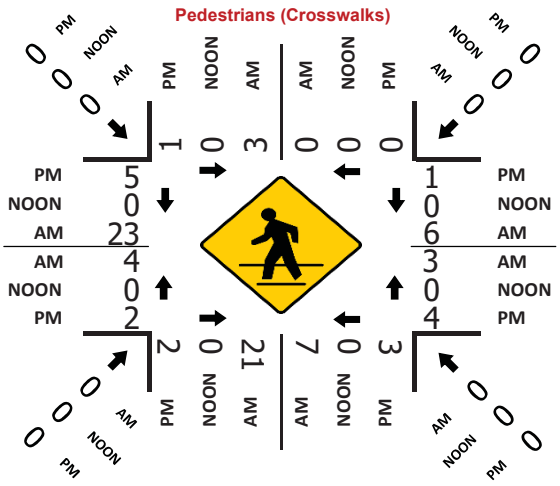
Cars (NOON)



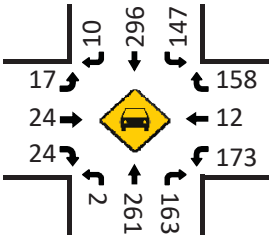
HT (NOON)



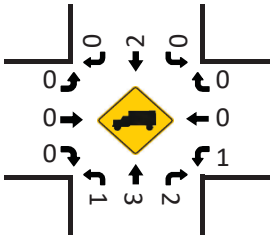
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd/Santa Cruz Ave & Blossom Hill Rd/Mariposa Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-003
Date: 9/23/2021

Data - Total

NS/EW Streets:	Winchester Blvd/Santa Cruz Ave				Winchester Blvd/Santa Cruz Ave				Blossom Hill Rd/Mariposa Ave				Blossom Hill Rd/Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	11	11	0	5	22	1	0	6	4	4	0	17	0	16	0	97
7:15 AM	0	22	9	0	10	33	1	0	8	1	10	0	34	0	17	0	145
7:30 AM	1	31	15	0	20	32	1	0	3	2	6	0	38	2	28	0	179
7:45 AM	0	43	22	0	33	72	1	0	9	9	4	0	61	2	51	0	307
8:00 AM	0	68	22	0	61	95	1	0	3	4	10	0	41	3	55	0	363
8:15 AM	1	69	43	0	60	101	3	0	8	8	6	0	55	1	49	0	404
8:30 AM	3	65	23	0	20	41	2	0	4	2	5	0	59	3	48	0	275
8:45 AM	1	44	26	0	27	34	1	0	4	8	4	0	52	0	34	0	235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	353	171	0	236	430	11	0	45	38	49	0	357	11	298	0	2005
APPROACH %'s :	1.13%	66.60%	32.26%	0.00%	34.86%	63.52%	1.62%	0.00%	34.09%	28.79%	37.12%	0.00%	53.60%	1.65%	44.74%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	4	245	110	0	174	309	7	0	24	23	25	0	216	9	203	0	1349
PEAK HR FACTOR :	0.333	0.888	0.640	0.000	0.713	0.765	0.583	0.000	0.667	0.639	0.625	0.000	0.885	0.750	0.923	0.000	0.835
	0.794				0.747				0.818				0.939				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	65	41	0	39	85	3	0	2	5	6	0	41	4	39	0	330
4:15 PM	0	67	44	0	36	73	3	0	7	8	7	0	47	2	32	0	326
4:30 PM	0	63	43	0	36	84	1	0	2	5	4	0	40	2	39	0	319
4:45 PM	1	66	38	1	34	66	0	0	4	5	6	0	51	7	40	0	319
5:00 PM	2	68	40	0	41	75	6	0	4	6	7	0	36	1	47	0	333
5:15 PM	2	71	33	0	35	66	1	0	5	4	4	0	52	7	37	0	317
5:30 PM	1	45	35	0	32	83	2	0	8	7	1	0	53	3	29	0	299
5:45 PM	1	50	39	0	37	64	2	0	6	4	8	0	47	0	46	0	304
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	495	313	1	290	596	18	0	38	44	43	0	367	26	309	0	2547
APPROACH %'s :	0.86%	60.66%	38.36%	0.12%	32.08%	65.93%	1.99%	0.00%	30.40%	35.20%	34.40%	0.00%	52.28%	3.70%	44.02%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	3	264	165	1	147	298	10	0	17	24	24	0	174	12	158	0	1297
PEAK HR FACTOR :	0.375	0.971	0.938	0.250	0.896	0.887	0.417	0.000	0.607	0.750	0.857	0.000	0.853	0.429	0.840	0.000	0.974
	0.975				0.932				0.739				0.878				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd/Santa Cruz Ave & Blossom Hill Rd/Mariposa Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-003
Date: 9/23/2021

Data - Cars

NS/EW Streets:	Winchester Blvd/Santa Cruz Ave				Winchester Blvd/Santa Cruz Ave				Blossom Hill Rd/Mariposa Ave				Blossom Hill Rd/Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	10	10	0	4	20	1	0	6	3	3	0	17	0	16	0	90
7:15 AM	0	22	8	0	10	33	1	0	8	1	10	0	34	0	17	0	144
7:30 AM	0	29	15	0	19	30	1	0	3	2	5	0	37	1	28	0	170
7:45 AM	0	43	21	0	32	70	1	0	9	8	4	0	59	2	51	0	300
8:00 AM	0	63	17	0	60	92	1	0	3	4	10	0	38	3	55	0	346
8:15 AM	1	66	40	0	60	101	3	0	8	8	6	0	52	1	47	0	393
8:30 AM	2	65	20	0	20	40	2	0	4	2	5	0	58	3	46	0	267
8:45 AM	0	42	24	0	27	33	1	0	4	8	4	0	51	0	32	0	226
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	340	155	0	232	419	11	0	45	36	47	0	346	10	292	0	1936
APPROACH %'s :	0.60%	68.27%	31.12%	0.00%	35.05%	63.29%	1.66%	0.00%	35.16%	28.13%	36.72%	0.00%	53.40%	1.54%	45.06%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	237	98	0	172	303	7	0	24	22	25	0	207	9	199	0	1306
PEAK HR FACTOR :	0.375	0.898	0.613	0.000	0.717	0.750	0.583	0.000	0.667	0.688	0.625	0.000	0.877	0.750	0.905	0.000	0.831
	0.790				0.735				0.807				0.926				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	64	41	0	39	81	3	0	2	5	6	0	41	4	39	0	325
4:15 PM	0	67	43	0	36	73	3	0	7	8	7	0	47	2	32	0	325
4:30 PM	0	63	43	0	36	83	1	0	2	5	4	0	40	2	39	0	318
4:45 PM	1	64	37	1	34	66	0	0	4	5	6	0	51	7	40	0	316
5:00 PM	1	67	40	0	41	74	6	0	4	6	7	0	35	1	47	0	329
5:15 PM	2	71	33	0	35	65	1	0	5	4	4	0	52	7	37	0	316
5:30 PM	1	44	35	0	32	81	2	0	8	7	1	0	52	3	29	0	295
5:45 PM	1	50	38	0	37	64	2	0	6	4	8	0	47	0	45	0	302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	490	310	1	290	587	18	0	38	44	43	0	365	26	308	0	2526
APPROACH %'s :	0.74%	60.72%	38.41%	0.12%	32.40%	65.59%	2.01%	0.00%	30.40%	35.20%	34.40%	0.00%	52.22%	3.72%	44.06%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	261	163	1	147	296	10	0	17	24	24	0	173	12	158	0	1288
PEAK HR FACTOR :	0.500	0.974	0.948	0.250	0.896	0.892	0.417	0.000	0.607	0.750	0.857	0.000	0.848	0.429	0.840	0.000	0.979
	0.970				0.936				0.739				0.875				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd/Santa Cruz Ave & Blossom Hill Rd/Mariposa Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-003
Date: 9/23/2021

Data - HT

NS/EW Streets:	Winchester Blvd/Santa Cruz Ave				Winchester Blvd/Santa Cruz Ave				Blossom Hill Rd/Mariposa Ave				Blossom Hill Rd/Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	1	0	1	2	0	0	0	1	1	0	0	0	0	0	7
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	1	2	0	0	1	2	0	0	0	0	1	0	1	1	0	0	9
7:45 AM	0	0	1	0	1	2	0	0	0	1	0	0	2	0	0	0	7
8:00 AM	0	5	5	0	1	3	0	0	0	0	0	0	3	0	0	0	17
8:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	3	0	2	0	11
8:30 AM	1	0	3	0	0	1	0	0	0	0	0	0	1	0	2	0	8
8:45 AM	1	2	2	0	0	1	0	0	0	0	0	0	1	0	2	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	13	16	0	4	11	0	0	0	2	2	0	11	1	6	0	69
APPROACH %'s :	9.38%	40.63%	50.00%	0.00%	26.67%	73.33%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	61.11%	5.56%	33.33%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	8	12	0	2	6	0	0	0	1	0	0	9	0	4	0	43
PEAK HR FACTOR :	0.250	0.400	0.600	0.000	0.500	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.750	0.000	0.500	0.000	0.632
	0.525				0.500				0.250				0.650				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	4
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	3	0	0	9	0	0	0	0	0	0	2	0	1	0	21
APPROACH %'s :	11.11%	55.56%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	3	2	0	0	2	0	0	0	0	0	0	1	0	0	0	9
PEAK HR FACTOR :	0.250	0.375	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.563
	0.500				0.500								0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd/Santa Cruz Ave & Blossom Hill Rd/Mariposa Ave
City: Los Gatos
Control: Signalized

Project ID: 21-080225-003
Date: 9/23/2021

Data - Bikes

NS/EW Streets:	Winchester Blvd/Santa Cruz Ave				Winchester Blvd/Santa Cruz Ave				Blossom Hill Rd/Mariposa Ave				Blossom Hill Rd/Mariposa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4
8:00 AM	1	1	2	0	11	1	0	0	2	5	0	0	0	3	1	0	27
8:15 AM	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	0	10
8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3
8:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	3	0	23	4	3	0	2	8	0	0	2	3	2	0	53
APPROACH %'s :	33.33%	16.67%	50.00%	0.00%	76.67%	13.33%	10.00%	0.00%	20.00%	80.00%	0.00%	0.00%	28.57%	42.86%	28.57%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	1	2	0	20	4	2	0	2	7	0	0	0	3	2	0	44
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.455	0.500	0.500	0.000	0.250	0.350	0.000	0.000	0.000	0.250	0.500	0.000	0.407
	0.250				0.542				0.321				0.313				

NS/EW Streets:	Winchester Blvd/Santa Cruz Ave				Winchester Blvd/Santa Cruz Ave				Blossom Hill Rd/Mariposa Ave				Blossom Hill Rd/Mariposa Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	1	1	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	4
4:30 PM	0	0	0	0	0	4	1	0	0	0	0	0	0	0	4	0	9
4:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	3
5:15 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	3	0	0	0	4	0	0	0	0	1	0	3	0	0	0	11
5:45 PM	0	2	1	0	0	0	0	0	1	0	0	0	1	1	1	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	10	2	0	0	10	1	0	2	1	1	0	6	2	9	0	44
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	0.00%	90.91%	9.09%	0.00%	50.00%	25.00%	25.00%	0.00%	35.29%	11.76%	52.94%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	4	1	0	1	1	0	0	2	1	6	0	20
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.500	0.250	0.375	0.000	0.556
	0.333				0.250				0.500				0.563				

National Data & Surveying Services Intersection Turning Movement Count

Location: Winchester Blvd/Santa Cruz Ave & Blossom Hill Rd/Mariposa Ave **Project ID:** 21-080225-003
City: Los Gatos **Date:** 9/23/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Winchester Blvd/Santa Cruz Ave		Winchester Blvd/Santa Cruz Ave		Blossom Hill Rd/Mariposa Ave		Blossom Hill Rd/Mariposa Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	1	0	0	0	1	2	5
7:15 AM	1	0	2	1	0	0	1	1	6
7:30 AM	0	0	0	3	0	0	3	3	9
7:45 AM	2	0	3	3	3	1	1	4	17
8:00 AM	0	0	14	2	0	5	2	13	36
8:15 AM	0	0	4	2	0	0	0	1	7
8:30 AM	1	0	0	0	0	0	1	5	7
8:45 AM	0	2	0	0	0	0	0	3	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	2	24	11	3	6	9	32	92
APPROACH %'s :	71.43%	28.57%	68.57%	31.43%	33.33%	66.67%	21.95%	78.05%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	3	0	21	7	3	6	4	23	67
PEAK HR FACTOR :	0.375		0.375	0.583	0.250	0.300	0.500	0.442	0.465
	0.375		0.438		0.450		0.450		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	2	0	2	0	4
4:15 PM	0	0	1	1	1	0	0	3	6
4:30 PM	1	0	1	1	1	0	1	0	5
4:45 PM	0	0	0	1	2	1	1	0	5
5:00 PM	0	0	0	0	0	0	0	2	2
5:15 PM	0	1	0	0	0	0	0	2	3
5:30 PM	1	1	0	0	0	0	1	1	4
5:45 PM	0	0	0	2	0	2	1	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	2	5	6	3	6	8	34
APPROACH %'s :	50.00%	50.00%	28.57%	71.43%	66.67%	33.33%	42.86%	57.14%	
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	1	0	2	3	4	1	2	5	18
PEAK HR FACTOR :	0.250		0.500	0.750	0.500	0.250	0.500	0.417	0.750
	0.250		0.625		0.417		0.583		

Prepared by National Data & Surveying Services

University Ave & Shelburne Way

Peak Hour Turning Movement Count

ID: 21-080225-004
City: Los Gatos

Day: Thursday
Date: 9/23/2021

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
04:30 PM - 05:30 PM	PM	4:00 PM - 06:00 PM

University Ave

SOUTHBOUND

AM	7	186	3	0	314	AM
NOON	0	0	0	0	0	NOON
PM	4	265	1	1	280	PM
	0	1	0	0		

EASTBOUND (Shelburne Way)

AM	NOON	PM	
26	0	26	
0	0	0	0
11	0	11	0
0	0	0	1
15	0	24	0
AM	NOON	PM	

WESTBOUND (Shelburne Way)

	PM	NOON	AM
0	3	0	2
1	0	0	0
0	5	0	0
0	0	0	0
	1	0	5
	PM	NOON	AM

CONTROL

1-Way Stop(EB)

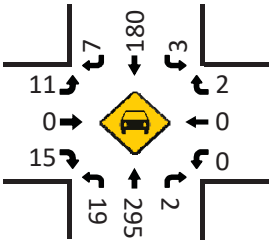
	AM	NOON	PM
TEV	546	0	601
PHF	0.81		0.93

		0	0	1	0	
PM	294	0	22	265	0	PM
NOON	0	0	0	0	0	NOON
AM	201	0	19	301	2	AM

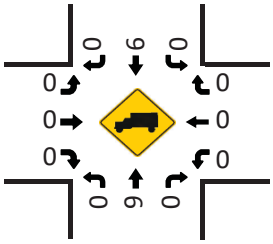
NORTHBOUND

University Ave

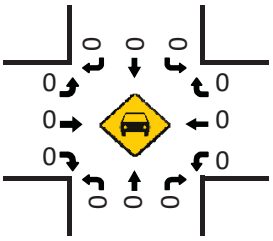
Cars (AM)



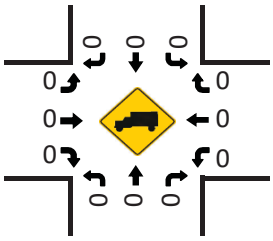
HT (AM)



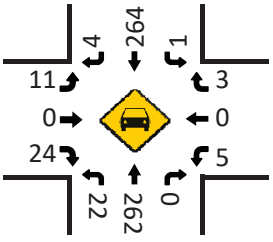
Cars (NOON)



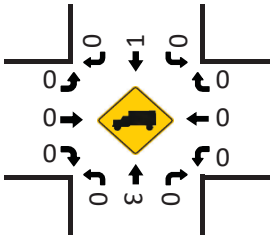
HT (NOON)



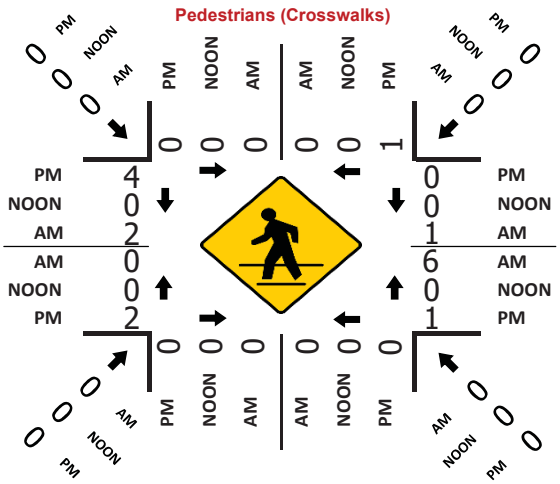
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 21-080225-004
Date: 9/23/2021

Data - Total

NS/EW Streets:	University Ave				University Ave				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	20	0	0	1	10	0	0	0	0	1	0	0	0	0	0	32
7:15 AM	2	26	0	0	0	34	1	0	0	0	1	0	0	0	0	0	64
7:30 AM	3	21	0	0	0	27	3	0	3	0	2	0	0	0	0	0	59
7:45 AM	3	37	2	0	0	47	3	0	1	0	10	0	0	0	0	0	103
8:00 AM	6	50	0	0	0	57	1	0	5	0	10	0	0	0	0	0	129
8:15 AM	4	104	0	0	2	46	2	0	3	0	5	0	0	0	2	0	168
8:30 AM	5	85	1	0	0	40	3	0	1	0	0	0	0	0	0	0	135
8:45 AM	4	62	1	0	1	43	1	0	2	0	0	0	0	0	0	0	114
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	405	4	0	4	304	14	0	15	0	29	0	0	0	2	0	804
APPROACH %'s :	6.19%	92.89%	0.92%	0.00%	1.24%	94.41%	4.35%	0.00%	34.09%	0.00%	65.91%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	19	301	2	0	3	186	7	0	11	0	15	0	0	0	2	0	546
PEAK HR FACTOR :	0.792	0.724	0.500	0.000	0.375	0.816	0.583	0.000	0.550	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.813
	0.745				0.845				0.433				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	42	0	0	0	68	1	0	0	0	9	0	0	0	0	0	122
4:15 PM	3	59	0	0	0	71	3	0	2	0	2	0	0	0	1	0	141
4:30 PM	7	62	0	0	1	60	1	1	4	0	8	0	1	0	1	0	146
4:45 PM	8	62	0	0	0	55	0	0	1	0	7	0	1	0	1	0	135
5:00 PM	5	78	0	0	0	65	2	0	1	0	4	0	2	0	1	0	158
5:15 PM	2	63	0	0	0	85	1	0	5	0	5	0	1	0	0	0	162
5:30 PM	3	56	0	1	0	71	1	0	0	0	3	0	2	0	1	0	138
5:45 PM	2	62	0	0	0	64	1	0	3	0	6	0	0	0	1	0	139
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	484	0	1	1	539	10	1	16	0	44	0	7	0	6	0	1141
APPROACH %'s :	6.19%	93.62%	0.00%	0.19%	0.18%	97.82%	1.81%	0.18%	26.67%	0.00%	73.33%	0.00%	53.85%	0.00%	46.15%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	22	265	0	0	1	265	4	1	11	0	24	0	5	0	3	0	601
PEAK HR FACTOR :	0.688	0.849	0.000	0.000	0.250	0.779	0.500	0.250	0.550	0.000	0.750	0.000	0.625	0.000	0.750	0.000	0.927
	0.864				0.788				0.729				0.667				

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 21-080225-004
Date: 9/23/2021

Data - Cars

NS/EW Streets:	University Ave				University Ave				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	20	0	0	1	10	0	0	0	0	1	0	0	0	0	0	32
7:15 AM	2	26	0	0	0	30	1	0	0	0	1	0	0	0	0	0	60
7:30 AM	3	20	0	0	0	26	3	0	3	0	2	0	0	0	0	0	57
7:45 AM	3	37	2	0	0	45	3	0	1	0	10	0	0	0	0	0	101
8:00 AM	6	49	0	0	0	56	1	0	5	0	10	0	0	0	0	0	127
8:15 AM	4	104	0	0	2	45	2	0	3	0	5	0	0	0	2	0	167
8:30 AM	5	81	1	0	0	36	3	0	1	0	0	0	0	0	0	0	127
8:45 AM	4	61	1	0	1	43	1	0	2	0	0	0	0	0	0	0	113
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	398	4	0	4	291	14	0	15	0	29	0	0	0	2	0	784
APPROACH %'s :	6.29%	92.77%	0.93%	0.00%	1.29%	94.17%	4.53%	0.00%	34.09%	0.00%	65.91%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	19	295	2	0	3	180	7	0	11	0	15	0	0	0	2	0	534
PEAK HR FACTOR :	0.792	0.709	0.500	0.000	0.375	0.804	0.583	0.000	0.550	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.799
	0.731				0.833				0.433				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	42	0	0	0	68	1	0	0	0	9	0	0	0	0	0	122
4:15 PM	3	59	0	0	0	71	3	0	2	0	2	0	0	0	1	0	141
4:30 PM	7	61	0	0	1	60	1	1	4	0	8	0	1	0	1	0	145
4:45 PM	8	62	0	0	0	55	0	0	1	0	7	0	1	0	1	0	135
5:00 PM	5	77	0	0	0	64	2	0	1	0	4	0	2	0	1	0	156
5:15 PM	2	62	0	0	0	85	1	0	5	0	5	0	1	0	0	0	161
5:30 PM	3	56	0	1	0	71	1	0	0	0	3	0	2	0	1	0	138
5:45 PM	2	60	0	0	0	64	1	0	3	0	6	0	0	0	1	0	137
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	32	479	0	1	1	538	10	1	16	0	44	0	7	0	6	0	1135
APPROACH %'s :	6.25%	93.55%	0.00%	0.20%	0.18%	97.82%	1.82%	0.18%	26.67%	0.00%	73.33%	0.00%	53.85%	0.00%	46.15%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	22	262	0	0	1	264	4	1	11	0	24	0	5	0	3	0	597
PEAK HR FACTOR :	0.688	0.851	0.000	0.000	0.250	0.776	0.500	0.250	0.550	0.000	0.750	0.000	0.625	0.000	0.750	0.000	0.927
	0.866				0.785				0.729				0.667				

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 21-080225-004
Date: 9/23/2021

Data - HT

NS/EW Streets:	University Ave				University Ave				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
7:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	20
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.375				0.375												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.750				0.250												

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Shelburne Way
City: Los Gatos
Control: 1-Way Stop(EB)

Project ID: 21-080225-004
Date: 9/23/2021

Data - Bikes

NS/EW Streets:	University Ave				University Ave				Shelburne Way				Shelburne Way				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583
	0.250				0.417												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
	0.250				0.500												

National Data & Surveying Services Intersection Turning Movement Count

Location: University Ave & Shelburne Way
City: Los Gatos
Project ID: 21-080225-004
Date: 9/23/2021

Data - Pedestrians (Crosswalks)

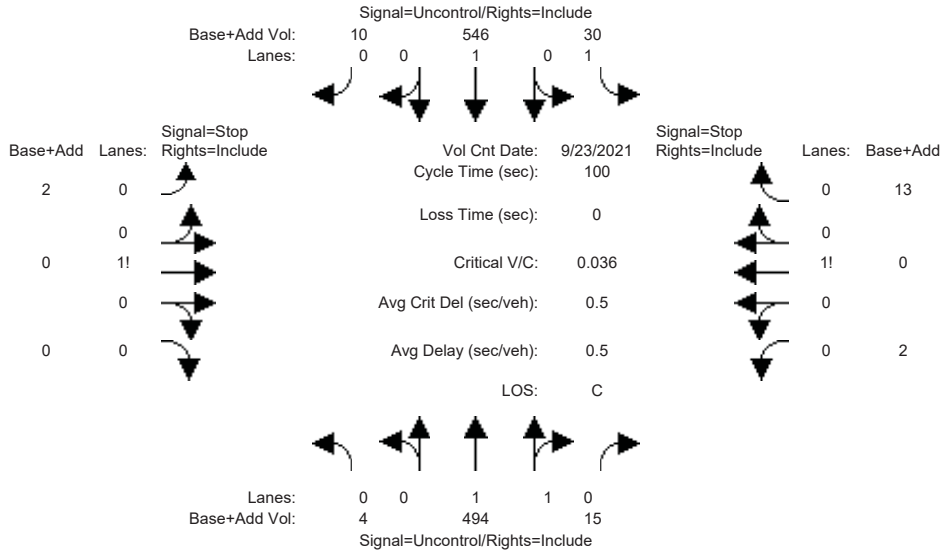
NS/EW Streets:	University Ave		University Ave		Shelburne Way		Shelburne Way		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	3	0	0	0	3
7:15 AM	2	0	0	0	2	1	1	0	6
7:30 AM	0	0	1	0	0	0	1	0	2
7:45 AM	0	0	0	0	1	0	1	1	3
8:00 AM	0	0	0	0	2	0	0	2	4
8:15 AM	0	0	0	0	2	1	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	1	0	12	2	3	3	23
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	85.71%	14.29%	50.00%	50.00%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	6	1	0	2	9
PEAK HR FACTOR :					0.750	0.250		0.250	0.563
					0.583		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	2	3
4:30 PM	0	1	0	0	1	0	1	2	5
4:45 PM	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	1	2	6	11
APPROACH %'s :	0.00%	100.00%			50.00%	50.00%	25.00%	75.00%	
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	1	0	0	1	0	2	4	8
PEAK HR FACTOR :		0.250			0.250		0.500	0.500	0.400
		0.250			0.250		0.500		

Appendix B – Existing Conditions Intersections Level of Service Worksheets

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

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 7:00 AM												
Base Vol:	4	494	15	30	546	10	2	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	494	15	30	546	10	2	0	0	2	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	494	15	30	546	10	2	0	0	2	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	5	588	18	36	650	12	2	0	0	2	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	588	18	36	650	12	2	0	0	2	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	662	xxxx	xxxxx	606	xxxx	xxxxx	1031	xxxx	xxxxx	1334	1340	303
Potent Cap.:	936	xxxx	xxxxx	982	xxxx	xxxxx	213	xxxx	xxxxx	132	154	741
Move Cap.:	936	xxxx	xxxxx	982	xxxx	xxxxx	202	xxxx	xxxxx	128	148	741
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.8	xxxx	xxxxx	23.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	452	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			23.0			13.3		
ApproachLOS:	*			*			C			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	494	15	30	546	10	2	0	0	2	0	13
ApproachDel:	xxxxxx			xxxxxx			23.0			13.3		

Approach[eastbound][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=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1116]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1116]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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 #1 Winchester Blvd. & Shelburne 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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	494	15	30	546	10	2	0	0	2	0	13

Major Street Volume: 1099
Minor Approach Volume: 15
Minor Approach Volume Threshold: 252

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.

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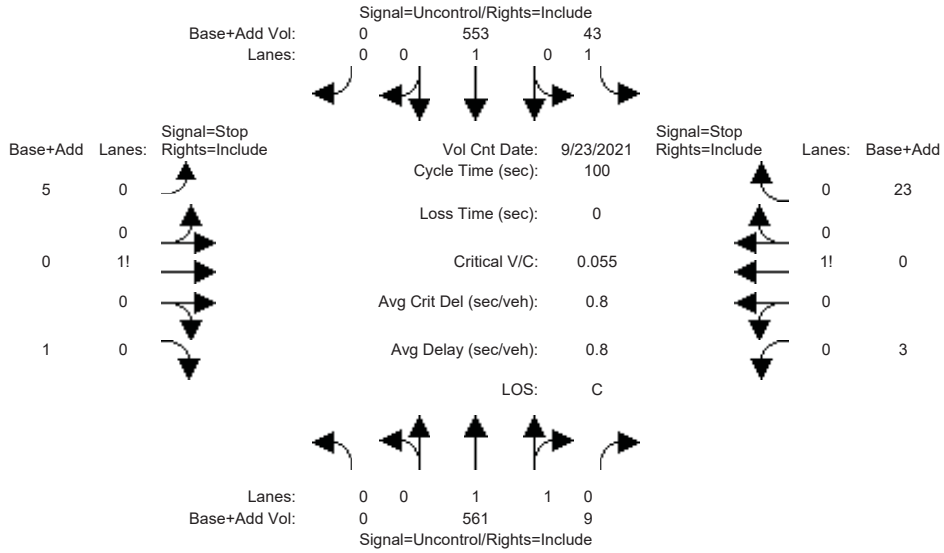
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Adjusted PM

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 4:00 PM												
Base Vol:	0	561	9	43	553	0	5	0	1	3	0	23
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	561	9	43	553	0	5	0	1	3	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	561	9	43	553	0	5	0	1	3	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	668	11	51	658	0	6	0	1	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	668	11	51	658	0	6	0	1	4	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	1095	1439	658	1435	1434	339
Potent Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	193	134	468	113	135	708
Move Cap.:	xxxx	xxxx	xxxxx	923	xxxx	xxxxx	178	127	468	108	128	708
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.00	0.00	0.03	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	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	198	xxxxx	xxxx	431	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.9	xxxxx	xxxxx	14.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			23.9			14.0		
ApproachLOS:	*			*			C			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

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```
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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  561     9    43  553     0     5    0     1     3    0    23
ApproachDel:    xxxxxx           xxxxxx            23.9             14.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][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=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1198]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=26]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1198]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #1 Winchester Blvd. & Shelburne 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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  561     9    43  553     0     5    0     1     3    0    23
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1166
Minor Approach Volume:           26
Minor Approach Volume Threshold: 232
--------------------------------------------------------------------------------
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.
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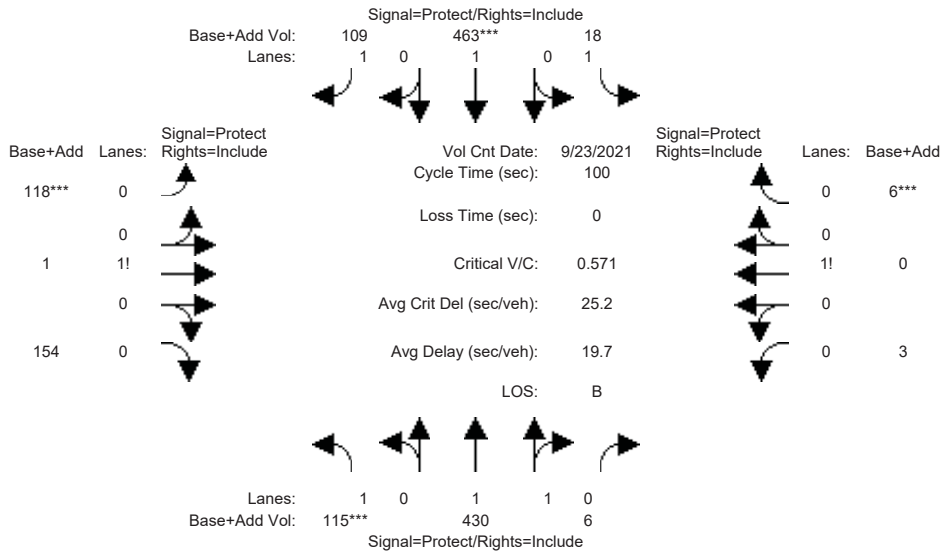
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Adjusted AM

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	115	430	6	18	463	109	118	1	154	3	0	6
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:	115	430	6	18	463	109	118	1	154	3	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	430	6	18	463	109	118	1	154	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	139	518	7	22	558	131	142	1	186	4	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	518	7	22	558	131	142	1	186	4	0	7
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:	139	518	7	22	558	131	142	1	186	4	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	1.00	0.81	0.90	0.90	0.89	0.90	1.00	0.86
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.42	0.01	0.57	0.32	0.00	0.68
Final Sat.:	1805	3553	50	1805	1900	1531	734	6	958	551	0	1101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.01	0.29	0.09	0.19	0.19	0.19	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.60	0.60	0.05	0.51	0.51	0.34	0.34	0.34	0.01	0.00	0.01
Volume/Cap:	0.57	0.24	0.24	0.24	0.57	0.17	0.57	0.57	0.57	0.57	0.00	0.57
Uniform Del:	40.6	9.4	9.4	45.7	16.7	12.9	27.1	27.1	27.1	49.2	0.0	49.2
IncremntDel:	3.2	0.1	0.1	1.4	0.8	0.1	1.4	1.4	1.4	35.4	0.0	35.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	43.8	9.4	9.4	47.2	17.5	13.0	28.4	28.4	28.4	84.6	0.0	84.6
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:	43.8	9.4	9.4	47.2	17.5	13.0	28.4	28.4	28.4	84.6	0.0	84.6
LOS by Move:	D	A	A	D	B	B	C	C	C	F	A	F
HCM2kAvgQ:	5	4	4	1	12	2	9	9	9	1	0	1

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

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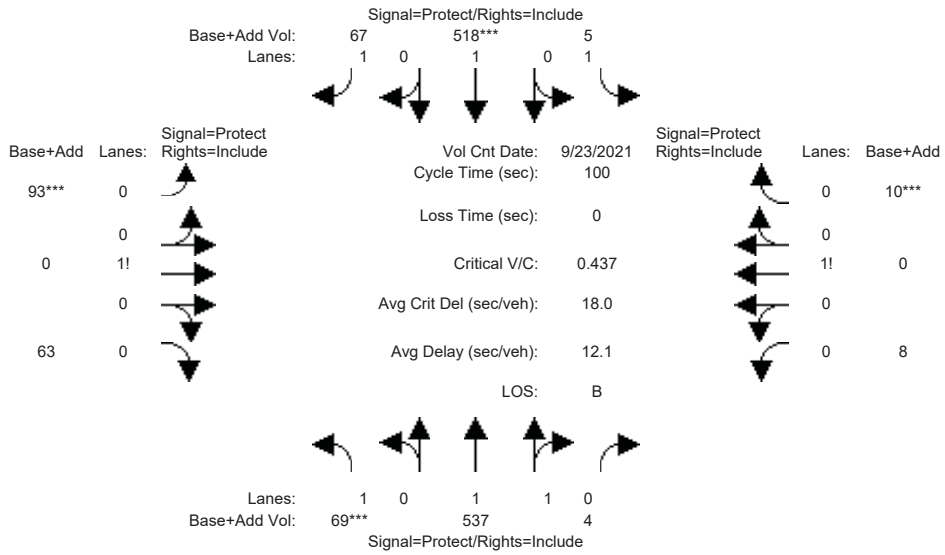
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Adjusted PM

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	69	537	4	5	518	67	93	0	63	8	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	537	4	5	518	67	93	0	63	8	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	537	4	5	518	67	93	0	63	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	73	571	4	5	551	71	99	0	67	9	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	571	4	5	551	71	99	0	67	9	0	11
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:	73	571	4	5	551	71	99	0	67	9	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.83	0.92	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.59	0.00	0.41	0.44	0.00	0.56
Final Sat.:	1805	3580	27	1805	1900	1576	1036	0	702	761	0	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.00	0.29	0.05	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.74	0.74	0.01	0.66	0.66	0.22	0.00	0.22	0.03	0.00	0.03
Volume/Cap:	0.44	0.21	0.21	0.21	0.44	0.07	0.44	0.00	0.44	0.44	0.00	0.44
Uniform Del:	42.9	3.9	3.9	48.8	8.0	5.9	33.8	0.0	33.8	48.0	0.0	48.0
IncremntDel:	1.8	0.0	0.0	4.3	0.2	0.0	0.8	0.0	0.8	6.8	0.0	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.7	4.0	4.0	53.1	8.2	6.0	34.6	0.0	34.6	54.9	0.0	54.9
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:	44.7	4.0	4.0	53.1	8.2	6.0	34.6	0.0	34.6	54.9	0.0	54.9
LOS by Move:	D	A	A	D	A	A	C	A	C	D	A	D
HCM2kAvgQ:	3	3	3	0	8	1	5	0	5	1	0	1

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

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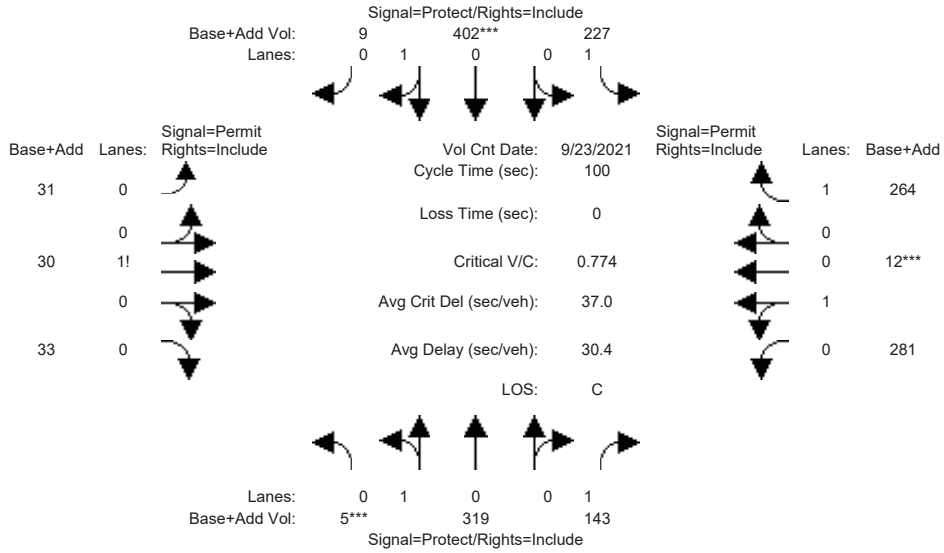
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Adjusted AM

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:Winchester Blvd./N. Santa Cruz Av Mariposa Ave./Blossom Hill Rd.

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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	5	319	143	227	402	9	31	30	33	281	12	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	319	143	227	402	9	31	30	33	281	12	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	319	143	227	402	9	31	30	33	281	12	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	6	384	172	273	484	11	37	36	40	339	14	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	384	172	273	484	11	37	36	40	339	14	318
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:	6	384	172	273	484	11	37	36	40	339	14	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.80	0.95	1.00	1.00	0.80	0.80	0.79	0.61	0.62	0.82
Lanes:	0.02	0.98	1.00	1.00	0.98	0.02	0.33	0.32	0.35	0.96	0.04	1.00
Final Sat.:	29	1869	1517	1805	1853	41	500	484	532	1104	47	1560
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.11	0.15	0.26	0.26	0.07	0.07	0.07	0.31	0.31	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.27	0.35	0.35	0.26	0.34	0.34	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.77	0.59	0.33	0.59	0.77	0.77	0.19	0.19	0.19	0.77	0.77	0.51
Uniform Del:	33.9	26.8	24.0	32.6	29.7	29.7	19.7	19.7	19.7	26.3	26.3	22.9
IncremntDel:	7.3	1.4	0.4	2.0	5.9	5.9	0.2	0.2	0.2	8.0	8.0	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.3	28.2	24.4	34.7	35.5	35.5	19.8	19.8	19.8	34.3	34.3	23.6
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:	41.3	28.2	24.4	34.7	35.5	35.5	19.8	19.8	19.8	34.3	34.3	23.6
LOS by Move:	D	C	C	C	D	D	B	B	B	C	C	C
HCM2kAvgQ:	13	10	4	8	15	15	2	2	2	11	12	8

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

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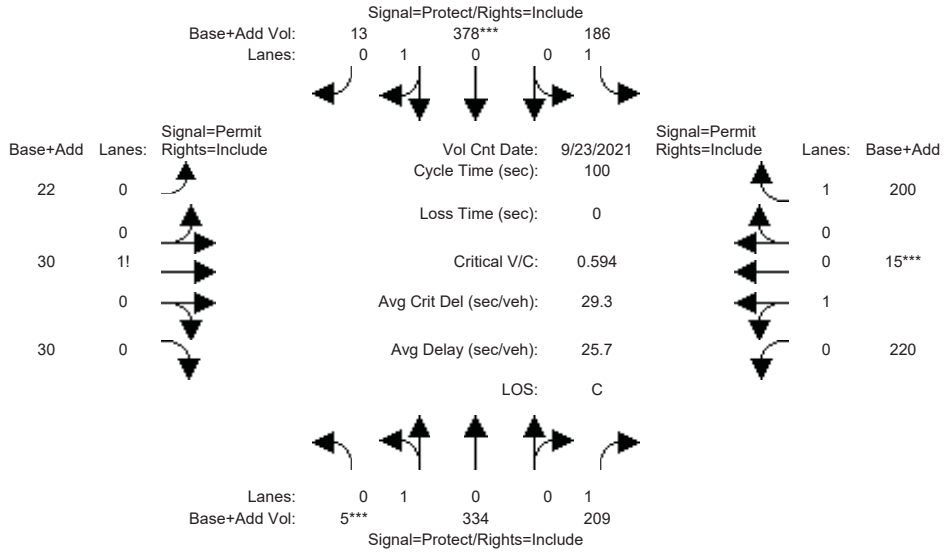
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Adjusted PM

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:	Winchester Blvd./N. Santa Cruz Av						Mariposa Ave./Blossom Hill Rd.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	5	334	209	186	378	13	22	30	30	220	15	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	334	209	186	378	13	22	30	30	220	15	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	334	209	186	378	13	22	30	30	220	15	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	344	215	192	390	13	23	31	31	227	15	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	344	215	192	390	13	23	31	31	227	15	206
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:	5	344	215	192	390	13	23	31	31	227	15	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.95	1.00	0.99	0.86	0.86	0.85	0.65	0.65	0.83
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.27	0.36	0.37	0.94	0.06	1.00
Final Sat.:	28	1870	1568	1805	1828	63	437	596	596	1153	79	1569
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.14	0.11	0.21	0.21	0.05	0.05	0.05	0.20	0.20	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.31	0.42	0.42	0.24	0.36	0.36	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.59	0.43	0.32	0.43	0.59	0.59	0.16	0.16	0.16	0.59	0.59	0.40
Uniform Del:	29.2	20.3	19.2	31.9	26.1	26.1	23.6	23.6	23.6	27.8	27.8	25.8
IncremntDel:	1.6	0.4	0.3	0.7	1.4	1.4	0.1	0.1	0.1	2.4	2.4	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	20.7	19.5	32.6	27.5	27.5	23.7	23.7	23.7	30.2	30.2	26.3
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:	30.8	20.7	19.5	32.6	27.5	27.5	23.7	23.7	23.7	30.2	30.2	26.3
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	10	8	4	5	11	11	2	2	2	7	7	5

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

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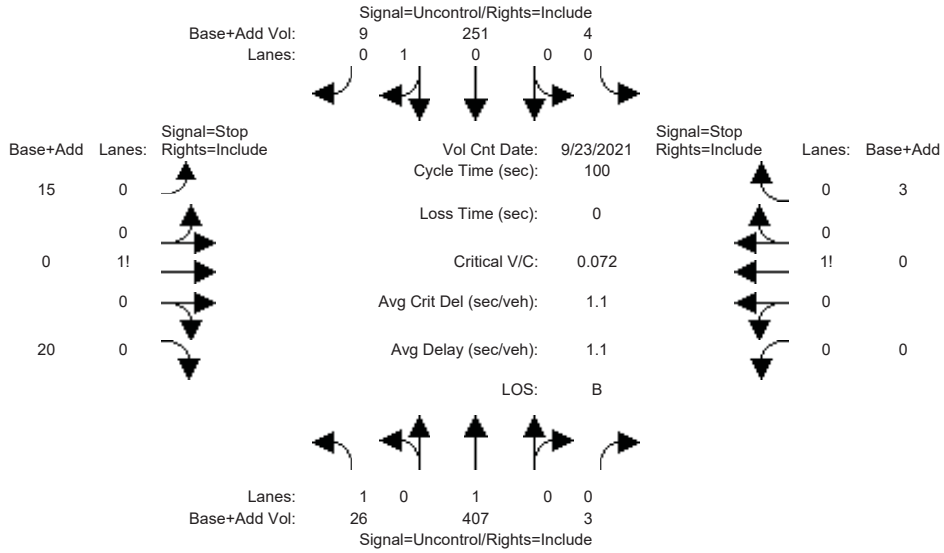
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Adjusted AM

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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: 23 Sep 2021 << 7:00 PM												
Base Vol:	26	407	3	4	251	9	15	0	20	0	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:	26	407	3	4	251	9	15	0	20	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	407	3	4	251	9	15	0	20	0	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	32	502	4	5	310	11	19	0	25	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	502	4	5	310	11	19	0	25	0	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	321	xxxx	xxxxx	506	xxxx	xxxxx	896	896	315	xxxx	xxxx	504
Potent Cap.:	1250	xxxx	xxxxx	1069	xxxx	xxxxx	263	282	730	xxxx	xxxx	572
Move Cap.:	1250	xxxx	xxxxx	1069	xxxx	xxxxx	256	273	730	xxxx	xxxx	572
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.03	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	407	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			11.3		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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```
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:        1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0    0  0  0  0  1
Initial Vol:   26  407     3     4  251     9    15    0    20     0    0     3
ApproachDel:    xxxxxx           xxxxxx            14.9             11.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][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=35]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=738]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
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=3]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=738]
   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 #4 University Ave. & Shelburne 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:        1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0    0  0  0  0  1
Initial Vol:   26  407     3     4  251     9    15    0    20     0    0     3
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              700
Minor Approach Volume:            35
Minor Approach Volume Threshold: 408
--------------------------------------------------------------------------------
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.
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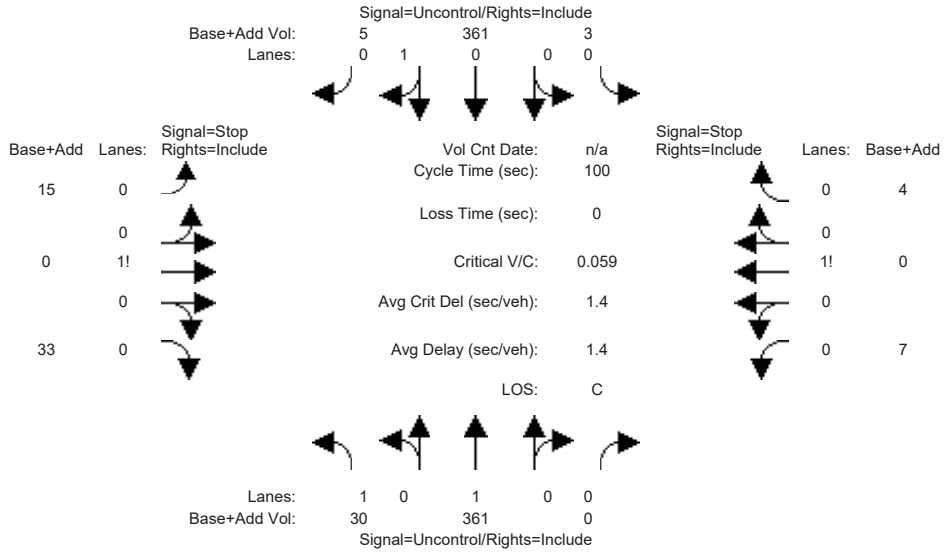
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Adjusted PM

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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:												
Base Vol:	30	361	0	3	361	5	15	0	33	7	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:	30	361	0	3	361	5	15	0	33	7	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	361	0	3	361	5	15	0	33	7	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	32	388	0	3	388	5	16	0	35	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	388	0	3	388	5	16	0	35	8	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	394	xxxx	xxxxx	388	xxxx	xxxxx	852	850	391	868	853	388
Potent Cap.:	1176	xxxx	xxxxx	1181	xxxx	xxxxx	282	300	662	275	299	664
Move Cap.:	1176	xxxx	xxxxx	1181	xxxx	xxxxx	274	291	662	254	290	664
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.06	0.00	0.05	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	459	xxxxx	xxxx	328	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.8			16.4		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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```
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:        1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   30  361     0     3  361     5    15     0    33     7     0     4
ApproachDel:    xxxxxx           xxxxxx            13.8             16.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=11]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #4 University Ave. & Shelburne 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:        1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   30  361     0     3  361     5    15     0    33     7     0     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              760
Minor Approach Volume:            48
Minor Approach Volume Threshold: 379
--------------------------------------------------------------------------------
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.
```

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Appendix C – Existing plus Project Conditions Intersections Level of Service Worksheets

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

Timestamp of Analysis	November 10, 2021, 10:08:30 PM
Project Name	15860 Winchester Ave Senior Care
Project Description	135 unit assisted living

Project Location Map

Jurisdiction:

Los Gatos

APN	TAZ
52911040	233
52911039	233
52911038	233
52911013	233



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2021

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? No (Fail)

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Metric 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	17.38
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.77
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	16.88		
Low VMT Screening Analysis	No (Fail)		

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

Timestamp of Analysis	November 10, 2021, 10:05:26 PM
Project Name	15860 Winchester Ave Senior Care
Project Description	135 unit assisted living

Project Location Map

Jurisdiction:

Los Gatos

APN	TAZ
52911040	233
52911039	233
52911038	233
52911013	233



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2021

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Proximity to Transit Screening

Inside a transit priority area? No (Fail)

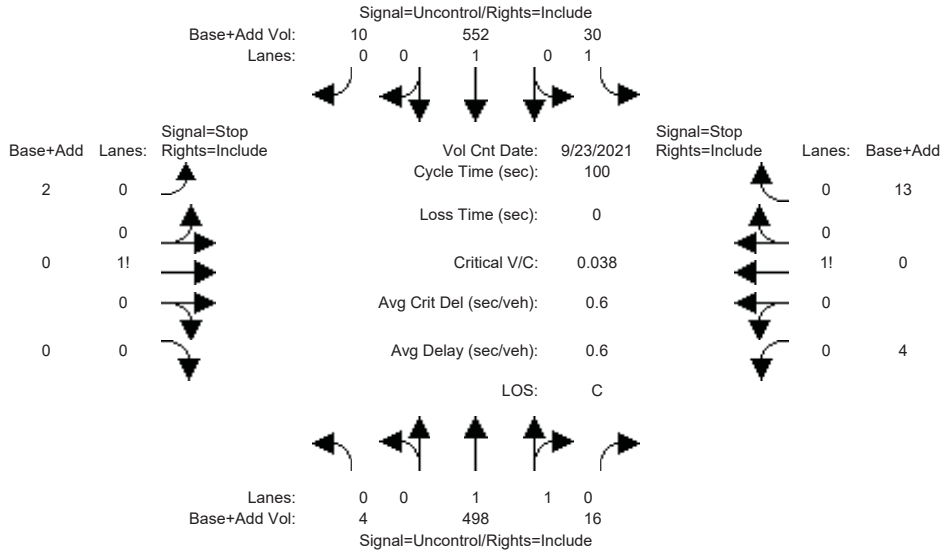
Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Metric 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	16.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.14
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	16.88		
Low VMT Screening Analysis	No (Fail)		

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

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 7:00 AM												
Base Vol:	4	494	15	30	546	10	2	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	494	15	30	546	10	2	0	0	2	0	13
Added Vol:	0	4	1	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	498	16	30	552	10	2	0	0	4	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	5	593	19	36	657	12	2	0	0	5	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	593	19	36	657	12	2	0	0	5	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	669	xxxx	xxxxx	612	xxxx	xxxxx	1040	xxxx	xxxxx	1346	1352	306
Potent Cap.:	931	xxxx	xxxxx	977	xxxx	xxxxx	210	xxxx	xxxxx	130	151	739
Move Cap.:	931	xxxx	xxxxx	977	xxxx	xxxxx	199	xxxx	xxxxx	126	145	739
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.02

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.8	xxxx	xxxxx	23.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	344	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.1	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			23.3			16.1		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	498	16	30	552	10	2	0	0	4	0	13
ApproachDel:	xxxxxx			xxxxxx			23.3			16.1		

Approach[eastbound][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=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1129]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1129]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 Winchester Blvd. & Shelburne 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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	498	16	30	552	10	2	0	0	4	0	13

Major Street Volume: 1110
Minor Approach Volume: 17
Minor Approach Volume Threshold: 249

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).

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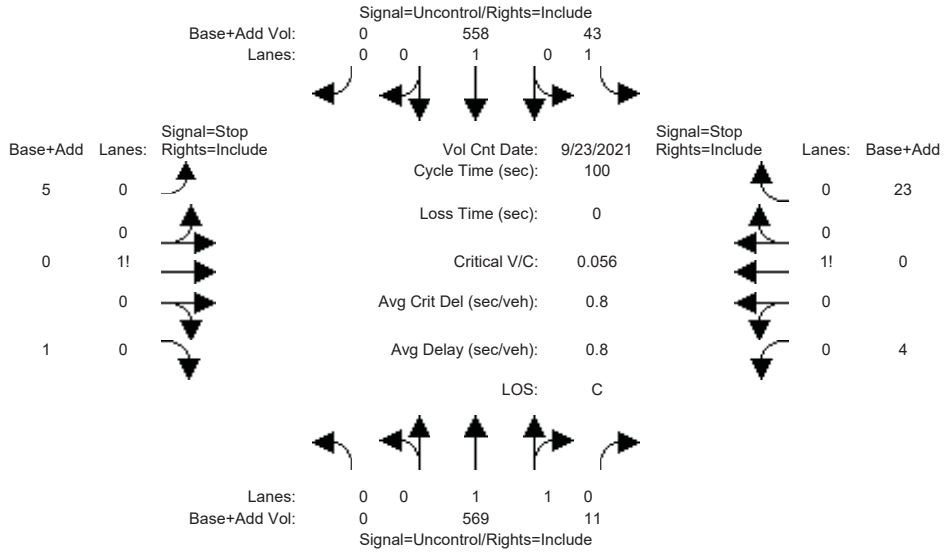
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project PM Conditions

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 4:00 PM												
Base Vol:	0	561	9	43	553	0	5	0	1	3	0	23
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	561	9	43	553	0	5	0	1	3	0	23
Added Vol:	0	8	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	569	11	43	558	0	5	0	1	4	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	677	13	51	664	0	6	0	1	5	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	677	13	51	664	0	6	0	1	5	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	690	xxxx	xxxxx	1105	1457	664	1451	1451	345
Potent Cap.:	xxxx	xxxx	xxxxx	914	xxxx	xxxxx	190	131	464	110	132	702
Move Cap.:	xxxx	xxxx	xxxxx	914	xxxx	xxxxx	175	124	464	105	125	702
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.00	0.00	0.05	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	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	195	xxxxx	xxxx	381	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	24.2	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			24.2			15.3		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

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```
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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  569    11    43  558     0     5    0     1     4    0    23
ApproachDel:    xxxxxx           xxxxxx            24.2            15.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][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=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1214]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=27]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1214]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #1 Winchester Blvd. & Shelburne 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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  569    11    43  558     0     5    0     1     4    0    23
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1181
Minor Approach Volume:           27
Minor Approach Volume Threshold: 228
--------------------------------------------------------------------------------
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.
```

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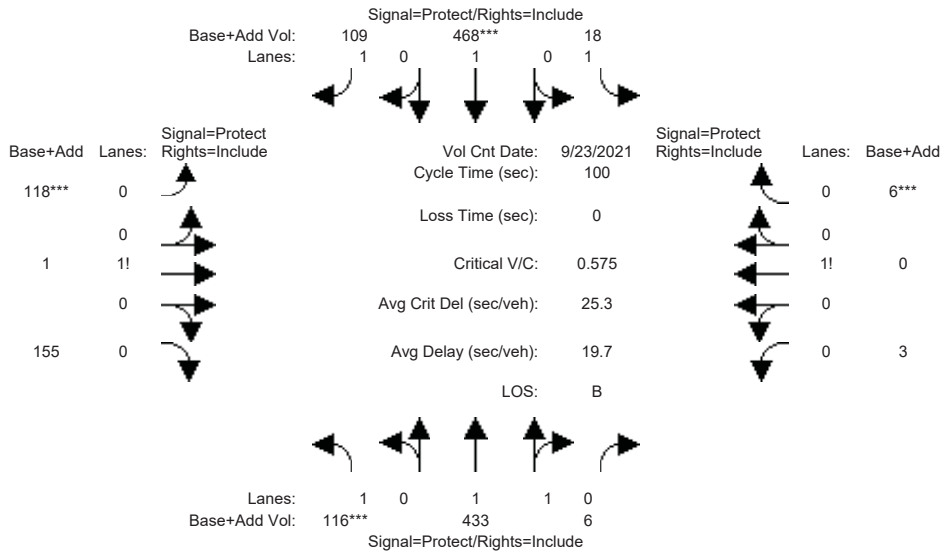
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing plus Project AM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	115	430	6	18	463	109	118	1	154	3	0	6
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:	115	430	6	18	463	109	118	1	154	3	0	6
Added Vol:	1	3	0	0	5	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	433	6	18	468	109	118	1	155	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	140	522	7	22	564	131	142	1	187	4	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	522	7	22	564	131	142	1	187	4	0	7
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:	140	522	7	22	564	131	142	1	187	4	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	1.00	0.81	0.90	0.90	0.89	0.90	1.00	0.86
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.42	0.01	0.57	0.32	0.00	0.68
Final Sat.:	1805	3553	49	1805	1900	1531	732	6	961	551	0	1101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.01	0.30	0.09	0.19	0.19	0.19	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.60	0.60	0.05	0.52	0.52	0.34	0.34	0.34	0.01	0.00	0.01
Volume/Cap:	0.58	0.24	0.24	0.24	0.58	0.17	0.58	0.58	0.58	0.58	0.00	0.58
Uniform Del:	40.6	9.3	9.3	45.7	16.7	12.8	27.2	27.2	27.2	49.2	0.0	49.2
IncremntDel:	3.4	0.1	0.1	1.4	0.8	0.1	1.4	1.4	1.4	36.8	0.0	36.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	43.9	9.4	9.4	47.2	17.5	12.9	28.6	28.6	28.6	86.0	0.0	86.0
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:	43.9	9.4	9.4	47.2	17.5	12.9	28.6	28.6	28.6	86.0	0.0	86.0
LOS by Move:	D	A	A	D	B	B	C	C	C	F	A	F
HCM2kAvgQ:	5	4	4	1	12	2	9	9	9	1	0	1

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

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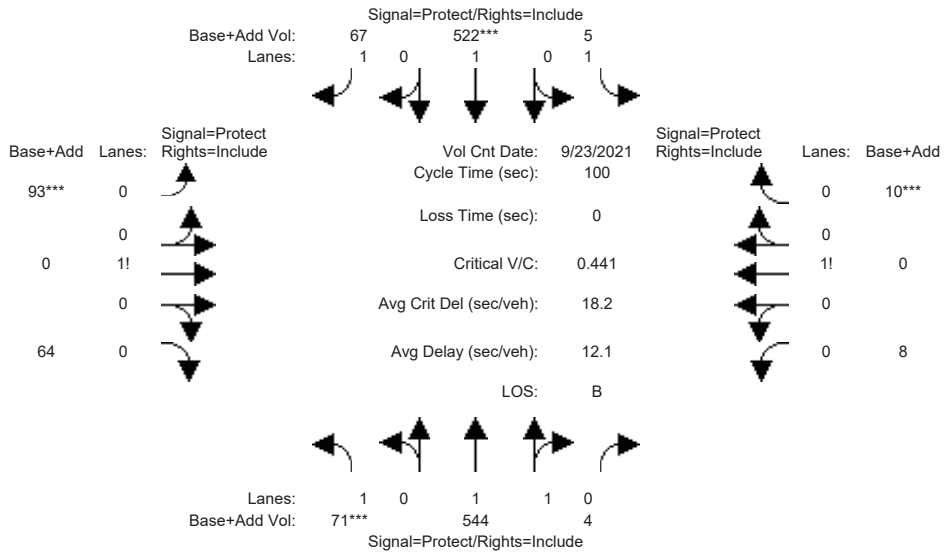
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing plus Project PM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	69	537	4	5	518	67	93	0	63	8	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	537	4	5	518	67	93	0	63	8	0	10
Added Vol:	2	7	0	0	4	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	544	4	5	522	67	93	0	64	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	76	579	4	5	555	71	99	0	68	9	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	579	4	5	555	71	99	0	68	9	0	11
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	579	4	5	555	71	99	0	68	9	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.83	0.92	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.59	0.00	0.41	0.44	0.00	0.56
Final Sat.:	1805	3580	26	1805	1900	1576	1029	0	708	761	0	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.00	0.29	0.05	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.74	0.74	0.01	0.66	0.66	0.22	0.00	0.22	0.03	0.00	0.03
Volume/Cap:	0.44	0.22	0.22	0.22	0.44	0.07	0.44	0.00	0.44	0.44	0.00	0.44
Uniform Del:	42.8	3.9	3.9	48.8	8.1	6.0	33.8	0.0	33.8	48.0	0.0	48.0
IncremntDel:	1.8	0.0	0.0	4.4	0.2	0.0	0.8	0.0	0.8	7.0	0.0	7.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.6	4.0	4.0	53.2	8.3	6.0	34.7	0.0	34.7	55.1	0.0	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	4.0	4.0	53.2	8.3	6.0	34.7	0.0	34.7	55.1	0.0	55.1
LOS by Move:	D	A	A	D	A	A	C	A	C	E	A	E
HCM2kAvgQ:	3	3	3	0	8	1	5	0	5	1	0	1

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

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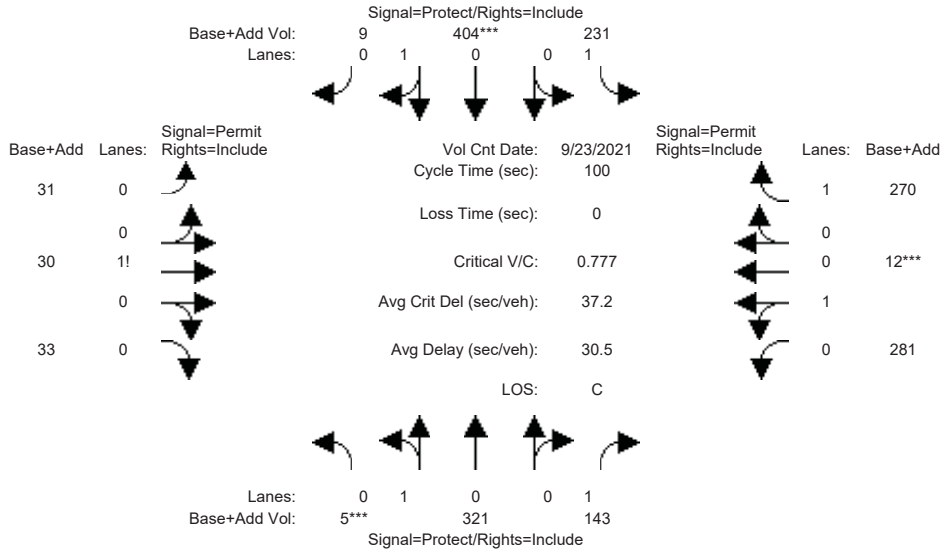
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing plus Project AM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa




```
Street Name:Winchester Blvd./N. Santa Cruz Av   Mariposa Ave./Blossom Hill Rd.
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     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM
Base Vol:       5  319   143   227  402     9    31   30    33   281   12   264
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  319   143   227  402     9    31   30    33   281   12   264
Added Vol:      0    2     0     4    2     0     0    0     0     0    0     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  321   143   231  404     9    31   30    33   281   12   270
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83
PHF Volume:     6  387   172   278  487    11    37   36    40   339   14   325
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  387   172   278  487    11    37   36    40   339   14   325
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:    6  387   172   278  487    11    37   36    40   339   14   325
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  0.80  0.95 1.00  1.00  0.80 0.80  0.79  0.60 0.62  0.82
Lanes:       0.02 0.98  1.00  1.00 0.98  0.02  0.33 0.32  0.35  0.96 0.04  1.00
Final Sat.:    29 1869  1517  1805 1853    41   500  484   532  1102   47  1560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.21  0.11  0.15 0.26  0.26  0.07 0.07  0.07  0.31 0.31  0.21
Crit Moves:  ****                 ****                            ****
Green/Cycle: 0.27 0.35  0.35  0.26 0.34  0.34  0.40 0.40  0.40  0.40 0.40  0.40
Volume/Cap:  0.78 0.60  0.33  0.60 0.78  0.78  0.19 0.19  0.19  0.78 0.78  0.53
Uniform Del: 33.9 26.9  24.1  32.5 29.7  29.7  19.7 19.7  19.7  26.4 26.4  23.1
IncremntDel:  7.5  1.5   0.4   2.1  6.0   6.0   0.2  0.2   0.2   8.2  8.2   0.9
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   41.4 28.4  24.5  34.7 35.7  35.7  19.9 19.9  19.9  34.6 34.6  23.9
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:  41.4 28.4  24.5  34.7 35.7  35.7  19.9 19.9  19.9  34.6 34.6  23.9
LOS by Move:    D    C     C     C    D     D     B    B     B     C    C     C
HCM2kAvgQ:     13   10     4     8   15    15     2    2     2    11   12     8
```

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

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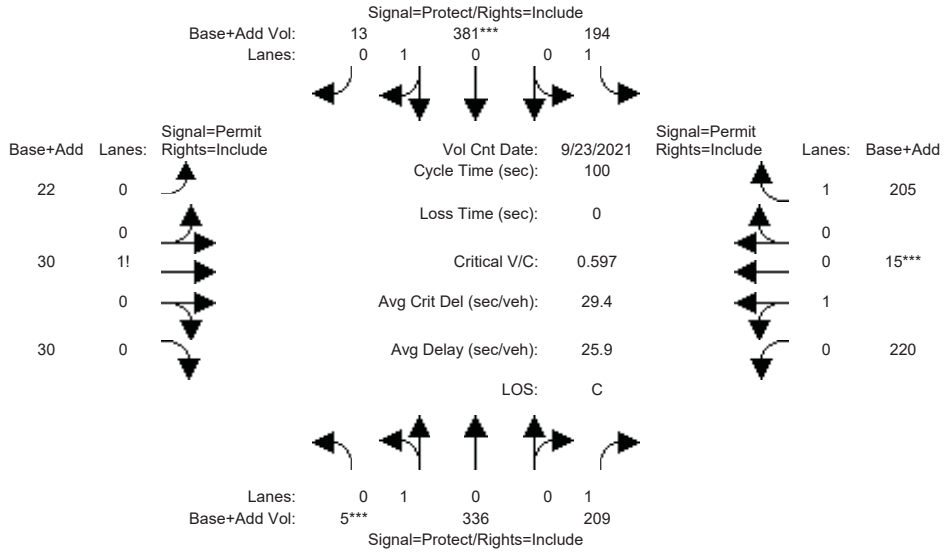
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing plus Project PM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:	Winchester Blvd./N. Santa Cruz Av						Mariposa Ave./Blossom Hill Rd.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	5	334	209	186	378	13	22	30	30	220	15	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	334	209	186	378	13	22	30	30	220	15	200
Added Vol:	0	2	0	8	3	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	336	209	194	381	13	22	30	30	220	15	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	346	215	200	393	13	23	31	31	227	15	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	346	215	200	393	13	23	31	31	227	15	211
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:	5	346	215	200	393	13	23	31	31	227	15	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.95	1.00	0.99	0.86	0.86	0.85	0.65	0.65	0.83
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.27	0.36	0.37	0.94	0.06	1.00
Final Sat.:	28	1870	1568	1805	1828	62	437	596	596	1153	79	1569
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.14	0.11	0.21	0.21	0.05	0.05	0.05	0.20	0.20	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.31	0.42	0.42	0.25	0.36	0.36	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.60	0.44	0.33	0.44	0.60	0.60	0.16	0.16	0.16	0.60	0.60	0.41
Uniform Del:	29.2	20.7	19.5	31.6	26.1	26.1	23.7	23.7	23.7	28.0	28.0	26.0
IncremntDel:	1.7	0.4	0.3	0.7	1.5	1.5	0.1	0.1	0.1	2.4	2.4	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	21.1	19.8	32.2	27.5	27.5	23.8	23.8	23.8	30.4	30.4	26.5
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:	30.9	21.1	19.8	32.2	27.5	27.5	23.8	23.8	23.8	30.4	30.4	26.5
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	10	8	5	5	11	11	2	2	2	7	7	5

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

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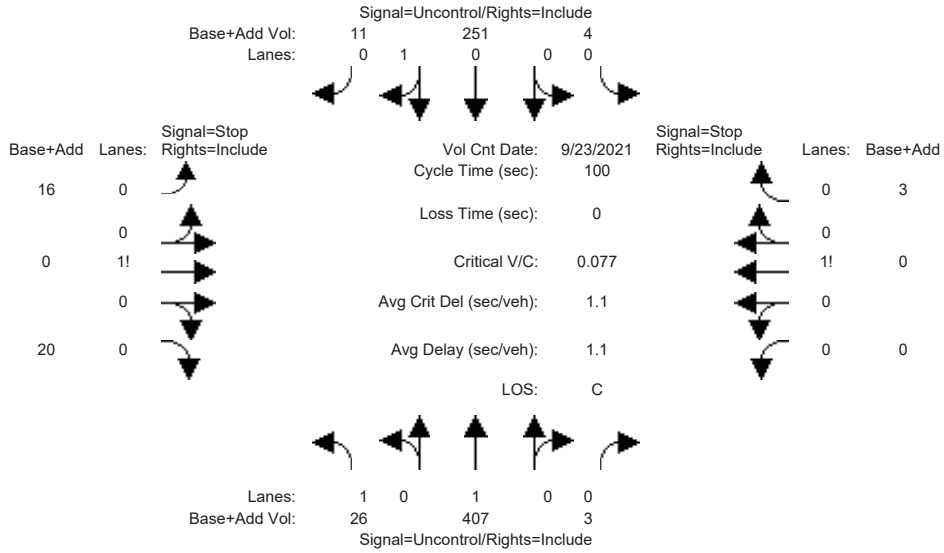
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project AM Conditions

Intersection #4: University Ave. & Shelburne Way




```
Street Name:         University Ave.                  Shelburne 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: 23 Sep 2021 << 7:00 PM
Base Vol:      26  407     3     4  251     9    15    0    20     0    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:   26  407     3     4  251     9    15    0    20     0    0     3
Added Vol:      0    0     0     0    0     2     1    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  407     3     4  251    11    16    0    20     0    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:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:    32  502     4     5  310    14    20    0    25     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32  502     4     5  310    14    20    0    25     0    0     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2 xxxxx xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  323 xxxx xxxxx   506 xxxx xxxxx   897  897   317  xxxx xxxx   504
Potent Cap.: 1248 xxxx xxxxx  1069 xxxx xxxxx   263  282   729  xxxx xxxx   572
Move Cap.:   1248 xxxx xxxxx  1069 xxxx xxxxx   255  273   729  xxxx xxxx   572
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.08 0.00  0.03  xxxx xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.3
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  399 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             15.1            11.3
ApproachLOS:         *                *               C               B
Note: Queue reported is the number of cars per lane.
                  Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #4 University Ave. & Shelburne Way
********************************************************************************
```

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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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	11	16	0	20	0	0	3
ApproachDel:	xxxxxx			xxxxxx			15.1			11.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=741]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=741]
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 #4 University Ave. & Shelburne 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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	11	16	0	20	0	0	3

Major Street Volume: 702
Minor Approach Volume: 36
Minor Approach Volume Threshold: 407

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.

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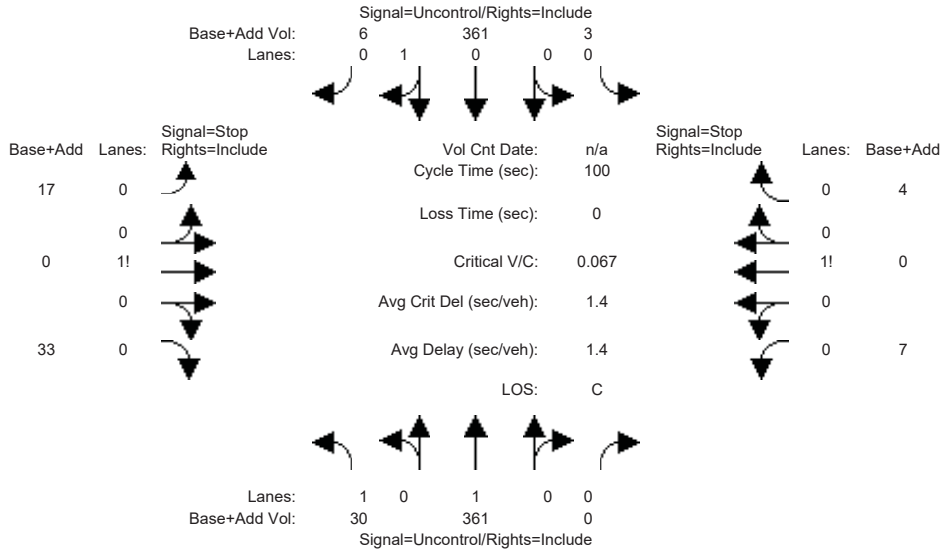
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing plus Project PM Conditions

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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:												
Base Vol:	30	361	0	3	361	5	15	0	33	7	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:	30	361	0	3	361	5	15	0	33	7	0	4
Added Vol:	0	0	0	0	0	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	361	0	3	361	6	17	0	33	7	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	32	388	0	3	388	6	18	0	35	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	388	0	3	388	6	18	0	35	8	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	395	xxxx	xxxxx	388	xxxx	xxxxx	853	851	391	868	854	388
Potent Cap.:	1175	xxxx	xxxxx	1181	xxxx	xxxxx	282	300	662	275	298	664
Move Cap.:	1175	xxxx	xxxxx	1181	xxxx	xxxxx	273	291	662	254	289	664
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.05	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	446	xxxxx	xxxx	328	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.2			16.4		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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```
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:        1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   30  361     0     3  361     6    17     0    33     7     0     4
ApproachDel:    xxxxxx           xxxxxx            14.2             16.4
------------|--------------||--------------||--------------||--------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=822]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=11]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=822]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #4 University Ave. & Shelburne 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:        1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   30  361     0     3  361     6    17     0    33     7     0     4
------------|--------------||--------------||--------------||--------------|
Major Street Volume:              761
Minor Approach Volume:            50
Minor Approach Volume Threshold: 379
--------------------------------------------------------------------------------
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.
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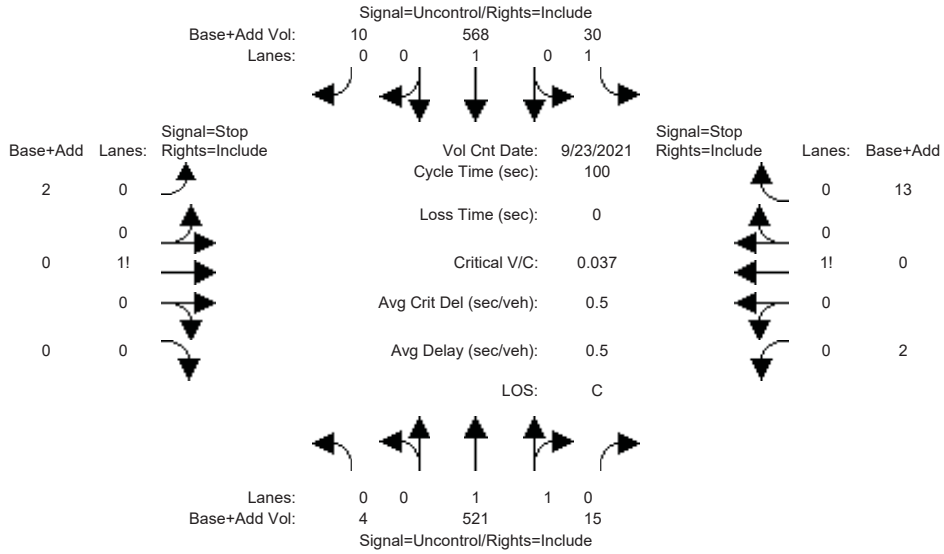
Appendix D – Background Conditions Intersections Level of Service Worksheets

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

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 7:00 AM												
Base Vol:	4	521	15	30	568	10	2	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	521	15	30	568	10	2	0	0	2	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	521	15	30	568	10	2	0	0	2	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	5	620	18	36	676	12	2	0	0	2	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	620	18	36	676	12	2	0	0	2	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	688	xxxx	xxxxx	638	xxxx	xxxxx	1073	xxxx	xxxxx	1392	1398	319
Potent Cap.:	915	xxxx	xxxxx	955	xxxx	xxxxx	200	xxxx	xxxxx	121	142	726
Move Cap.:	915	xxxx	xxxxx	955	xxxx	xxxxx	189	xxxx	xxxxx	117	136	726
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.9	xxxx	xxxxx	24.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	428	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			24.3			13.8		
ApproachLOS:	*			*			C			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	521	15	30	568	10	2	0	0	2	0	13
ApproachDel:	xxxxxx			xxxxxx			24.3			13.8		

Approach[eastbound][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=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1165]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1165]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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 #1 Winchester Blvd. & Shelburne 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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	521	15	30	568	10	2	0	0	2	0	13

Major Street Volume: 1148
Minor Approach Volume: 15
Minor Approach Volume Threshold: 237

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.

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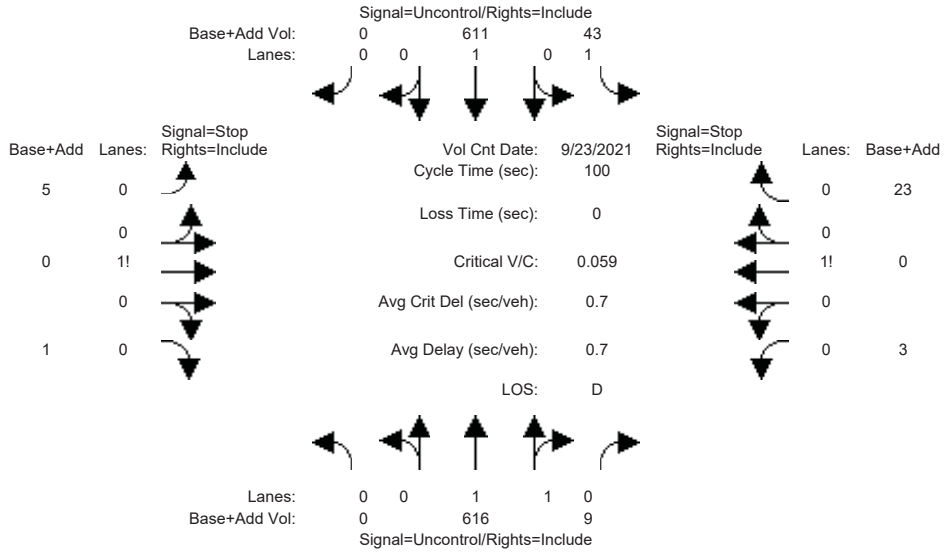
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM Conditions

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 4:00 PM												
Base Vol:	0	616	9	43	611	0	5	0	1	3	0	23
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	616	9	43	611	0	5	0	1	3	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	616	9	43	611	0	5	0	1	3	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	733	11	51	727	0	6	0	1	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	733	11	51	727	0	6	0	1	4	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	744	xxxx	xxxxx	1196	1574	727	1569	1568	372
Potent Cap.:	xxxx	xxxx	xxxxx	873	xxxx	xxxxx	164	111	427	91	112	678
Move Cap.:	xxxx	xxxx	xxxxx	873	xxxx	xxxxx	151	105	427	87	105	678
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.04	0.00	0.00	0.04	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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	169	xxxxx	xxxx	379	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.3	xxxxx	xxxxx	15.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			27.3			15.3		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

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```
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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  616     9    43  611     0     5    0     1     3    0    23
ApproachDel:    xxxxxx           xxxxxx            27.3             15.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][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=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1311]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=26]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1311]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #1 Winchester Blvd. & Shelburne 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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  616     9    43  611     0     5    0     1     3    0    23
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1279
Minor Approach Volume:           26
Minor Approach Volume Threshold: 200
--------------------------------------------------------------------------------
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.
```

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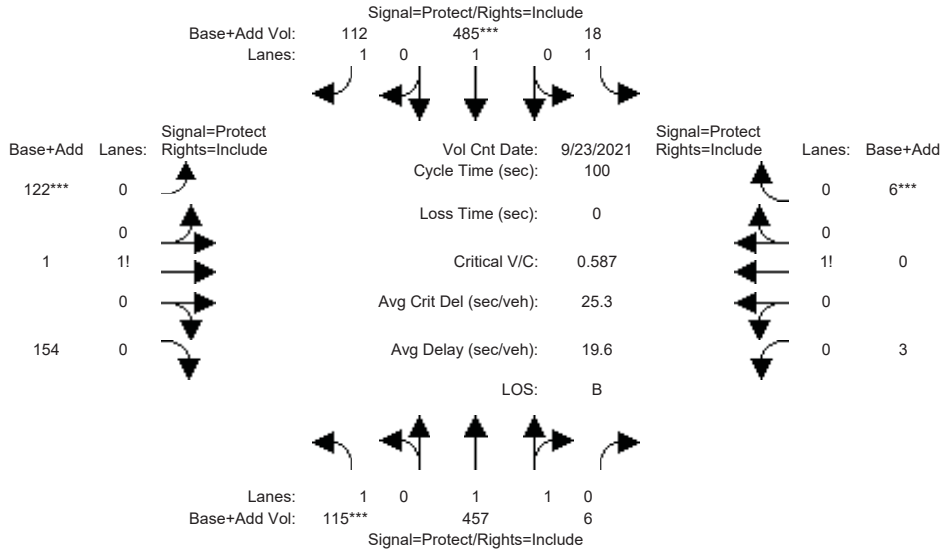
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	115	457	6	18	485	112	122	1	154	3	0	6
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:	115	457	6	18	485	112	122	1	154	3	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	457	6	18	485	112	122	1	154	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	139	551	7	22	584	135	147	1	186	4	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	551	7	22	584	135	147	1	186	4	0	7
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:	139	551	7	22	584	135	147	1	186	4	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	1.00	0.81	0.90	0.90	0.89	0.90	1.00	0.86
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.43	0.01	0.56	0.32	0.00	0.68
Final Sat.:	1805	3556	47	1805	1900	1531	749	6	945	551	0	1101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.01	0.31	0.09	0.20	0.20	0.20	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.61	0.61	0.05	0.52	0.52	0.33	0.33	0.33	0.01	0.00	0.01
Volume/Cap:	0.59	0.25	0.25	0.25	0.59	0.17	0.59	0.59	0.59	0.59	0.00	0.59
Uniform Del:	40.9	9.1	9.1	46.0	16.4	12.4	27.6	27.6	27.6	49.2	0.0	49.2
IncremntDel:	3.8	0.1	0.1	1.6	0.9	0.1	1.6	1.6	1.6	40.9	0.0	40.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.7	9.2	9.2	47.5	17.3	12.5	29.2	29.2	29.2	90.1	0.0	90.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	9.2	9.2	47.5	17.3	12.5	29.2	29.2	29.2	90.1	0.0	90.1
LOS by Move:	D	A	A	D	B	B	C	C	C	F	A	F
HCM2kAvgQ:	5	4	4	1	13	2	9	9	9	1	0	1

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

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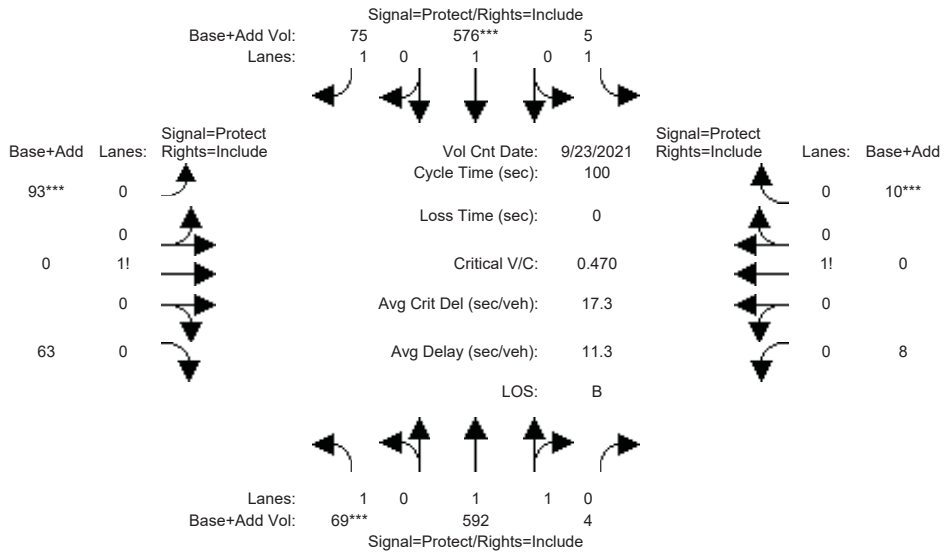
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	69	592	4	5	576	75	93	0	63	8	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	592	4	5	576	75	93	0	63	8	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	592	4	5	576	75	93	0	63	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	73	630	4	5	613	80	99	0	67	9	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	630	4	5	613	80	99	0	67	9	0	11
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:	73	630	4	5	613	80	99	0	67	9	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.83	0.92	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.59	0.00	0.41	0.44	0.00	0.56
Final Sat.:	1805	3582	24	1805	1900	1576	1036	0	702	761	0	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.00	0.32	0.05	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.76	0.76	0.01	0.69	0.69	0.20	0.00	0.20	0.02	0.00	0.02
Volume/Cap:	0.47	0.23	0.23	0.23	0.47	0.07	0.47	0.00	0.47	0.47	0.00	0.47
Uniform Del:	43.5	3.5	3.5	48.9	7.3	5.2	35.1	0.0	35.1	48.2	0.0	48.2
IncremntDel:	2.2	0.0	0.0	5.1	0.3	0.0	1.0	0.0	1.0	8.3	0.0	8.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	45.7	3.5	3.5	54.0	7.5	5.2	36.1	0.0	36.1	56.5	0.0	56.5
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:	45.7	3.5	3.5	54.0	7.5	5.2	36.1	0.0	36.1	56.5	0.0	56.5
LOS by Move:	D	A	A	D	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	3	3	0	9	1	5	0	5	1	0	1

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

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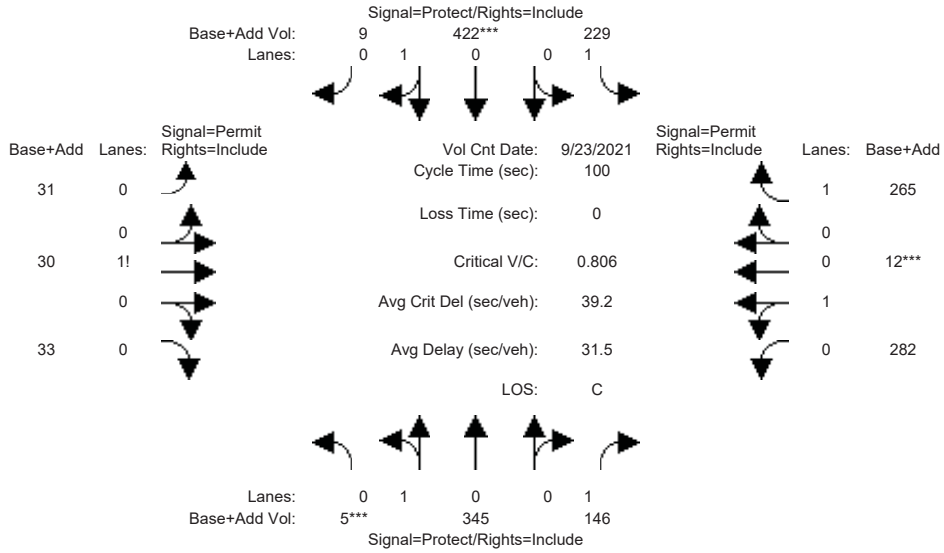
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:	Winchester Blvd./N. Santa Cruz Av						Mariposa Ave./Blossom Hill Rd.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	5	345	146	229	422	9	31	30	33	282	12	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	345	146	229	422	9	31	30	33	282	12	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	345	146	229	422	9	31	30	33	282	12	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	6	416	176	276	508	11	37	36	40	340	14	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	416	176	276	508	11	37	36	40	340	14	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:	6	416	176	276	508	11	37	36	40	340	14	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.80	0.95	1.00	1.00	0.79	0.79	0.77	0.60	0.62	0.82
Lanes:	0.01	0.99	1.00	1.00	0.98	0.02	0.33	0.32	0.35	0.96	0.04	1.00
Final Sat.:	27	1871	1520	1805	1855	40	490	474	521	1098	47	1560
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.12	0.15	0.27	0.27	0.08	0.08	0.08	0.31	0.31	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.28	0.36	0.36	0.25	0.34	0.34	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.81	0.61	0.32	0.61	0.81	0.81	0.20	0.20	0.20	0.81	0.81	0.53
Uniform Del:	33.7	25.9	22.8	33.1	30.0	30.0	20.5	20.5	20.5	27.5	27.5	23.9
IncremntDel:	8.9	1.6	0.3	2.4	7.4	7.4	0.2	0.2	0.2	10.5	10.5	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.6	27.5	23.1	35.5	37.3	37.3	20.7	20.7	20.7	37.9	37.9	24.8
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:	42.6	27.5	23.1	35.5	37.3	37.3	20.7	20.7	20.7	37.9	37.9	24.8
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	C
HCM2kAvgQ:	14	11	4	8	17	17	2	2	2	12	12	8

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

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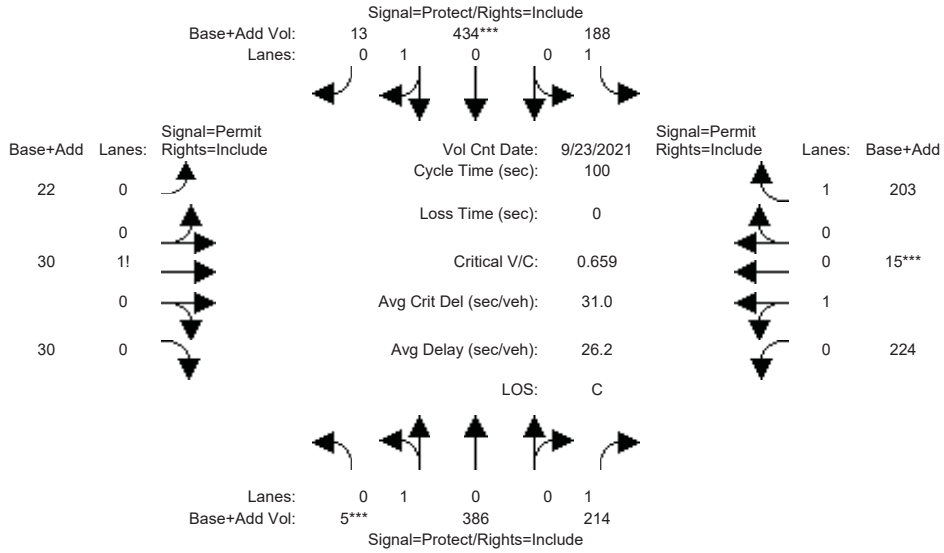
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:Winchester Blvd./N. Santa Cruz Av Mariposa Ave./Blossom Hill Rd.

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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	5	386	214	188	434	13	22	30	30	224	15	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	386	214	188	434	13	22	30	30	224	15	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	386	214	188	434	13	22	30	30	224	15	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	398	221	194	447	13	23	31	31	231	15	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	398	221	194	447	13	23	31	31	231	15	209
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:	5	398	221	194	447	13	23	31	31	231	15	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.95	1.00	1.00	0.86	0.86	0.85	0.64	0.65	0.83
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.27	0.36	0.37	0.94	0.06	1.00
Final Sat.:	24	1874	1569	1805	1837	55	436	595	595	1139	76	1568
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.11	0.24	0.24	0.05	0.05	0.05	0.20	0.20	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.32	0.46	0.46	0.23	0.37	0.37	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.66	0.46	0.31	0.46	0.66	0.66	0.17	0.17	0.17	0.66	0.66	0.43
Uniform Del:	29.1	18.5	17.0	33.0	26.3	26.3	25.3	25.3	25.3	30.1	30.1	27.7
IncremntDel:	2.6	0.4	0.2	0.8	2.3	2.3	0.2	0.2	0.2	4.3	4.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.8	18.9	17.2	33.8	28.6	28.6	25.4	25.4	25.4	34.3	34.3	28.3
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:	31.8	18.9	17.2	33.8	28.6	28.6	25.4	25.4	25.4	34.3	34.3	28.3
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	11	9	4	5	12	12	2	2	2	8	8	5

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

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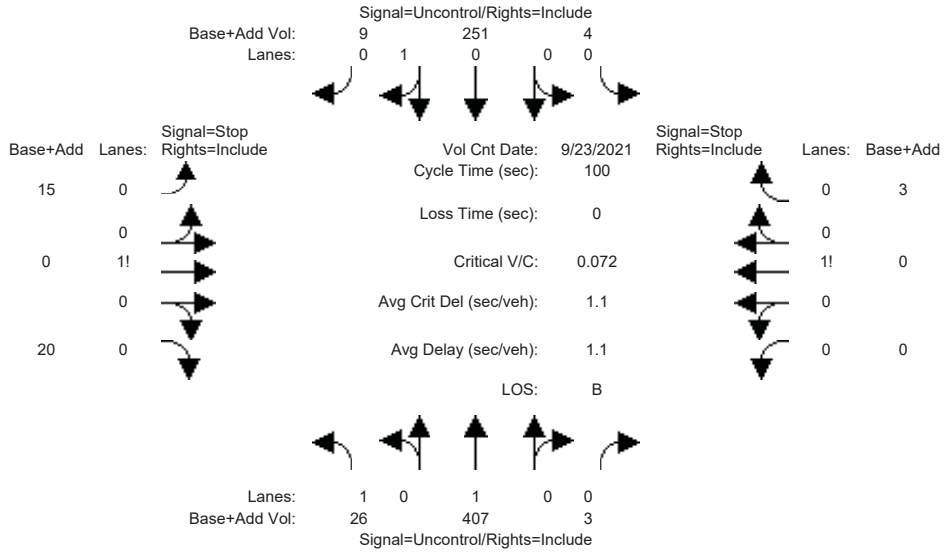
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM Conditions

Intersection #4: University Ave. & Shelburne Way




```
Street Name:         University Ave.                  Shelburne 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: 23 Sep 2021 << 7:00 PM
Base Vol:      26  407     3     4  251     9    15    0    20     0    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:   26  407     3     4  251     9    15    0    20     0    0     3
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  407     3     4  251     9    15    0    20     0    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:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:    32  502     4     5  310    11    19    0    25     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32  502     4     5  310    11    19    0    25     0    0     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2 xxxxx xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  321 xxxx xxxxx   506 xxxx xxxxx   896  896   315  xxxx xxxx   504
Potent Cap.: 1250 xxxx xxxxx  1069 xxxx xxxxx   263  282   730  xxxx xxxx   572
Move Cap.:   1250 xxxx xxxxx  1069 xxxx xxxxx   256  273   730  xxxx xxxx   572
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.07 0.00  0.03  xxxx xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.3
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  407 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             14.9            11.3
ApproachLOS:         *                *               B               B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #4 University Ave. & Shelburne Way
********************************************************************************
```

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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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	9	15	0	20	0	0	3
ApproachDel:	xxxxxx			xxxxxx			14.9			11.3		

Approach[eastbound][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=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=738]
FAIL - Total volume less than 650 for intersection with less than four approaches.

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=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=738]
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 #4 University Ave. & Shelburne 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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	9	15	0	20	0	0	3

Major Street Volume: 700
Minor Approach Volume: 35
Minor Approach Volume Threshold: 408

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.

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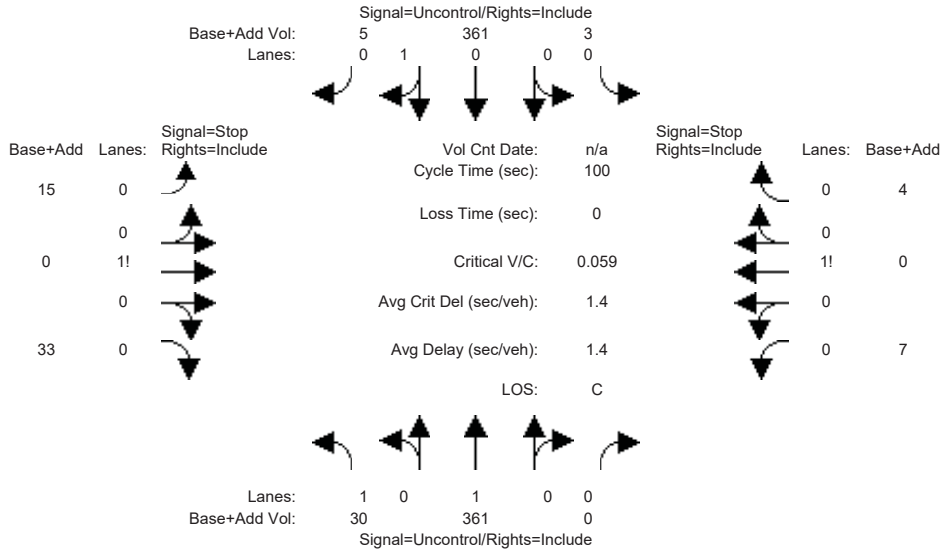
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM Conditions

Intersection #4: University Ave. & Shelburne Way




```
Street Name:         University Ave.                  Shelburne 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:
Base Vol:      30  361     0     3  361     5    15    0    33     7    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:   30  361     0     3  361     5    15    0    33     7    0     4
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   30  361     0     3  361     5    15    0    33     7    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:     0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93  0.93 0.93  0.93
PHF Volume:    32  388     0     3  388     5    16    0    35     8    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32  388     0     3  388     5    16    0    35     8    0     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  394 xxxx xxxxx   388 xxxx xxxxx   852  850   391   868  853   388
Potent Cap.: 1176 xxxx xxxxx  1181 xxxx xxxxx   282  300   662   275  299   664
Move Cap.:   1176 xxxx xxxxx  1181 xxxx xxxxx   274  291   662   254  290   664
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.06 0.00  0.05  0.03 0.00  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx   8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  459 xxxxx  xxxx  328 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx  0.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.8 xxxxx xxxxx 16.4 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    C     *
ApproachDel:    xxxxxx           xxxxxx             13.8            16.4
ApproachLOS:         *                *               B               C
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

```
********************************************************************************
Intersection #4 University Ave. & Shelburne Way
********************************************************************************
```

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```
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:        1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   30  361     0     3  361     5    15     0    33     7     0     4
ApproachDel:    xxxxxx           xxxxxx            13.8             16.4
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=11]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #4 University Ave. & Shelburne 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:        1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   30  361     0     3  361     5    15     0    33     7     0     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              760
Minor Approach Volume:            48
Minor Approach Volume Threshold: 379
--------------------------------------------------------------------------------
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
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jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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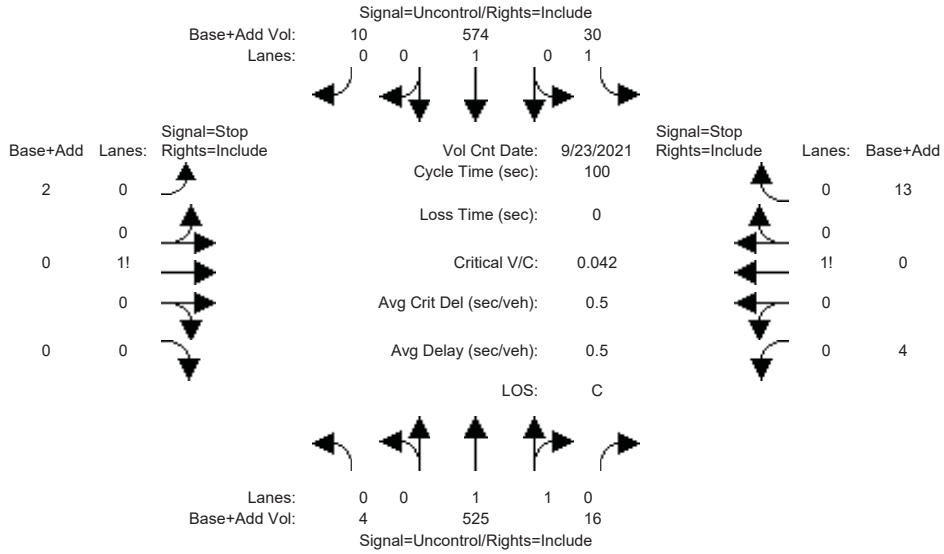
Appendix E – Background plus Project Conditions Intersections Level of Service Worksheets

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

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 7:00 AM												
Base Vol:	4	521	15	30	568	10	2	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	521	15	30	568	10	2	0	0	2	0	13
Added Vol:	0	4	1	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	525	16	30	574	10	2	0	0	4	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	5	625	19	36	683	12	2	0	0	5	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	625	19	36	683	12	2	0	0	5	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	695	xxxx	xxxxx	644	xxxx	xxxxx	1083	xxxx	xxxxx	1405	1411	322
Potent Cap.:	910	xxxx	xxxxx	951	xxxx	xxxxx	197	xxxx	xxxxx	118	140	724
Move Cap.:	910	xxxx	xxxxx	951	xxxx	xxxxx	186	xxxx	xxxxx	114	134	724
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.02

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.9	xxxx	xxxxx	24.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	321	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			24.6			17.0		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	525	16	30	574	10	2	0	0	4	0	13
ApproachDel:	xxxxxx			xxxxxx			24.6			17.0		

Approach[eastbound][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=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1178]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1178]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 Winchester Blvd. & Shelburne 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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	525	16	30	574	10	2	0	0	4	0	13

Major Street Volume: 1159
Minor Approach Volume: 17
Minor Approach Volume Threshold: 234

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).

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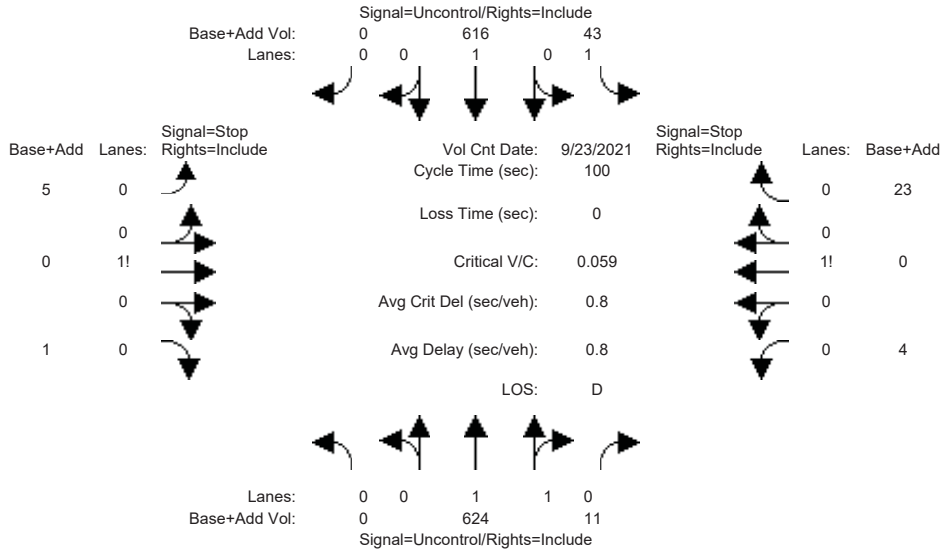
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background plus Project PM Conditions

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 4:00 PM												
Base Vol:	0	616	9	43	611	0	5	0	1	3	0	23
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	616	9	43	611	0	5	0	1	3	0	23
Added Vol:	0	8	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	624	11	43	616	0	5	0	1	4	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	743	13	51	733	0	6	0	1	5	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	743	13	51	733	0	6	0	1	5	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	756	xxxx	xxxxx	1207	1592	733	1586	1585	378
Potent Cap.:	xxxx	xxxx	xxxxx	864	xxxx	xxxxx	162	108	424	88	109	673
Move Cap.:	xxxx	xxxx	xxxxx	864	xxxx	xxxxx	148	102	424	84	103	673
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.04	0.00	0.00	0.06	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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	166	xxxxx	xxxx	331	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.7	xxxxx	xxxxx	17.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			27.7			17.1		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

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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 1	1 0		1 0 1	0 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	624	11	43	616	0	5	0	1	4	0	23
ApproachDel:	xxxxxx			xxxxxx			27.7			17.1		

Approach[eastbound][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=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1327]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1327]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 Winchester Blvd. & Shelburne 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 1	1 0		1 0 1	0 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	624	11	43	616	0	5	0	1	4	0	23

Major Street Volume: 1294
Minor Approach Volume: 27
Minor Approach Volume Threshold: 196

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).

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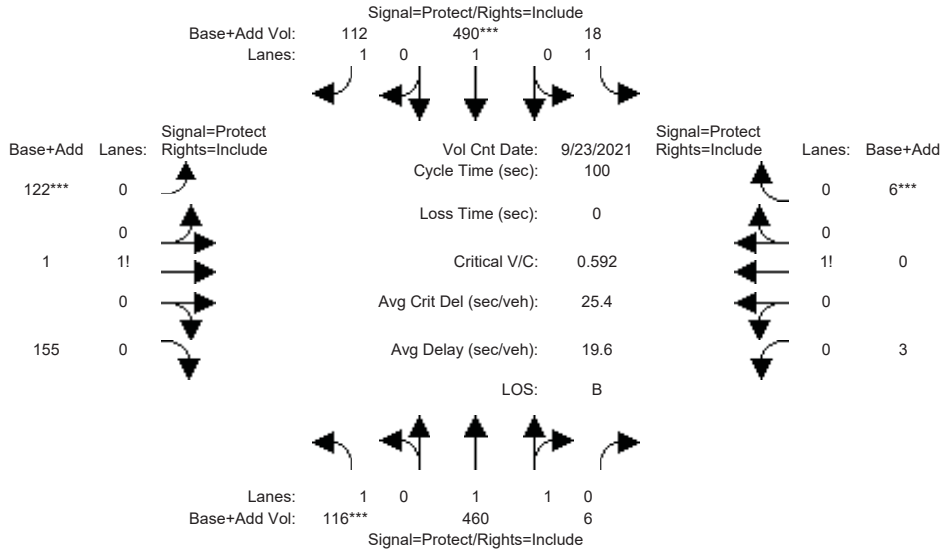
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background plus Project AM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	115	457	6	18	485	112	122	1	154	3	0	6
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:	115	457	6	18	485	112	122	1	154	3	0	6
Added Vol:	1	3	0	0	5	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	460	6	18	490	112	122	1	155	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	140	554	7	22	590	135	147	1	187	4	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	554	7	22	590	135	147	1	187	4	0	7
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:	140	554	7	22	590	135	147	1	187	4	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	1.00	0.81	0.91	0.91	0.89	0.90	1.00	0.86
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.43	0.01	0.56	0.32	0.00	0.68
Final Sat.:	1805	3556	46	1805	1900	1531	747	6	948	551	0	1101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.01	0.31	0.09	0.20	0.20	0.20	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.61	0.61	0.05	0.53	0.53	0.33	0.33	0.33	0.01	0.00	0.01
Volume/Cap:	0.59	0.26	0.26	0.26	0.59	0.17	0.59	0.59	0.59	0.59	0.00	0.59
Uniform Del:	40.9	9.0	9.0	46.0	16.4	12.4	27.7	27.7	27.7	49.2	0.0	49.2
IncremntDel:	4.0	0.1	0.1	1.6	1.0	0.1	1.7	1.7	1.7	42.4	0.0	42.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.9	9.1	9.1	47.6	17.3	12.5	29.4	29.4	29.4	91.6	0.0	91.6
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:	44.9	9.1	9.1	47.6	17.3	12.5	29.4	29.4	29.4	91.6	0.0	91.6
LOS by Move:	D	A	A	D	B	B	C	C	C	F	A	F
HCM2kAvgQ:	5	4	4	1	13	2	9	9	9	1	0	1

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

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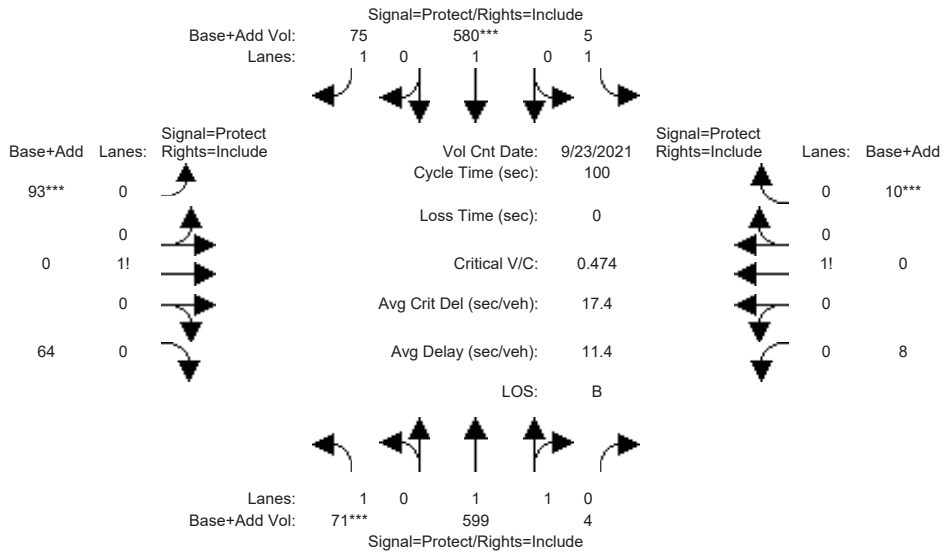
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background plus Project PM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	69	592	4	5	576	75	93	0	63	8	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	592	4	5	576	75	93	0	63	8	0	10
Added Vol:	2	7	0	0	4	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	599	4	5	580	75	93	0	64	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	76	637	4	5	617	80	99	0	68	9	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	637	4	5	617	80	99	0	68	9	0	11
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	637	4	5	617	80	99	0	68	9	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.83	0.92	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.59	0.00	0.41	0.44	0.00	0.56
Final Sat.:	1805	3582	24	1805	1900	1576	1029	0	708	761	0	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.00	0.32	0.05	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.76	0.76	0.01	0.69	0.69	0.20	0.00	0.20	0.02	0.00	0.02
Volume/Cap:	0.47	0.23	0.23	0.23	0.47	0.07	0.47	0.00	0.47	0.47	0.00	0.47
Uniform Del:	43.4	3.5	3.5	48.9	7.3	5.2	35.2	0.0	35.2	48.2	0.0	48.2
IncremntDel:	2.2	0.0	0.0	5.2	0.3	0.0	1.0	0.0	1.0	8.5	0.0	8.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	45.6	3.5	3.5	54.1	7.6	5.2	36.2	0.0	36.2	56.7	0.0	56.7
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:	45.6	3.5	3.5	54.1	7.6	5.2	36.2	0.0	36.2	56.7	0.0	56.7
LOS by Move:	D	A	A	D	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	3	3	0	9	1	5	0	5	1	0	1

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

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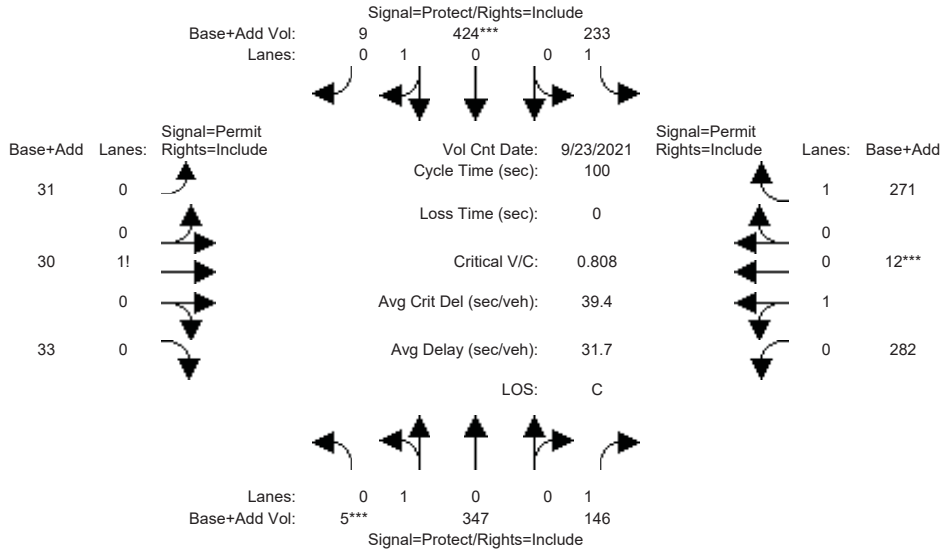
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background plus Project AM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:	Winchester Blvd./N. Santa Cruz Av						Mariposa Ave./Blossom Hill Rd.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	5	345	146	229	422	9	31	30	33	282	12	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	345	146	229	422	9	31	30	33	282	12	265
Added Vol:	0	2	0	4	2	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	347	146	233	424	9	31	30	33	282	12	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	6	418	176	281	511	11	37	36	40	340	14	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	418	176	281	511	11	37	36	40	340	14	327
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:	6	418	176	281	511	11	37	36	40	340	14	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.80	0.95	1.00	1.00	0.79	0.79	0.77	0.60	0.62	0.82
Lanes:	0.01	0.99	1.00	1.00	0.98	0.02	0.33	0.32	0.35	0.96	0.04	1.00
Final Sat.:	27	1871	1520	1805	1855	39	489	473	521	1098	47	1559
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.12	0.16	0.28	0.28	0.08	0.08	0.08	0.31	0.31	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.28	0.36	0.36	0.25	0.34	0.34	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.81	0.61	0.32	0.61	0.81	0.81	0.20	0.20	0.20	0.81	0.81	0.55
Uniform Del:	33.7	26.1	22.9	33.0	30.0	30.0	20.6	20.6	20.6	27.6	27.6	24.1
IncremntDel:	9.1	1.7	0.3	2.5	7.5	7.5	0.2	0.2	0.2	10.7	10.7	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.8	27.7	23.2	35.5	37.5	37.5	20.8	20.8	20.8	38.3	38.3	25.2
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:	42.8	27.7	23.2	35.5	37.5	37.5	20.8	20.8	20.8	38.3	38.3	25.2
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	C
HCM2kAvgQ:	14	11	4	8	17	17	2	2	2	12	12	8

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

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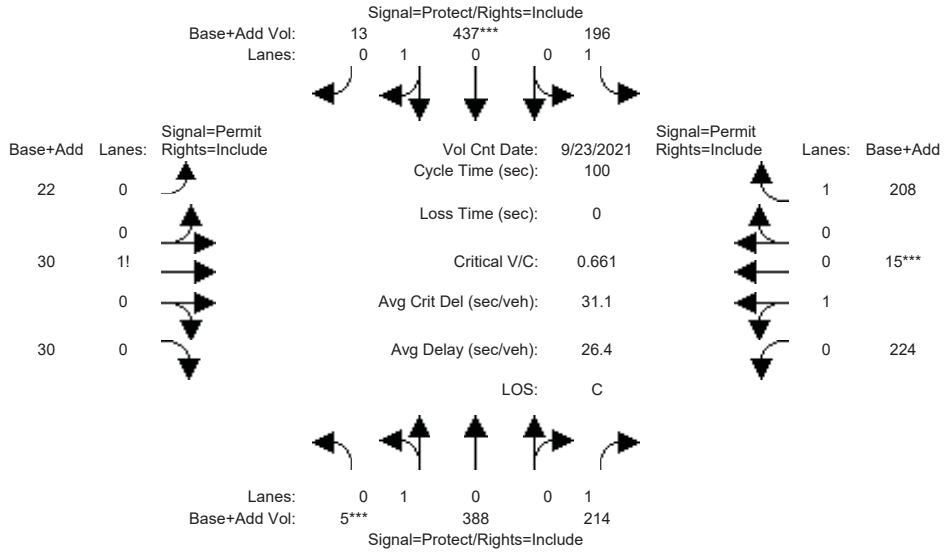
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background plus Project PM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:Winchester Blvd./N. Santa Cruz Av Mariposa Ave./Blossom Hill Rd.

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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	5	386	214	188	434	13	22	30	30	224	15	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	386	214	188	434	13	22	30	30	224	15	203
Added Vol:	0	2	0	8	3	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	388	214	196	437	13	22	30	30	224	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	400	221	202	451	13	23	31	31	231	15	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	400	221	202	451	13	23	31	31	231	15	214
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:	5	400	221	202	451	13	23	31	31	231	15	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.95	1.00	1.00	0.86	0.86	0.85	0.64	0.65	0.83
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.27	0.36	0.37	0.94	0.06	1.00
Final Sat.:	24	1874	1569	1805	1838	55	436	595	595	1139	76	1568
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.14	0.11	0.25	0.25	0.05	0.05	0.05	0.20	0.20	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.32	0.45	0.45	0.24	0.37	0.37	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.66	0.47	0.31	0.47	0.66	0.66	0.17	0.17	0.17	0.66	0.66	0.45
Uniform Del:	29.2	18.9	17.3	32.6	26.2	26.2	25.4	25.4	25.4	30.2	30.2	27.9
IncremntDel:	2.7	0.4	0.2	0.8	2.4	2.4	0.2	0.2	0.2	4.4	4.4	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.8	19.3	17.5	33.5	28.6	28.6	25.5	25.5	25.5	34.5	34.5	28.5
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:	31.8	19.3	17.5	33.5	28.6	28.6	25.5	25.5	25.5	34.5	34.5	28.5
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	12	9	4	6	13	13	2	2	2	8	8	6

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

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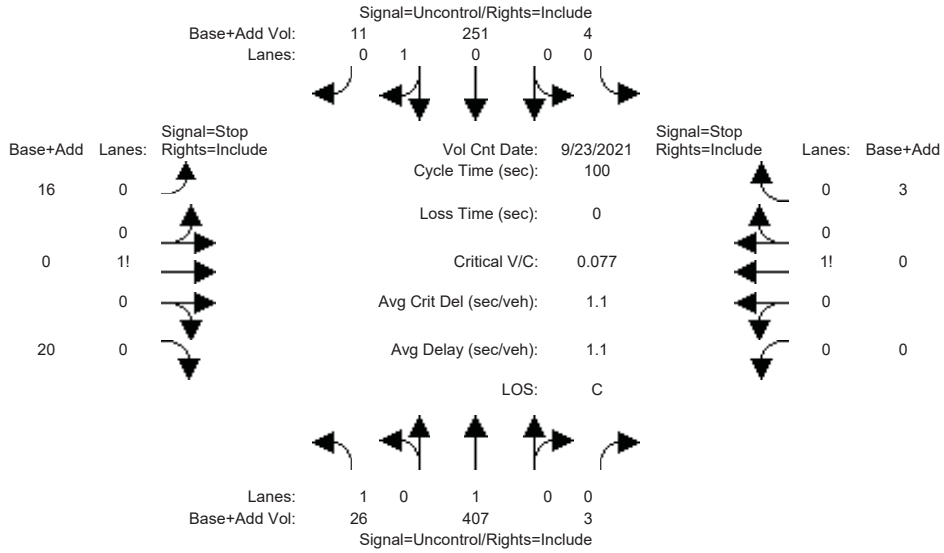
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background plus Project AM Conditions

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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: 23 Sep 2021 << 7:00 PM												
Base Vol:	26	407	3	4	251	9	15	0	20	0	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:	26	407	3	4	251	9	15	0	20	0	0	3
Added Vol:	0	0	0	0	0	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	407	3	4	251	11	16	0	20	0	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	32	502	4	5	310	14	20	0	25	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	502	4	5	310	14	20	0	25	0	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	323	xxxx	xxxxx	506	xxxx	xxxxx	897	897	317	xxxx	xxxx	504
Potent Cap.:	1248	xxxx	xxxxx	1069	xxxx	xxxxx	263	282	729	xxxx	xxxx	572
Move Cap.:	1248	xxxx	xxxxx	1069	xxxx	xxxxx	255	273	729	xxxx	xxxx	572
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.08	0.00	0.03	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	399	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.1			11.3		
ApproachLOS:	*			*			C			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	11	16	0	20	0	0	3
ApproachDel:	xxxxxx			xxxxxx			15.1			11.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=741]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=741]
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 #4 University Ave. & Shelburne 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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	11	16	0	20	0	0	3

Major Street Volume: 702
Minor Approach Volume: 36
Minor Approach Volume Threshold: 407

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.

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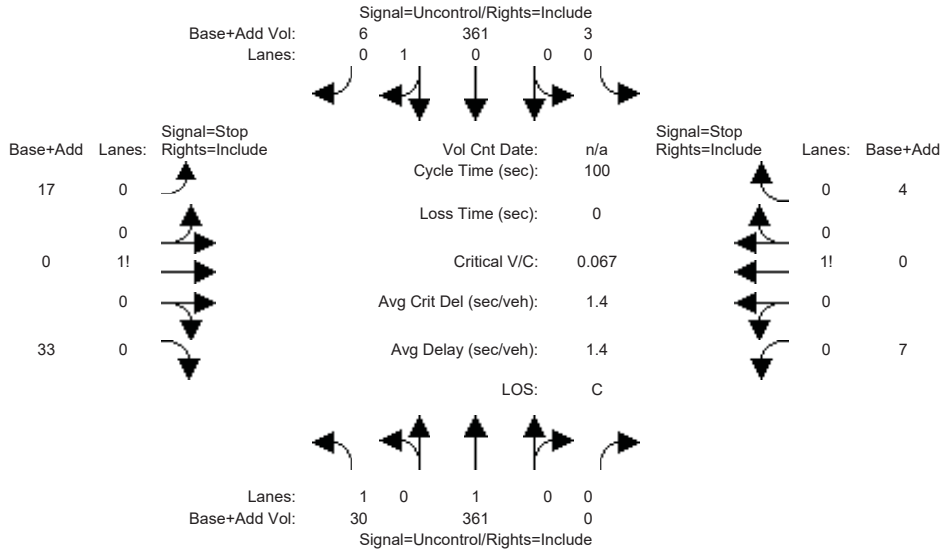
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background plus Project PM Conditions

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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:												
Base Vol:	30	361	0	3	361	5	15	0	33	7	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:	30	361	0	3	361	5	15	0	33	7	0	4
Added Vol:	0	0	0	0	0	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	361	0	3	361	6	17	0	33	7	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	32	388	0	3	388	6	18	0	35	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	388	0	3	388	6	18	0	35	8	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	395	xxxx	xxxxx	388	xxxx	xxxxx	853	851	391	868	854	388
Potent Cap.:	1175	xxxx	xxxxx	1181	xxxx	xxxxx	282	300	662	275	298	664
Move Cap.:	1175	xxxx	xxxxx	1181	xxxx	xxxxx	273	291	662	254	289	664
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.05	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	446	xxxxx	xxxx	328	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.2			16.4		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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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:	1 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	30	361	0	3	361	6	17	0	33	7	0	4
ApproachDel:	xxxxxx			xxxxxx			14.2			16.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=822]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=822]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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 #4 University Ave. & Shelburne 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:	1 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	30	361	0	3	361	6	17	0	33	7	0	4

Major Street Volume: 761
Minor Approach Volume: 50
Minor Approach Volume Threshold: 379

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.

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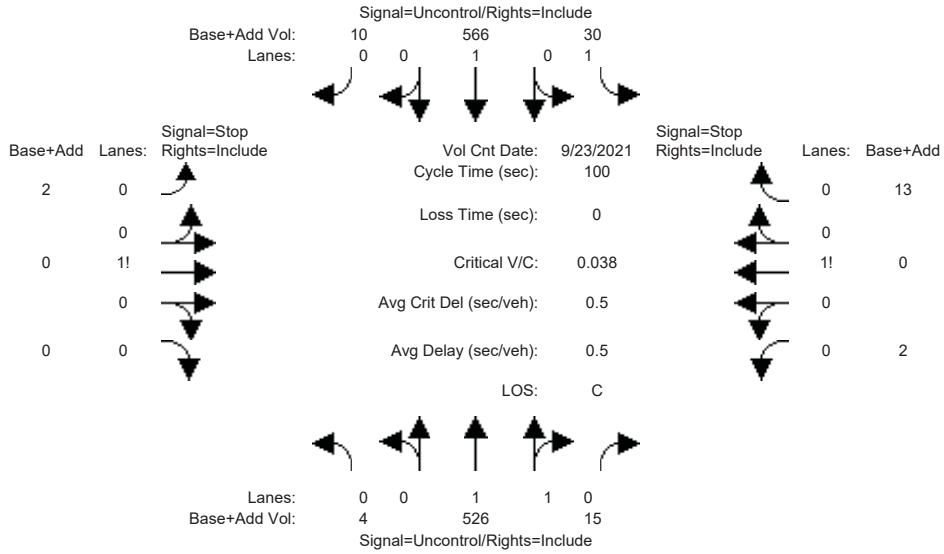
Appendix F – Cumulative Conditions Intersections Level of Service Worksheets

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

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 7:00 AM												
Base Vol:	4	526	15	30	566	10	2	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	526	15	30	566	10	2	0	0	2	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	526	15	30	566	10	2	0	0	2	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	5	626	18	36	674	12	2	0	0	2	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	626	18	36	674	12	2	0	0	2	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	686	xxxx	xxxxx	644	xxxx	xxxxx	1074	xxxx	xxxxx	1396	1402	322
Potent Cap.:	917	xxxx	xxxxx	951	xxxx	xxxxx	199	xxxx	xxxxx	120	141	724
Move Cap.:	917	xxxx	xxxxx	951	xxxx	xxxxx	189	xxxx	xxxxx	116	135	724
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.9	xxxx	xxxxx	24.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	426	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			24.3			13.8		
ApproachLOS:	*			*			C			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	526	15	30	566	10	2	0	0	2	0	13
ApproachDel:	xxxxxx			xxxxxx			24.3			13.8		

Approach[eastbound][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=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1168]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1168]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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 #1 Winchester Blvd. & Shelburne 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 1	0 1	0	1 0	0 1	0	1 0	0 0	0	0 0	1! 0	0
Initial Vol:	4	526	15	30	566	10	2	0	0	2	0	13

Major Street Volume: 1151
Minor Approach Volume: 15
Minor Approach Volume Threshold: 236

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.

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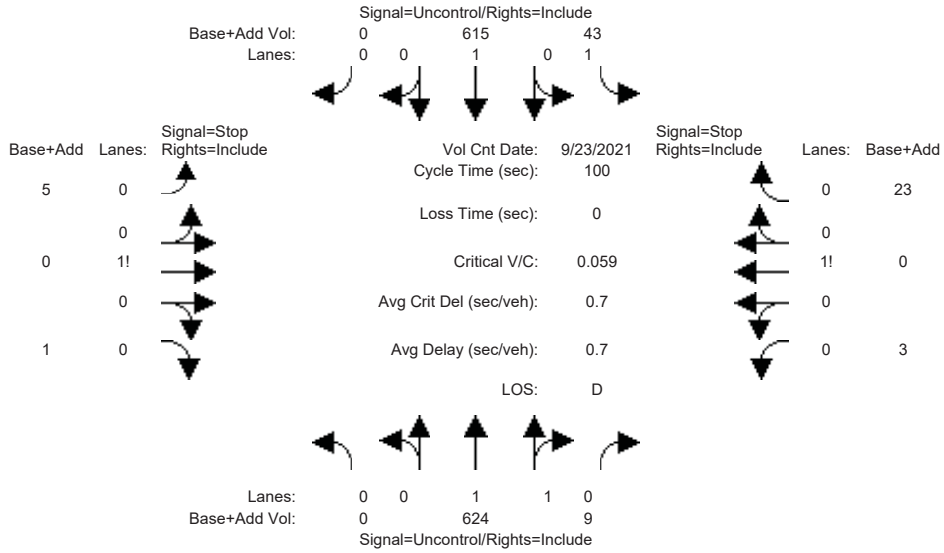
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM Conditions

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 4:00 PM												
Base Vol:	0	624	9	43	615	0	5	0	1	3	0	23
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	624	9	43	615	0	5	0	1	3	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	624	9	43	615	0	5	0	1	3	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	743	11	51	732	0	6	0	1	4	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	743	11	51	732	0	6	0	1	4	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	754	xxxx	xxxxx	1206	1588	732	1583	1583	377
Potent Cap.:	xxxx	xxxx	xxxxx	866	xxxx	xxxxx	162	109	424	89	110	674
Move Cap.:	xxxx	xxxx	xxxxx	866	xxxx	xxxxx	148	102	424	85	103	674
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.04	0.00	0.00	0.04	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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	166	xxxxx	xxxx	374	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.6	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			27.6			15.5		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

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```
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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  624     9    43  615     0     5    0     1     3    0    23
ApproachDel:    xxxxxx           xxxxxx            27.6             15.5
------------|--------------||--------------||--------------||--------------|
Approach[eastbound][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=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1323]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=26]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1323]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #1 Winchester Blvd. & Shelburne 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  1  1  0    1  0  1  0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    0  624     9    43  615     0     5    0     1     3    0    23
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             1291
Minor Approach Volume:           26
Minor Approach Volume Threshold: 197
--------------------------------------------------------------------------------
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.
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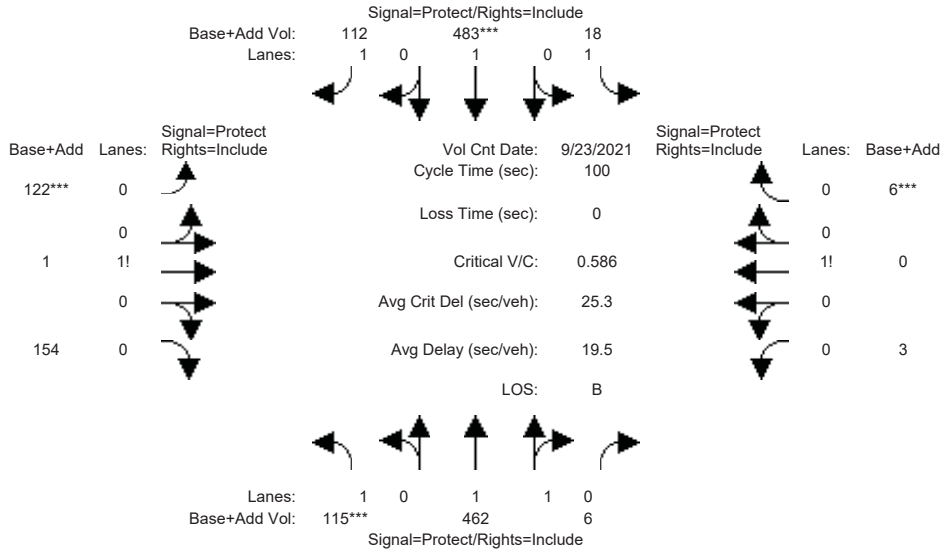
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	115	462	6	18	483	112	122	1	154	3	0	6
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:	115	462	6	18	483	112	122	1	154	3	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	462	6	18	483	112	122	1	154	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	139	557	7	22	582	135	147	1	186	4	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	557	7	22	582	135	147	1	186	4	0	7
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:	139	557	7	22	582	135	147	1	186	4	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	1.00	0.81	0.90	0.90	0.89	0.90	1.00	0.86
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.43	0.01	0.56	0.32	0.00	0.68
Final Sat.:	1805	3556	46	1805	1900	1531	749	6	945	551	0	1101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.01	0.31	0.09	0.20	0.20	0.20	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.61	0.61	0.05	0.52	0.52	0.34	0.34	0.34	0.01	0.00	0.01
Volume/Cap:	0.59	0.26	0.26	0.26	0.59	0.17	0.59	0.59	0.59	0.59	0.00	0.59
Uniform Del:	40.9	9.2	9.2	46.0	16.4	12.5	27.5	27.5	27.5	49.2	0.0	49.2
IncremntDel:	3.8	0.1	0.1	1.6	0.9	0.1	1.6	1.6	1.6	40.4	0.0	40.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.7	9.2	9.2	47.6	17.3	12.6	29.1	29.1	29.1	89.7	0.0	89.7
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:	44.7	9.2	9.2	47.6	17.3	12.6	29.1	29.1	29.1	89.7	0.0	89.7
LOS by Move:	D	A	A	D	B	B	C	C	C	F	A	F
HCM2kAvgQ:	5	4	4	1	13	2	9	9	9	1	0	1

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

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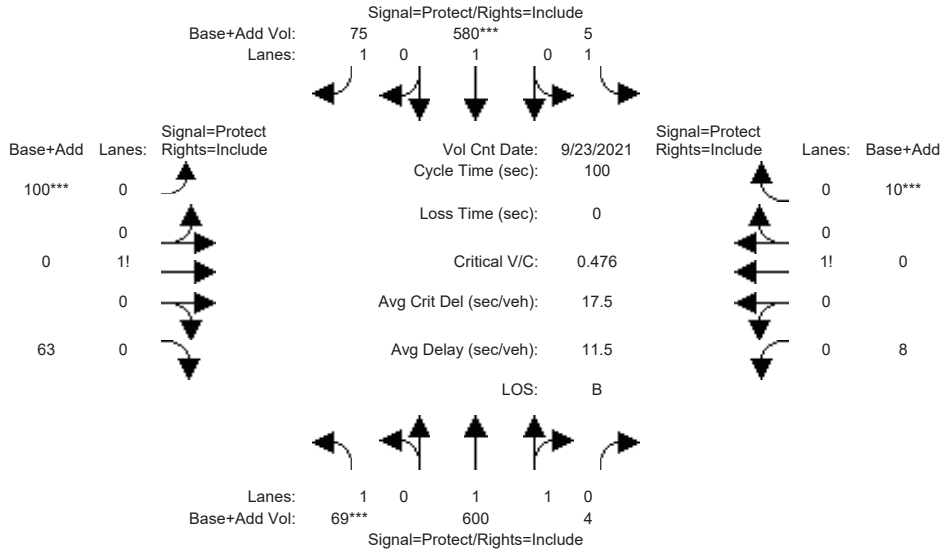
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	69	600	4	5	580	75	100	0	63	8	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	600	4	5	580	75	100	0	63	8	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	600	4	5	580	75	100	0	63	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	73	638	4	5	617	80	106	0	67	9	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	638	4	5	617	80	106	0	67	9	0	11
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:	73	638	4	5	617	80	106	0	67	9	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.83	0.92	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.61	0.00	0.39	0.44	0.00	0.56
Final Sat.:	1805	3582	24	1805	1900	1576	1069	0	673	761	0	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.00	0.32	0.05	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.75	0.75	0.01	0.68	0.68	0.21	0.00	0.21	0.02	0.00	0.02
Volume/Cap:	0.48	0.24	0.24	0.24	0.48	0.07	0.48	0.00	0.48	0.48	0.00	0.48
Uniform Del:	43.6	3.7	3.7	48.9	7.5	5.3	34.7	0.0	34.7	48.2	0.0	48.2
IncremntDel:	2.3	0.0	0.0	5.3	0.3	0.0	1.0	0.0	1.0	8.6	0.0	8.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	45.9	3.7	3.7	54.2	7.8	5.4	35.7	0.0	35.7	56.9	0.0	56.9
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:	45.9	3.7	3.7	54.2	7.8	5.4	35.7	0.0	35.7	56.9	0.0	56.9
LOS by Move:	D	A	A	D	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	3	3	0	9	1	5	0	5	1	0	1

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

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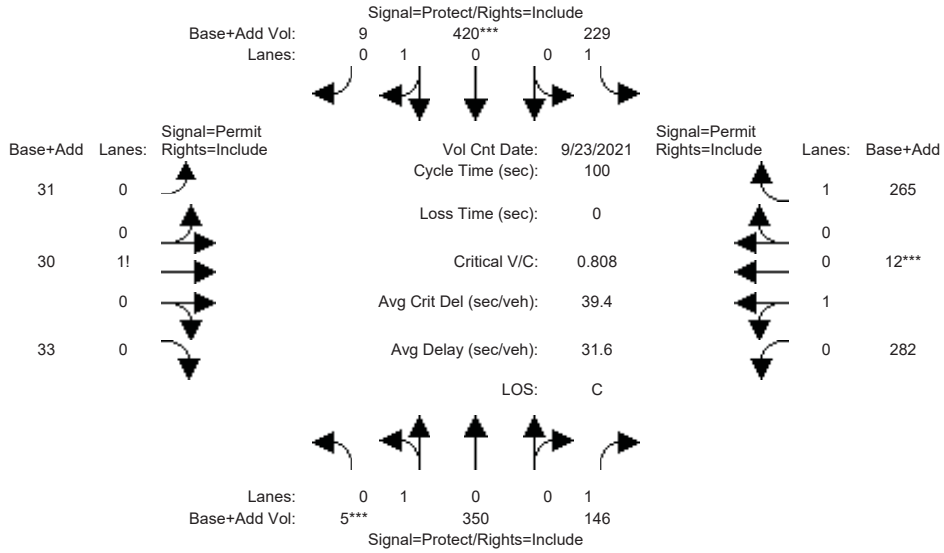
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:Winchester Blvd./N. Santa Cruz Av Mariposa Ave./Blossom Hill Rd.

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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	5	350	146	229	420	9	31	30	33	282	12	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	350	146	229	420	9	31	30	33	282	12	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	350	146	229	420	9	31	30	33	282	12	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	6	422	176	276	506	11	37	36	40	340	14	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	422	176	276	506	11	37	36	40	340	14	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:	6	422	176	276	506	11	37	36	40	340	14	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.80	0.95	1.00	1.00	0.79	0.79	0.77	0.60	0.62	0.82
Lanes:	0.01	0.99	1.00	1.00	0.98	0.02	0.33	0.32	0.35	0.96	0.04	1.00
Final Sat.:	27	1871	1521	1805	1855	40	489	473	521	1098	47	1559
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.12	0.15	0.27	0.27	0.08	0.08	0.08	0.31	0.31	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.28	0.37	0.37	0.25	0.34	0.34	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.81	0.61	0.31	0.61	0.81	0.81	0.20	0.20	0.20	0.81	0.81	0.53
Uniform Del:	33.6	25.8	22.6	33.3	30.1	30.1	20.6	20.6	20.6	27.6	27.6	23.9
IncremntDel:	9.0	1.6	0.3	2.5	7.5	7.5	0.2	0.2	0.2	10.6	10.6	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.5	27.4	22.9	35.8	37.7	37.7	20.8	20.8	20.8	38.2	38.2	24.9
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:	42.5	27.4	22.9	35.8	37.7	37.7	20.8	20.8	20.8	38.2	38.2	24.9
LOS by Move:	D	C	C	D	D	D	C	C	C	D	D	C
HCM2kAvgQ:	14	11	4	8	17	16	2	2	2	12	12	8

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

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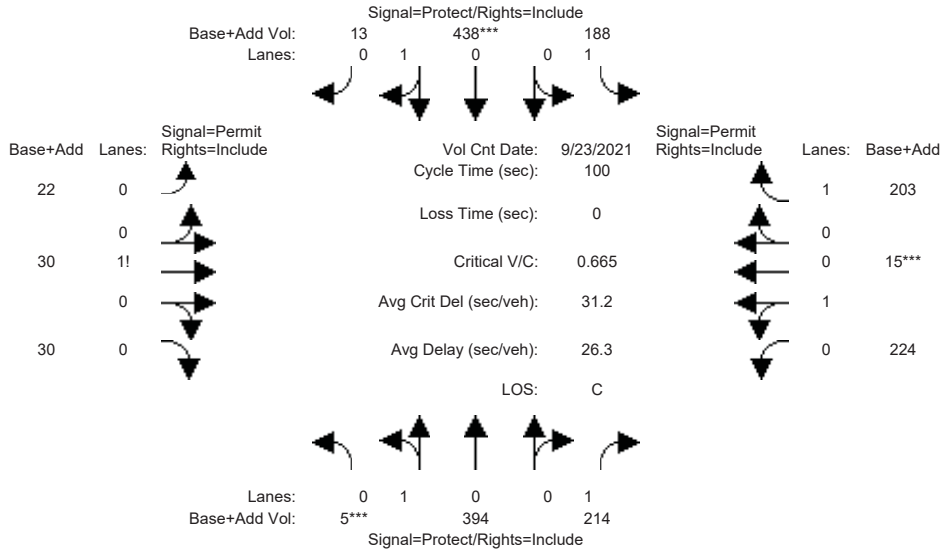
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:Winchester Blvd./N. Santa Cruz Av Mariposa Ave./Blossom Hill Rd.

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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	5	394	214	188	438	13	22	30	30	224	15	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	394	214	188	438	13	22	30	30	224	15	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	394	214	188	438	13	22	30	30	224	15	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	406	221	194	452	13	23	31	31	231	15	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	406	221	194	452	13	23	31	31	231	15	209
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:	5	406	221	194	452	13	23	31	31	231	15	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.95	1.00	1.00	0.86	0.86	0.85	0.64	0.64	0.83
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.27	0.36	0.37	0.94	0.06	1.00
Final Sat.:	24	1874	1569	1805	1838	55	436	595	595	1138	76	1568
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.14	0.11	0.25	0.25	0.05	0.05	0.05	0.20	0.20	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.33	0.46	0.46	0.23	0.37	0.37	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.67	0.47	0.30	0.47	0.67	0.67	0.17	0.17	0.17	0.67	0.67	0.44
Uniform Del:	29.0	18.3	16.7	33.2	26.4	26.4	25.5	25.5	25.5	30.3	30.3	27.9
IncremntDel:	2.8	0.4	0.2	0.8	2.4	2.4	0.2	0.2	0.2	4.5	4.5	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.8	18.7	16.9	34.0	28.8	28.8	25.6	25.6	25.6	34.8	34.8	28.5
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:	31.8	18.7	16.9	34.0	28.8	28.8	25.6	25.6	25.6	34.8	34.8	28.5
LOS by Move:	C	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	12	9	4	5	13	13	2	2	2	8	8	5

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

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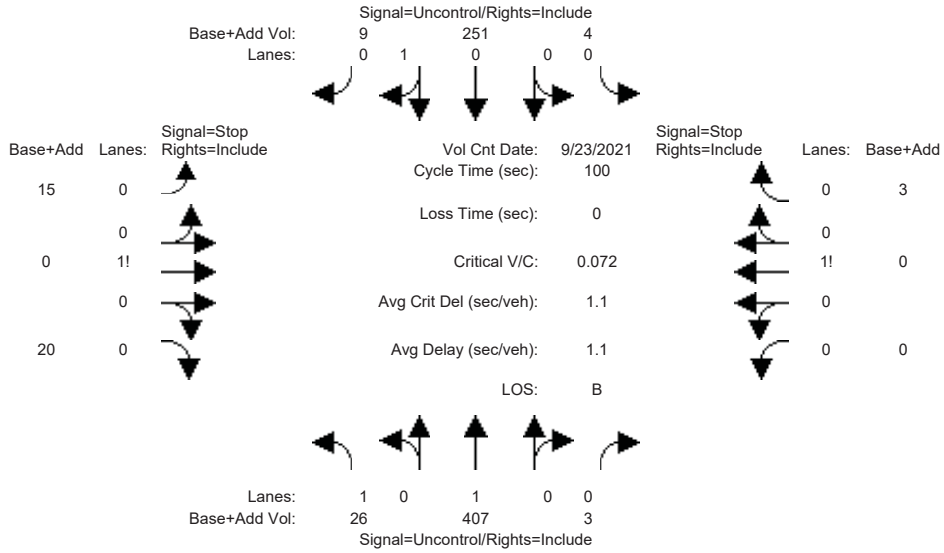
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM Conditions

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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: 23 Sep 2021 << 7:00 PM												
Base Vol:	26	407	3	4	251	9	15	0	20	0	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:	26	407	3	4	251	9	15	0	20	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	407	3	4	251	9	15	0	20	0	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	32	502	4	5	310	11	19	0	25	0	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	502	4	5	310	11	19	0	25	0	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	321	xxxx	xxxxx	506	xxxx	xxxxx	896	896	315	xxxx	xxxx	504
Potent Cap.:	1250	xxxx	xxxxx	1069	xxxx	xxxxx	263	282	730	xxxx	xxxx	572
Move Cap.:	1250	xxxx	xxxxx	1069	xxxx	xxxxx	256	273	730	xxxx	xxxx	572
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.03	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	407	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			11.3		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	9	15	0	20	0	0	3
ApproachDel:	xxxxxx			xxxxxx			14.9			11.3		

Approach[eastbound][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=35]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=738]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=738]
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 #4 University Ave. & Shelburne 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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	9	15	0	20	0	0	3

Major Street Volume: 700
Minor Approach Volume: 35
Minor Approach Volume Threshold: 408

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.

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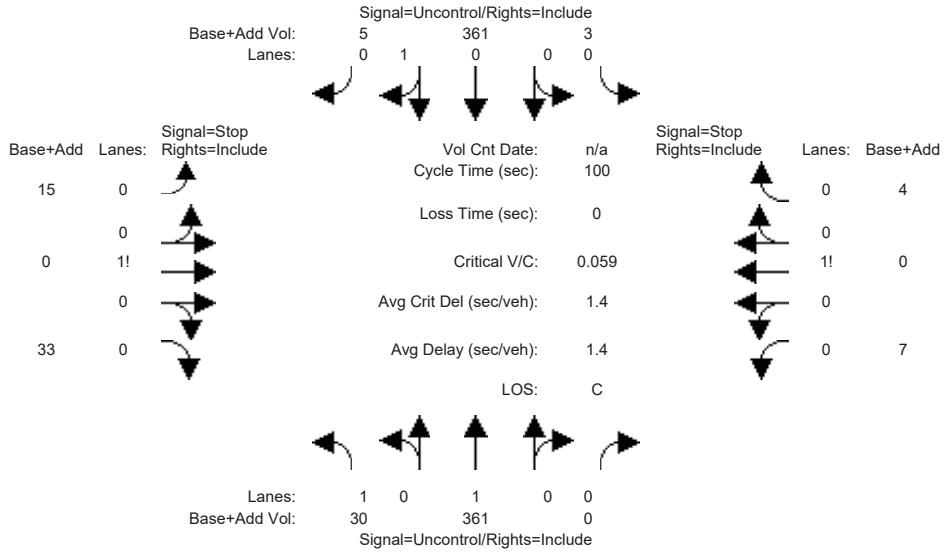
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM Conditions

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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:												
Base Vol:	30	361	0	3	361	5	15	0	33	7	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:	30	361	0	3	361	5	15	0	33	7	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	361	0	3	361	5	15	0	33	7	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	32	388	0	3	388	5	16	0	35	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	388	0	3	388	5	16	0	35	8	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	394	xxxx	xxxxx	388	xxxx	xxxxx	852	850	391	868	853	388
Potent Cap.:	1176	xxxx	xxxxx	1181	xxxx	xxxxx	282	300	662	275	299	664
Move Cap.:	1176	xxxx	xxxxx	1181	xxxx	xxxxx	274	291	662	254	290	664
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.06	0.00	0.05	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	459	xxxxx	xxxx	328	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.8			16.4		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 University Ave. & Shelburne Way

****

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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:	1 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	30	361	0	3	361	5	15	0	33	7	0	4
ApproachDel:	xxxxxx			xxxxxx			13.8			16.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=819]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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 #4 University Ave. & Shelburne 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:	1 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	30	361	0	3	361	5	15	0	33	7	0	4

Major Street Volume: 760
Minor Approach Volume: 48
Minor Approach Volume Threshold: 379

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.

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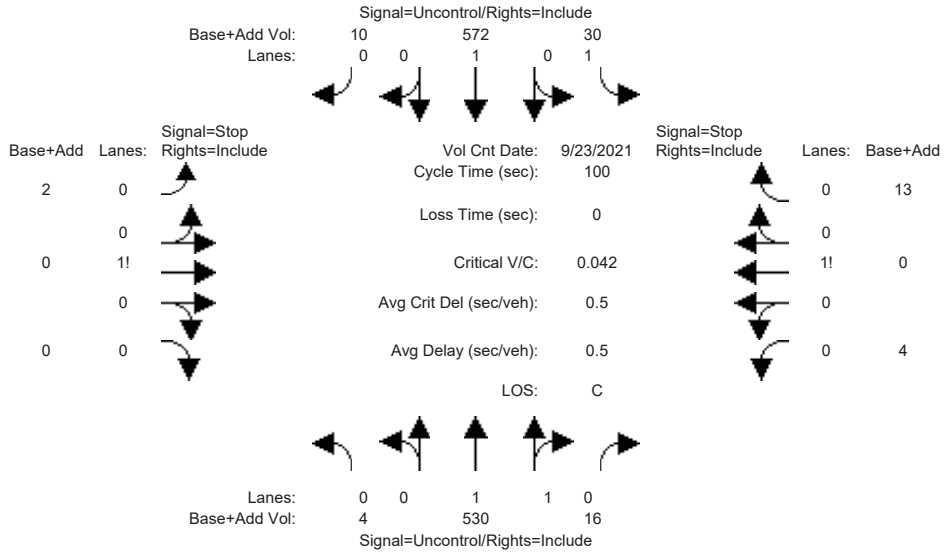
Appendix G – Cumulative plus Project Conditions Intersections Level of Service Worksheets

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project AM Conditions

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 7:00 AM												
Base Vol:	4	526	15	30	566	10	2	0	0	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	526	15	30	566	10	2	0	0	2	0	13
Added Vol:	0	4	1	0	6	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	530	16	30	572	10	2	0	0	4	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	5	631	19	36	681	12	2	0	0	5	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	631	19	36	681	12	2	0	0	5	0	15
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	xxxx	xxxxx	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	693	xxxx	xxxxx	650	xxxx	xxxxx	1083	xxxx	xxxxx	1408	1414	325
Potent Cap.:	912	xxxx	xxxxx	946	xxxx	xxxxx	196	xxxx	xxxxx	117	139	721
Move Cap.:	912	xxxx	xxxxx	946	xxxx	xxxxx	186	xxxx	xxxxx	114	133	721
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	9.0	xxxx	xxxxx	24.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	319	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			24.6			17.0		
ApproachLOS:	*			*			C			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|--------------||--------------||--------------||--------------|
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  1  0  1  0    1  0  0  1  0    1  0  0  0  0    0  0  1! 0  0
Initial Vol:    4  530    16    30  572    10     2    0     0     4    0    13
ApproachDel:    xxxxxx           xxxxxx            24.6             17.0
------------|--------------||--------------||--------------||--------------|
Approach[eastbound][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=2]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1181]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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=17]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1181]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more 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 #1 Winchester Blvd. & Shelburne 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  1  0  1  0    1  0  0  1  0    1  0  0  0  0    0  0  1! 0  0
Initial Vol:    4  530    16    30  572    10     2    0     0     4    0    13
------------|--------------||--------------||--------------||--------------|
Major Street Volume:              1162
Minor Approach Volume:            17
Minor Approach Volume Threshold: 233
--------------------------------------------------------------------------------
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.
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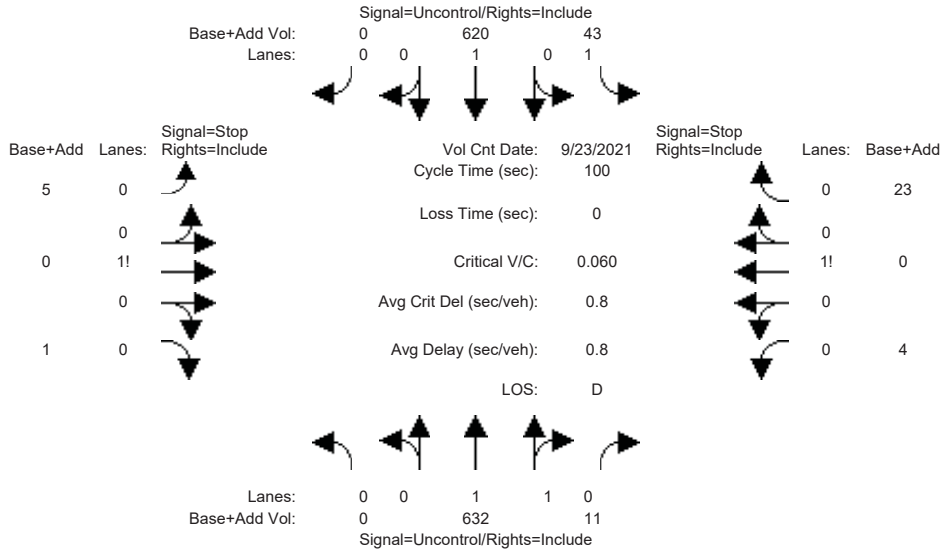
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project PM Conditions

Intersection #1: Winchester Blvd. & Shelburne Way



Street Name:	Winchester Blvd.						Shelburne 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: 23 Sep 2021 << 4:00 PM												
Base Vol:	0	624	9	43	615	0	5	0	1	3	0	23
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	624	9	43	615	0	5	0	1	3	0	23
Added Vol:	0	8	2	0	5	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	632	11	43	620	0	5	0	1	4	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	752	13	51	738	0	6	0	1	5	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	752	13	51	738	0	6	0	1	5	0	27
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	765	xxxx	xxxxx	1217	1606	738	1600	1599	383
Potent Cap.:	xxxx	xxxx	xxxxx	857	xxxx	xxxxx	159	106	421	86	107	669
Move Cap.:	xxxx	xxxx	xxxxx	857	xxxx	xxxxx	146	100	421	82	101	669
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.04	0.00	0.00	0.06	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	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	164	xxxxx	xxxx	325	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.0	xxxxx	xxxxx	17.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			28.0			17.3		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 Winchester Blvd. & Shelburne Way

****

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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 1	1 0		1 0 1	0 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	632	11	43	620	0	5	0	1	4	0	23
ApproachDel:	xxxxxx			xxxxxx			28.0			17.3		

Approach[eastbound][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=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1339]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1339]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more 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).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 Winchester Blvd. & Shelburne 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 1	1 0		1 0 1	0 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	0	632	11	43	620	0	5	0	1	4	0	23

Major Street Volume: 1306
Minor Approach Volume: 27
Minor Approach Volume Threshold: 193

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.

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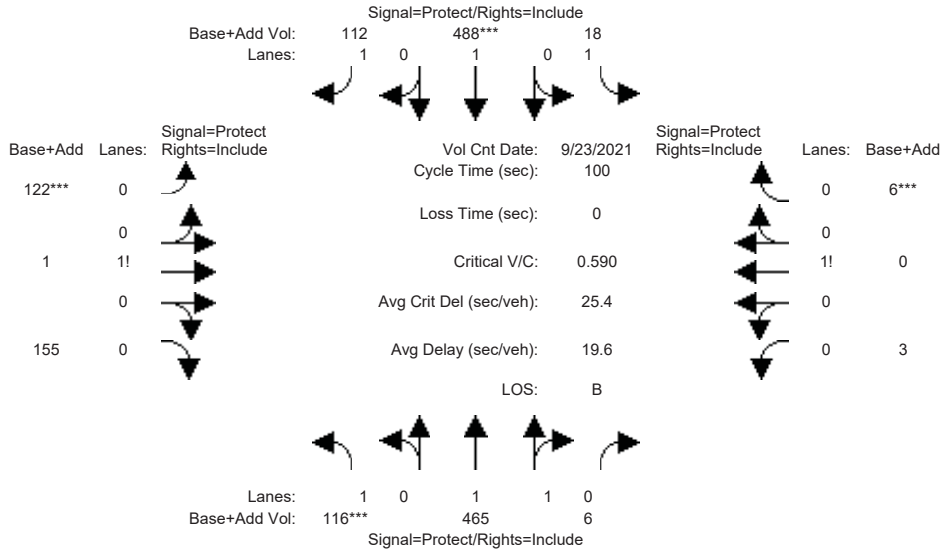
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative plus Project AM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM												
Base Vol:	115	462	6	18	483	112	122	1	154	3	0	6
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:	115	462	6	18	483	112	122	1	154	3	0	6
Added Vol:	1	3	0	0	5	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	465	6	18	488	112	122	1	155	3	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	140	560	7	22	588	135	147	1	187	4	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	560	7	22	588	135	147	1	187	4	0	7
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:	140	560	7	22	588	135	147	1	187	4	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	1.00	0.81	0.91	0.91	0.89	0.90	1.00	0.86
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.43	0.01	0.56	0.32	0.00	0.68
Final Sat.:	1805	3557	46	1805	1900	1531	747	6	948	551	0	1101
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.01	0.31	0.09	0.20	0.20	0.20	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.61	0.61	0.05	0.52	0.52	0.33	0.33	0.33	0.01	0.00	0.01
Volume/Cap:	0.59	0.26	0.26	0.26	0.59	0.17	0.59	0.59	0.59	0.59	0.00	0.59
Uniform Del:	40.9	9.1	9.1	46.0	16.4	12.4	27.7	27.7	27.7	49.2	0.0	49.2
IncremntDel:	3.9	0.1	0.1	1.6	0.9	0.1	1.7	1.7	1.7	41.9	0.0	41.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	44.8	9.1	9.1	47.7	17.3	12.5	29.3	29.3	29.3	91.2	0.0	91.2
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:	44.8	9.1	9.1	47.7	17.3	12.5	29.3	29.3	29.3	91.2	0.0	91.2
LOS by Move:	D	A	A	D	B	B	C	C	C	F	A	F
HCM2kAvgQ:	5	4	4	1	13	2	9	9	9	1	0	1

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

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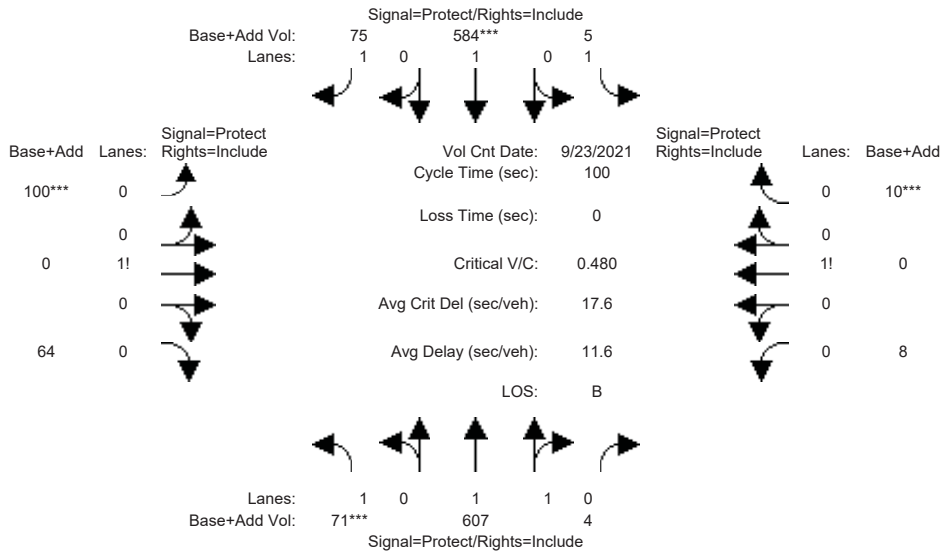
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative plus Project PM Conditions

Intersection #2: Winchester Blvd. & Daves Ave.



Street Name:	Winchester Blvd.						Daves Ave.					
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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	69	600	4	5	580	75	100	0	63	8	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	600	4	5	580	75	100	0	63	8	0	10
Added Vol:	2	7	0	0	4	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	607	4	5	584	75	100	0	64	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	76	646	4	5	621	80	106	0	68	9	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	646	4	5	621	80	106	0	68	9	0	11
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	646	4	5	621	80	106	0	68	9	0	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	1.00	0.83	0.92	1.00	0.91	0.90	1.00	0.90
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.61	0.00	0.39	0.44	0.00	0.56
Final Sat.:	1805	3583	24	1805	1900	1576	1061	0	679	761	0	951
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.00	0.33	0.05	0.10	0.00	0.10	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green/Cycle:	0.09	0.76	0.76	0.01	0.68	0.68	0.21	0.00	0.21	0.02	0.00	0.02
Volume/Cap:	0.48	0.24	0.24	0.24	0.48	0.07	0.48	0.00	0.48	0.48	0.00	0.48
Uniform Del:	43.5	3.6	3.6	48.9	7.6	5.4	34.8	0.0	34.8	48.2	0.0	48.2
IncremntDel:	2.3	0.0	0.0	5.5	0.3	0.0	1.0	0.0	1.0	8.8	0.0	8.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	45.8	3.7	3.7	54.4	7.9	5.4	35.8	0.0	35.8	57.1	0.0	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	3.7	3.7	54.4	7.9	5.4	35.8	0.0	35.8	57.1	0.0	57.1
LOS by Move:	D	A	A	D	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	3	3	0	9	1	5	0	5	1	0	1

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

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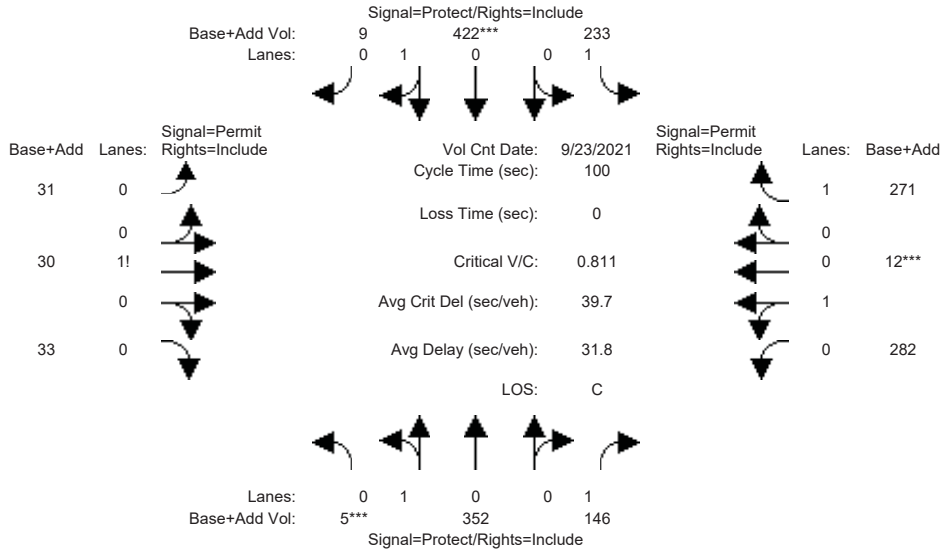
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative plus Project AM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa




```
Street Name:Winchester Blvd./N. Santa Cruz Av   Mariposa Ave./Blossom Hill Rd.
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     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 23 Sep 2021 << 7:00 AM
Base Vol:       5  350   146   229  420     9    31   30    33   282   12   265
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5  350   146   229  420     9    31   30    33   282   12   265
Added Vol:      0    2     0     4    2     0     0    0     0     0    0     6
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5  352   146   233  422     9    31   30    33   282   12   271
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83
PHF Volume:     6  424   176   281  508    11    37   36    40   340   14   327
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6  424   176   281  508    11    37   36    40   340   14   327
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:    6  424   176   281  508    11    37   36    40   340   14   327
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  0.80  0.95 1.00  1.00  0.78 0.79  0.77  0.60 0.62  0.82
Lanes:       0.01 0.99  1.00  1.00 0.98  0.02  0.33 0.32  0.35  0.96 0.04  1.00
Final Sat.:    27 1872  1521  1805 1855    40   489  473   520  1096   47  1559
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.23  0.12  0.16 0.27  0.27  0.08 0.08  0.08  0.31 0.31  0.21
Crit Moves:  ****                 ****                            ****
Green/Cycle: 0.28 0.37  0.37  0.25 0.34  0.34  0.38 0.38  0.38  0.38 0.38  0.38
Volume/Cap:  0.81 0.62  0.32  0.62 0.81  0.81  0.20 0.20  0.20  0.81 0.81  0.55
Uniform Del: 33.6 26.0  22.7  33.2 30.2  30.2  20.7 20.7  20.7  27.6 27.6  24.1
IncremntDel:  9.1  1.7   0.3   2.6  7.7   7.7   0.2  0.2   0.2  10.9 10.9   1.1
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   42.7 27.7  23.0  35.8 37.9  37.9  20.8 20.8  20.8  38.5 38.5  25.2
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:  42.7 27.7  23.0  35.8 37.9  37.9  20.8 20.8  20.8  38.5 38.5  25.2
LOS by Move:    D    C     C     D    D     D     C    C     C     D    D     C
HCM2kAvgQ:     15   11     4     8   17    17     2    2     2    12   12     8
```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Note: Queue reported is the number of cars per lane.

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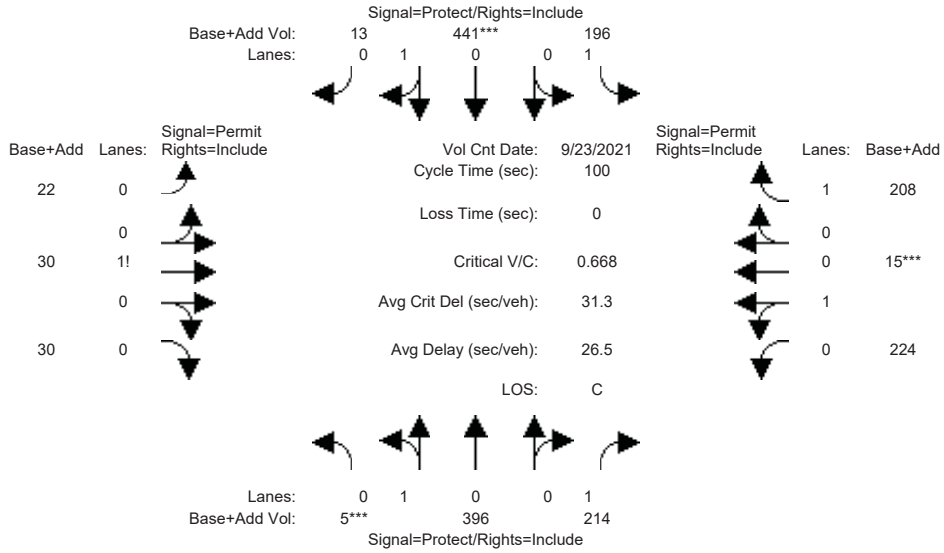
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative plus Project PM Conditions

Intersection #3: Winchester/Santa Cruz & Blossom Hill/Mariposa



Street Name:Winchester Blvd./N. Santa Cruz Av Mariposa Ave./Blossom Hill Rd.

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	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Sep 2021 << 4:00 PM												
Base Vol:	5	394	214	188	438	13	22	30	30	224	15	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	394	214	188	438	13	22	30	30	224	15	203
Added Vol:	0	2	0	8	3	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	396	214	196	441	13	22	30	30	224	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	5	408	221	202	455	13	23	31	31	231	15	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	408	221	202	455	13	23	31	31	231	15	214
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:	5	408	221	202	455	13	23	31	31	231	15	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.83	0.95	1.00	1.00	0.86	0.86	0.85	0.64	0.64	0.83
Lanes:	0.01	0.99	1.00	1.00	0.97	0.03	0.27	0.36	0.37	0.94	0.06	1.00
Final Sat.:	24	1874	1569	1805	1838	54	436	595	595	1138	76	1568
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.14	0.11	0.25	0.25	0.05	0.05	0.05	0.20	0.20	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.33	0.46	0.46	0.24	0.37	0.37	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.67	0.47	0.31	0.47	0.67	0.67	0.17	0.17	0.17	0.67	0.67	0.45
Uniform Del:	29.0	18.7	17.0	32.8	26.4	26.4	25.6	25.6	25.6	30.4	30.4	28.1
IncremntDel:	2.8	0.4	0.2	0.8	2.5	2.5	0.2	0.2	0.2	4.7	4.7	0.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.9	19.1	17.2	33.7	28.8	28.8	25.7	25.7	25.7	35.1	35.1	28.8
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:	31.9	19.1	17.2	33.7	28.8	28.8	25.7	25.7	25.7	35.1	35.1	28.8
LOS by Move:	C	B	B	C	C	C	C	C	C	D	D	C
HCM2kAvgQ:	12	9	4	6	13	13	2	2	2	8	8	6

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

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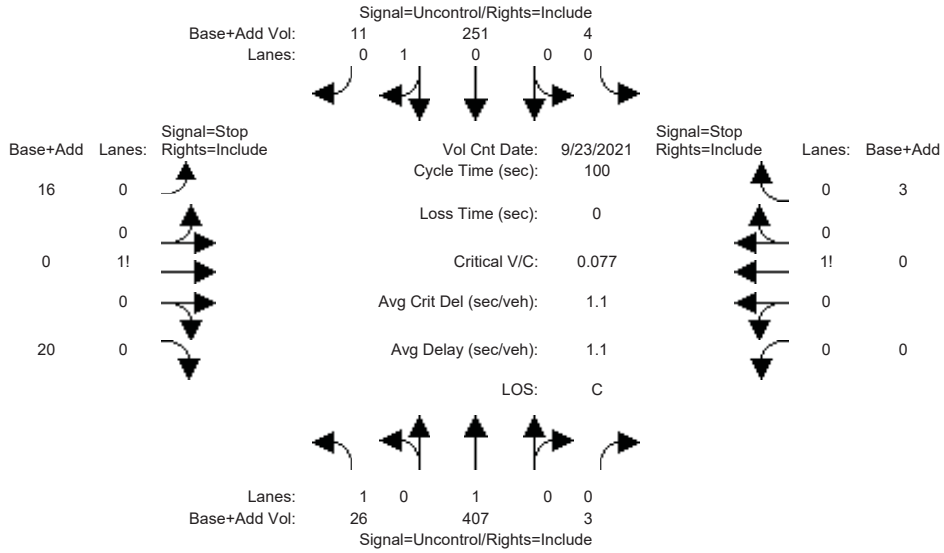
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project AM Conditions

Intersection #4: University Ave. & Shelburne Way




```
Street Name:         University Ave.                  Shelburne 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: 23 Sep 2021 << 7:00 PM
Base Vol:      26  407     3     4  251     9    15    0    20     0    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:   26  407     3     4  251     9    15    0    20     0    0     3
Added Vol:      0    0     0     0    0     2     1    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26  407     3     4  251    11    16    0    20     0    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:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:    32  502     4     5  310    14    20    0    25     0    0     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32  502     4     5  310    14    20    0    25     0    0     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2 xxxxx xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  323 xxxx xxxxx   506 xxxx xxxxx   897  897   317  xxxx xxxx   504
Potent Cap.: 1248 xxxx xxxxx  1069 xxxx xxxxx   263  282   729  xxxx xxxx   572
Move Cap.:   1248 xxxx xxxxx  1069 xxxx xxxxx   255  273   729  xxxx xxxx   572
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.08 0.00  0.03  xxxx xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.0
Control Del:  8.0 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.3
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  399 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             15.1            11.3
ApproachLOS:         *                *               C               B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #4 University Ave. & Shelburne Way
********************************************************************************
```

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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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	11	16	0	20	0	0	3
ApproachDel:	xxxxxx			xxxxxx			15.1			11.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=741]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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=3]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=741]
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]

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Intersection #4 University Ave. & Shelburne 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:	1 0 0	1 0		0 0 1!	0 0		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	26	407	3	4	251	11	16	0	20	0	0	3

Major Street Volume: 702
Minor Approach Volume: 36
Minor Approach Volume Threshold: 407

SIGNAL WARRANT DISCLAIMER
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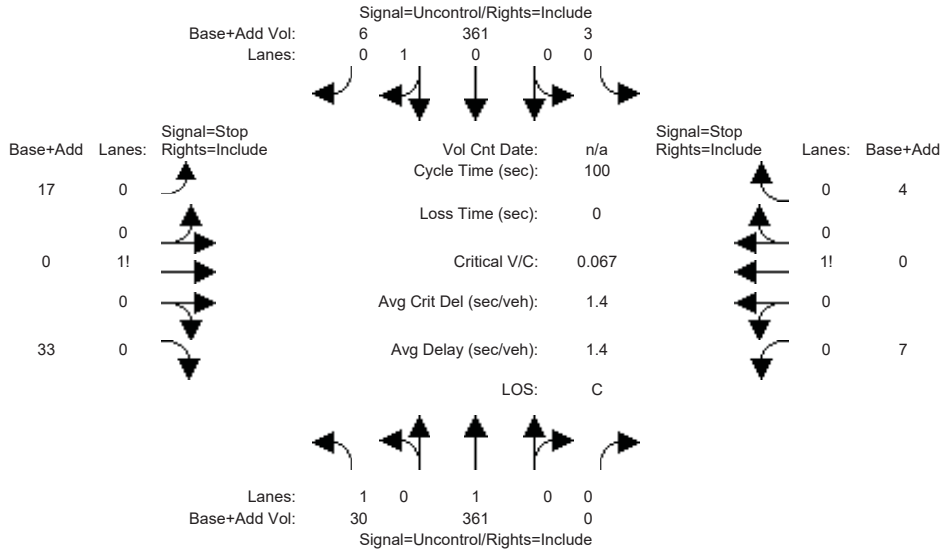
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative plus Project PM Conditions

Intersection #4: University Ave. & Shelburne Way



Street Name:	University Ave.						Shelburne 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:												
Base Vol:	30	361	0	3	361	5	15	0	33	7	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:	30	361	0	3	361	5	15	0	33	7	0	4
Added Vol:	0	0	0	0	0	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	361	0	3	361	6	17	0	33	7	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	32	388	0	3	388	6	18	0	35	8	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	388	0	3	388	6	18	0	35	8	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	395	xxxx	xxxxx	388	xxxx	xxxxx	853	851	391	868	854	388
Potent Cap.:	1175	xxxx	xxxxx	1181	xxxx	xxxxx	282	300	662	275	298	664
Move Cap.:	1175	xxxx	xxxxx	1181	xxxx	xxxxx	273	291	662	254	289	664
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.07	0.00	0.05	0.03	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	446	xxxxx	xxxx	328	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.2			16.4		
ApproachLOS:	*			*			B			C		

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

Peak Hour Delay Signal Warrant Report

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Intersection #4 University Ave. & Shelburne Way

****

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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:	1 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	30	361	0	3	361	6	17	0	33	7	0	4
ApproachDel:	xxxxxx			xxxxxx			14.2			16.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=822]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=822]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #4 University Ave. & Shelburne 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:	1 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	30	361	0	3	361	6	17	0	33	7	0	4

Major Street Volume: 761
Minor Approach Volume: 50
Minor Approach Volume Threshold: 379

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).

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