## APPENDIX H

## SIGNAL WARRANT ANALYSIS WORKSHEETS

# Northwest Newman Master Plan Traffic Impact Study Peak Hour Signal Warrant Analysis Worksheets

Existing Conditions – AM Peak Hour

### Existing AM Fri Jun 30, 2017 17:55:37 Page 1-1

Existing Conditions AM Peak Hour

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	Scenario Report
Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Pk Hr
Trip Distribution:	AM Pk Hr
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Existing AM Fri Jun	30, 2017 17:55:37	Page 2-1
Existing Con	ditions AM Peak Hour	
Signal War	rant Summary Report	
Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
<pre># 1 SR 33 &amp; Stuhr Road # 2 SR 33 &amp; Jensen Rd/Sherman Pkwy # 3 SR 33 &amp; Yolo Street</pre>	No No / No No / No	555 / 555 555 / 555 555

Existing AM Fri Ju	n 30, 2017 17:55:37	Page 3-1
Existing C	onditions AM Peak Hour	
**************************************	**************************************	************   est Bound
	- T - R L - T - R L -	
Control: Stop Sign	Stop Sign Stop Sign St	op Sign
	1 0 0 0 0 0 1! 0 0 0 0	
	108	

SIGNAL WARRANT DISCLAIMER

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Existing AM Fri Jun 30, 2017 17:55:37 Page 3-2 -----Existing Conditions AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Base Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign

 Lanes:
 0 1 0 0 1 1 0 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 Initial Vol:326953212173819188557677ApproachDel:xxxxxxxxxxxx17.419.5 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=45] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=854] 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=1.1] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=208] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=854] 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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Existing AM Fri Jun 30, 2017 17:55:37	Page 3-3
Existing Conditions AM Peak Hour	
Peak Hour Volume Signal Warrant Report [Urban] ************************************	
***************************************	******
Base Volume Alternative: Peak Hour Warrant NOT Met	
Approach: North Bound South Bound East Bound We	st Bound
Movement: L - T - R L - T - R L - T - R L - T - R L -	
Control: Uncontrolled Uncontrolled Stop Sign St	
Lanes: 0 1 0 0 1 1 0 0 1 0 0 0 1! 0 0 0 0	
Initial Vol:       3       269       53       21       217       38       19       18       8       55	76 77
Major Street Volume:       601         Minor Approach Volume:       208         Minor Approach Volume Threshold:       460	·

SIGNAL WARRANT DISCLAIMER

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Existing AM Fri Jun 30, 2017 17:55:37 Page 3-4 -----Existing Conditions AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Base Volume Alternative: Peak Hour Warrant NOT Met -----||-----||------||-------|| Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignLanes:1 0 0 1 0 1 0 1 0 0 0 1! 0 0 0 1! 0 0 Initial Vol:14126411199808747231ApproachDel:xxxxxxxxxxxx17.715.5 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.8] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=163] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=854] 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=0.0] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=5] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=854] 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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Existing AM	Fri Jun 30, 2017 17:55:37 Page 3-5	
	Existing Conditions AM Peak Hour	
Peak Hour Volume Signal Warrant Report [Urban] ************************************		
	lternative: Peak Hour Warrant NOT Met	
Approach: Movement: 	North Bound       South Bound       East Bound       West Bound         L - T - R       L - T - R       L - T - R       L - T - R         Uncontrolled       Uncontrolled       Stop Sign       Stop Sign         1 0 0 1 0       1 0 0 1 0       0 0 1! 0 0       0 0 1! 0 0         141 264       1 199       80       87       4       72       3       1         Volume:       686       686       686       686       686       686       686       686       686	

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Existing Conditions – PM Peak Hour

## Existing PM Fri Jun 30, 2017 17:55:57 Page 1-1

### Existing Conditions PM Peak Hour

#### 

	Scenario Report
Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Pk Hr
Trip Distribution:	PM Pk Hr
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Existing PM Fri Jun 30,	2017 17:55:57	Page 2-1
Existing Condit	ions PM Peak Hour	
Signal Warran	t Summary Report Base Met [Del / Vol]	Future Met [Del / Vol]
<pre># 1 SR 33 &amp; Stuhr Road # 2 SR 33 &amp; Jensen Rd/Sherman Pkwy # 3 SR 33 &amp; Yolo Street</pre>	No No / No No / No	<pre>555 \ 555 555 \ 555 555</pre>

Existing PM Fri Ju	ın 30, 2017 17:55:57	Page 3-1
Existing	Conditions PM Peak Hour	
Peak Hour Volume Signal Warrant Report [Urban] ************************************		
Approach:       North Bound         Movement:       L         L       -         Control:       Stop Sign         Lanes:       0       1       0         Initial Vol:       18       155       86	South Bound       East Bound       We         - T - R       L - T - R       L         Stop Sign       Stop Sign       Stop Sign         0 1! 0 0       0 0 1! 0 0       0 0         1 218       2       20       63       126         480       143       143       143       143       143	est Bound - T - R 

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Existing PM Fri Jun 30, 2017 17:55:57 Page 3-2 \_\_\_\_\_ Existing Conditions PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Base Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 0 1 0 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0
 0 1 0 0 1
 0 0 0 1! 0 0

 Initial Vol:
 4
 263
 58
 100
 374
 16
 21
 11
 3
 24
 14
 44

 ApproachDel:
 xxxxxx
 xxxxxx
 26.0
 18.2
 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.3] 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=932] 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=0.4] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=82] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=932] 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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Existing PM	Fri Jun 30, 2017 17:55:57	Page 3-3
	Existing Conditions PM Peak Hour	
*************** Intersection #2	Peak Hour Volume Signal Warrant Report [Urban] ************************************	
	***************************************	*****
	ternative: Peak Hour Warrant NOT Met	
•		
Approach:	North Bound South Bound East Bound We	est Bound
Movement: I	L-T-R L-T-R L-T-R L·	- T - R
	Uncontrolled Uncontrolled Stop Sign Si	
	0 1 0 0 1 1 0 0 1 0 0 0 1! 0 0 0 0	
	4 263 58 100 374 16 21 11 3 24	
Major Street Vo		I
5		
Minor Approach		
Minor Approach	Volume Threshold: 355	

SIGNAL WARRANT DISCLAIMER

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Existing PM Fri Jun 30, 2017 17:55:57 Page 3-4 -----Existing Conditions PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Base Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 0 0 1! 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0
 0 0 0 0
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 < Initial Vol:5625205319483914862ApproachDel:xxxxxxxxxxxx13.413.2 ApproachDel: xxxxxx Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.3] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=88] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=780] 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=12] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=780] 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).

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Existing PM	Fri Jun 30, 2017 17:55:57	Page 3-5
	Existing Conditions PM Peak Hour	
**************************************	**************************************	******
Approach: Nort Movement: L - Control: Unco Lanes: 1 0 Initial Vol: 56	me: 88	West Bound R L - T - R 

SIGNAL WARRANT DISCLAIMER

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Existing Plus Project Conditions – AM Peak Hour

Exist Plus Proj AM Fri Jun 30, 2017 17:58:04 Page 1-1 Existing Plus Project AM Peak Hour \_\_\_\_\_ Scenario Report Scenario: Exist Plus Proj AM Command:Exist Plus Proj AMVolume:Existing AMGeometry:Exist Plus ProjImpact Fee:Default Impact FeeTrip Generation:AM Pk HrTrip Distribution:AM Pk HrPaths:Default PathRoutes:Default RouteConfiguration:Default Configuration

Exist Plus Proj AM I	Fri Jun 30, 2017 17:58:11	Page 2-1
Exist:	ing Plus Project AM Peak Hour	
Sig	gnal Warrant Summary Report	
Intersection	Base Met	Future Met
	[Del / Vol]	[Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial	Access ??? / ???	No / No

Exist Plus Proj AM Fri Jun 30, 2017 17:58:11 Page 3-1 \_\_\_\_\_ Existing Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0

 Initial Vol:
 278
 956
 1
 1
 480
 83
 105
 4
 155
 3
 1

 ApproachDel:
 xxxxxx
 xxxxxx
 538.8
 xxxxxxx
 1 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=39.5] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=264] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2068] 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=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=5] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2068] 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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Exist Plus Proj AM Fri Jun 30, 2017 17:58:11 Page 3-2 \_\_\_\_\_ Existing Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0

 Initial Vol:
 278 956 1 1 480 83 105 4 155 3 1 1

 Major Street Volume: 1799 Minor Approach Volume: 264 Minor Approach Volume Threshold: 83 [less than minimum of 100] \_\_\_\_\_

SIGNAL WARRANT DISCLAIMER

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Exist Plus Proj AM Fri Jun 30, 2017 17:58:11 Page 3-3 \_\_\_\_\_ Existing Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignStop SignLanes:10100001011010000000 0 0 0 0 0 
 Initial Vol:
 28
 988
 0
 0
 539
 18
 10
 0
 22
 0
 0

 ApproachDel:
 xxxxxx
 xxxxxx
 23.3
 xxxxxx
 0 Approach[eastbound] [lanes=2] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.2] FAIL - Vehicle-hours less than 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=32] FAIL - Approach volume less than 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3] [total volume=1605] SUCCEED - Total volume greater than or equal to 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).

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Exist Plus Proj AM Fri Jun 30, 2017 17:58:11 Page 3-4 \_\_\_\_\_ Existing Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 0 0 0 0 1 0 1 1 0 0 0 1 0 0 0 0
 1 0 0 0 0 0 0
 1 0 0 0 0 0

 Initial Vol:
 28 988 0
 0 539 18 10 0 22 0 0
 0 0 0

 Major Street Volume: 1573 Minor Approach Volume: 32 Minor Approach Volume Threshold: 179 \_\_\_\_\_

SIGNAL WARRANT DISCLAIMER

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Existing Plus Project Conditions – PM Peak Hour Exist Plus Proj PM Fri Jun 30, 2017 17:58:37 Page 1-1 Existing Plus Project PM Peak Hour Scenario Report Scenario: Exist Plus Proj PM Command: Exist Plus Proj PM

Command:	Exist Plus Proj PM
Volume:	Existing PM
Geometry:	Exist Plus Proj
Impact Fee:	Default Impact Fee
Trip Generation:	PM Pk Hr
Trip Distribution:	PM Pk Hr
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Exist Plus Proj PM Fri Jun 30,	2017 17:58:44	Page 2-1
Existing Plus Project PM Peak Hour		
Signal Warrant Summary Report		
Intersection	Base Met	Future Met
	[Del / Vol]	[Del / Vol]
# 3 SR 33 & Yolo Street		Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	Yes / Yes

Exist Plus Proj PM Fri Jun 30, 2017 17:58:44 Page 3-1 \_\_\_\_\_ Existing Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0
 0 0 1! 0 0
 0 0 0 0 0 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0
 0 0 0 0
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 0

 Initial Vol:
 160
 734
 0
 5
 1053
 77
 65
 1
 203
 6
 2

 ApproachDel:
 xxxxxx
 xxxxxx
 407.3
 xxxxxx
 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=30.4] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=269] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2310] 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=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=12] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2310] 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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Exist Plus Proj PM Fri Jun 30, 2017 17:58:44 Page 3-2 \_\_\_\_\_ Existing Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0

 Initial Vol:
 160 734 0 5 1053 77 65 1 203 6 2 4
 5 1053 77 65 1 203 6 2 4
 Major Street Volume: 2029 Minor Approach Volume: 269 Minor Approach Volume Threshold: 41 [less than minimum of 100] \_\_\_\_\_

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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Exist Plus Proj PM Fri Jun 30, 2017 17:58:44 Page 3-3 \_\_\_\_\_ Existing Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignStop SignLanes:1010000101101010000000 0 0 0 0 0 
 Initial Vol:
 84
 720
 0
 0
 978
 110
 58
 0
 147
 0
 0

 ApproachDel:
 xxxxxx
 xxxxxx
 107.0
 xxxxxx
 0 Approach[eastbound] [lanes=2] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=6.1] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=205] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3] [total volume=2097] SUCCEED - Total volume greater than or equal to 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).

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Exist Plus Proj PM Fri Jun 30, 2017 17:58:44 Page 3-4 \_\_\_\_\_ Existing Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: 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 1 1 0 0 0 1 0 0 0 0
 Initial Vol:
 84 720 0 0 978 110 58 0 147 0 0 0

 Major Street Volume: 1892 Minor Approach Volume: 205 Minor Approach Volume Threshold: 100 [less than minimum of 150] \_\_\_\_\_

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SIGNAL WARRANT DISCLAIMER
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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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EPAP No Project Conditions – AM Peak Hour EPAP No Proj AMFri Jun 30, 2017 18:03:36Page 1-1EPAP No Project AM Peak HourScenario ReportScenario:EPAP No Proj AMCommand:EPAP No Proj AMVolume:Existing AMGeometry:ExistingImpact Fee:Default Impact FeeTrip Generation:AM Pk HrPaths:Default PathRoutes:Default RouteConfiguration:Default Configuration

EPAP No Proj AM	Fri Jun 30,	2017 18:03:36	Page 2-1
	EPAP No Projec	t AM Peak Hour	
	Signal Warrant	Summary Report	
Intersection		Base Met	Future Met
		[Del / Vol]	[Del / Vol]
# 1 SR 33 & Stuhr Road		????	No
# 2 SR 33 & Jensen Rd/S	herman Pkwy	??? / ???	No / No
# 3 SR 33 & Yolo Street		;;; / ;;;	No / No

EPAP No Proj AM Fri Ju	n 30, 2017 18:03:36	Page 3-1
EPAP No	Project AM Peak Hour	
Peak Hour Volume	Signal Warrant Report [Urban] ************************************	
Intersection #1 SR 33 & Stuhr Roa	LQ ************************************	****
Approach:North BoundSMovement:L-T-Control:Stop SignLanes:0101Initial Vol:43243139	South Bound       East Bound       We         - T - R       L - T - R       L         Stop Sign       Stop Sign       Stop Sign         0 1! 0 0       0 0 1! 0 0       0 0         3 282       3 11 31 39       83	est Bound T - R cop Sign 0 1! 0 0 33 1

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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Fri Jun 30, 2017 18:03:36 EPAP No Proj AM Page 3-2 \_\_\_\_\_ EPAP No Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Future Volume Alternative: Peak Hour Warrant NOT Met -----||-----||------||-------|| Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign

 Lanes:
 0 1 0 0 1 1 0 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 Initial Vol:3 3145321 3803819188557677ApproachDel:xxxxxxxxxxxx24.530.9 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.3] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=45] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1062] 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=1.8] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=208] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1062] 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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EPAP No Proj AM	Fri Jun 30, 2017 18:03:36	Page 3-3	
	EPAP No Project AM Peak Hour		
Peak Hour Volume Signal Warrant Report [Urban] ************************************			
Approach: North Bou Movement: L - T -	 und South Bound East Bound - R L - T - R L - T - R L 	West Bound - T - R	
	lled Uncontrolled Stop Sign		
Lanes: 0 1 0 0	0 1 1 0 0 1 0 0 0 1! 0 0 0	0 1! 0 0	
 Major Street Volume:	53 21 380 38 19 18 8 5 		

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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Fri Jun 30, 2017 18:03:36 EPAP No Proj AM Page 3-4 \_\_\_\_\_ EPAP No Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignLanes:1 0 0 1 0 1 0 1 0 0 0 1! 0 0 0 1! 0 0 Initial Vol:141 30911 362808747231ApproachDel:xxxxxxxxxxxx22.718.5 1 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=1.0] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=163] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1062] 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=0.0] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=5] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1062] 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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EPAP No Proj	AM Fri Jun 30, 2017 18:03:36	Page 3-5	
	EPAP No Project AM Peak Hour		
Peak Hour Volume Signal Warrant Report [Urban] ************************************			
Approach: Movement: 		est Bound - T - R   top Sign 0 1! 0 0 1 1	

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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EPAP No Project Conditions – PM Peak Hour EPAP No Proj PMFri Jun 30, 2017 18:04:25Page 1-1EPAP No Project PM Peak HourScenario ReportScenario:EPAP No Proj PMCommand:EPAP No Proj PMVolume:Existing PMGeometry:ExistingImpact Fee:Default Impact FeeTrip Generation:PM Pk HrPaths:Default PathRoutes:Default RouteConfiguration:Default Configuration

EPAP No Proj PM	Fri Jun 30,	2017 18:04:25	Page 2-1
	EPAP No Projec	t PM Peak Hour	
	Signal Warrant	Summary Report	
Intersection		Base Met	Future Met
		[Del / Vol]	[Del / Vol]
# 1 SR 33 & Stuhr Road		???	No
# 2 SR 33 & Jensen Rd/S	herman Pkwy	??? / ???	No / No
# 3 SR 33 & Yolo Street		;;; / ;;;	No / No

EPAP No Proj PM F	ri Jun 30, 2017 18:04:25	Page 3-1	
EPA	P No Project PM Peak Hour		
Peak Hour Volume Signal Warrant Report [Urban] ************************************			
Approach:North BoundMovement:L-T-Control:Stop SignLanes:0101Initial Vol:1832286	South Bound       East Bound       We         L       -       T       -       R       L         Stop Sign       Stop Sign       Stop Sign       Stop Sign       Stop Sign         0       0       1!       0       0       0!       0         1       285       2       2       21       64       126	est Bound - T - R   top Sign 0 1! 0 0 16 1	

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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Fri Jun 30, 2017 18:04:25 EPAP No Proj PM Page 3-2 \_\_\_\_\_ EPAP No Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 0 1 0 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0
 0 1 0 0 1
 0 0 0 1! 0 0

 Initial Vol:
 4
 430
 58
 100
 441
 16
 21
 11
 3
 24
 14
 44

 ApproachDel:
 xxxxxx
 xxxxxx
 40.9
 27.2
 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.4] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=35] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1166] 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=0.6] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=82] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1166] 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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EPAP No Proj PM	Fri Jun 30, 2017 18:04:25	Page 3-3	
	EPAP No Project PM Peak Hour		
Peak Hour Volume Signal Warrant Report [Urban] ************************************			
Approach: North Boun Movement: L - T -	id South Bound East Bound W R L - T - R L - T - R L 	West Bound - T - R	
Lanes: 0 1 0 0 Initial Vol: 4 430	1 1 0 0 1 0 0 0 1! 0 0 0 58 100 441 16 21 11 3 24 	0 1! 0 0 4 14 44	
Minor Approach Volume: Minor Approach Volume Thr	82 reshold: 268		

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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Fri Jun 30, 2017 18:04:25 EPAP No Proj PM Page 3-4 \_\_\_\_\_ EPAP No Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 0 0 1! 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0
 0 0 0 0
 0 0 0
 0 0 0
 0 0 0
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 < Initial Vol:5641905386483914862ApproachDel:xxxxxxxxxxxx15.615.5 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.4] FAIL - Vehicle-hours less than 4 for one lane approach. Signal Warrant Rule #2: [approach volume=88] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1014] 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=12] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=1014] 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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EPAP No Proj PM	Fri Jun 30, 2017 18:04:25	Page 3-5	
	EPAP No Project PM Peak Hour		
Peak Hour Volume Signal Warrant Report [Urban] ************************************			
Approach: No Movement: L Control: Un Lanes: 1 Initial Vol: 56 Major Street Volu Minor Approach Vo	Orth Bound       South Bound       East Bound       Name         - T - R       L - T - R       L - T - R       L         ncontrolled       Uncontrolled       Stop Sign       Stop Sign         0       0       1       0       0       0       1!       0       0         5       419       0       5       386       48       39       1       48       6         ume:       914       914       914       914       91	West Bound - T - R   Stop Sign 0 1! 0 0 6 2 4	

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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EPAP Plus Project Conditions – AM Peak Hour 

 EPAP Plus Proj AM
 Fri Jun 30, 2017 18:05:42
 Page 1-1

 EPAP Plus Project AM Peak Hour

 Scenario Report

 Scenario:
 EPAP Plus Proj AM

 Command:
 EPAP Plus Proj AM

 Volume:
 Existing AM

 Geometry:
 Exist Plus Proj

 Impact Fee:
 Default Impact Fee

 Trip Generation:
 AM Pk Hr

 Trip Distribution:
 AM Pk Hr

 Paths:
 Default Path

 Routes:
 Default Configuration

EPAP Plus Proj AM Fri S	Jun 30, 2017 18:05:50	Page 2-1
EPAP Plu	ıs Project AM Peak Hour	
Signal Intersection # 3 SR 33 & Yolo Street # 11 SR 33 & No. Commercial Acce	Warrant Summary Report Base Met [Del / Vol] ??? / ??? ess ??? / ???	Future Met [Del / Vol] Yes / Yes No / No

Fri Jun 30, 2017 18:05:50 EPAP Plus Proj AM Page 3-1 \_\_\_\_\_ EPAP Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0

 Initial Vol:
 278 1001
 1
 1 643
 83 105
 4 155
 3 1

 ApproachDel:
 xxxxxx
 xxxxxx
 733.2
 xxxxxx
 1 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=53.8] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=264] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2276] 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=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=5] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2276] 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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Fri Jun 30, 2017 18:05:50 Page 3-2 EPAP Plus Proj AM \_\_\_\_\_ EPAP Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0

 Initial Vol:
 278 1001 1 1 643 83 105 4 155 3 1 1

 Major Street Volume: 2007 Minor Approach Volume: 264 Minor Approach Volume Threshold: 45 [less than minimum of 100] \_\_\_\_\_

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.

Fri Jun 30, 2017 18:05:50 EPAP Plus Proj AM Page 3-3 \_\_\_\_\_ EPAP Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignStop SignLanes:10100001011010000000 0 0 0 0 0 
 Initial Vol:
 28 1033
 0
 0 702
 18
 10
 0
 22
 0
 0

 ApproachDel:
 xxxxxx
 xxxxxx
 30.8
 xxxxxx
 0 Approach[eastbound] [lanes=2] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=0.3] FAIL - Vehicle-hours less than 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=32] FAIL - Approach volume less than 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3] [total volume=1813] SUCCEED - Total volume greater than or equal to 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).

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Fri Jun 30, 2017 18:05:50 Page 3-4 EPAP Plus Proj AM \_\_\_\_\_ EPAP Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 0 0 0 0 1 0 1 1 0 0 0 1 0 0 0 0
 1 0 0 0 0 0 0
 1 0 0 0 0 0
 0 0 0 0

 Initial Vol:
 28 1033 0
 0 702 18
 10 0 22
 0 0 0
 0

 Major Street Volume: 1781 Minor Approach Volume: 32 Minor Approach Volume Threshold: 126 [less than minimum of 150] \_\_\_\_\_ 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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EPAP Plus Project Conditions – PM Peak Hour EPAP Plus Proj PMFri Jun 30, 2017 18:06:18Page 1-1EPAP Plus Project PM Peak HourScenario ReportScenario:EPAP Plus Proj PMCommand:EPAP Plus Proj PMVolume:Existing PMGeometry:Exist Plus ProjImpact Fee:Default Impact FeeTrip Generation:PM Pk HrTrip Distribution:PM Pk HrPaths:Default PathRoutes:Default RouteConfiguration:Default Configuration

EPAP Plus Proj PM	Fri Jun 30,	2017 18:06:25	Page 2-1
	EPAP Plus Proje	ect PM Peak Hour	
	Signal Warrant	Summary Report	
Intersection		Base Met	Future Met
		[Del / Vol]	[Del / Vol]
# 3 SR 33 & Yolo Stre	et	;;; \ ;;;	Yes / Yes
# 11 SR 33 & No. Comme	rcial Access		Yes / Yes

Fri Jun 30, 2017 18:06:25 EPAP Plus Proj PM Page 3-1 \_\_\_\_\_ EPAP Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0 1 0 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0
 0 0 1! 0 0
 0 0 0 0 0 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0
 0 0 0 0
 0 0 0
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 0
 0
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 0
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 0
 0
 0
 0
 0

 Initial Vol:
 160
 901
 0
 5
 1120
 77
 65
 1
 203
 6
 2

 ApproachDel:
 xxxxxx
 xxxxxx
 551.3
 xxxxxx
 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=41.2] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=269] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2544] 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=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=12] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=2544] 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.

Fri Jun 30, 2017 18:06:25 Page 3-2 EPAP Plus Proj PM \_\_\_\_\_ EPAP Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 0 1 0
 1 0 0 1 0
 0 0 1! 0 0
 0 0 1! 0 0

 Initial Vol:
 160 901
 0
 5 1120
 77
 65
 1 203
 6
 2
 4

 Major Street Volume: 2263 Minor Approach Volume: 269 Minor Approach Volume Threshold: 3 [less than minimum of 100] \_\_\_\_\_

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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Fri Jun 30, 2017 18:06:25 EPAP Plus Proj PM Page 3-3 \_\_\_\_\_ EPAP Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignStop SignLanes:1010000101101010000000 0 0 0 0 0 
 Initial Vol:
 84
 888
 0
 0 1046
 110
 58
 0 147
 0
 0

 ApproachDel:
 xxxxxx
 xxxxxx
 189.8
 xxxxxx
 0 Approach[eastbound] [lanes=2] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=10.8] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=205] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3] [total volume=2333] SUCCEED - Total volume greater than or equal to 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).

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Fri Jun 30, 2017 18:06:25 Page 3-4 EPAP Plus Proj PM \_\_\_\_\_ EPAP Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: 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 1 1 0 0 0 1 0 0 0 0
 1 0 0 0 0 0 0
 1 0 0 0 0 0

 Initial Vol:
 84 888 0
 0 1046 110
 58 0 147
 0 0 0 0

 Major Street Volume: 2128 Minor Approach Volume: 205 Minor Approach Volume Threshold: 49 [less than minimum of 150] \_\_\_\_\_

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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Cumulative No Project Conditions – AM Peak Hour Cumul No Proj AMFri Jun 30, 2017 18:07:55Page 1-1Cumulative No Project AM Peak HourScenario ReportScenario:Cumul No Proj AMCommand:Cumul No Proj AMVolume:Cumul No Proj AMGeometry:Cumul No Proj Impact FeeTrip Generation:AM Pk HrTrip Distribution:AM Pk HrPaths:Default PathRoutes:Default RouteConfiguration:Default Configuration

Cumul No Proj AM Fri Jun 30,	2017 18:07:55	Page 2-1	
Cumulative No Project AM Peak Hour			
Signal Warrant Summary Report			
Intersection	Base Met	Future Met	
	[Del / Vol]	[Del / Vol]	
# 1 SR 33 & Stuhr Road	Yes	????	
# 2 SR 33 & Jensen Rd/Sherman Pkwy	Yes / Yes	335 \ 335 355 \ 355	
# 3 SR 33 & Yolo Street	Yes / Yes	??? / ???	

Page 3-1 Cumul No Proj AM Fri Jun 30, 2017 18:07:55 \_\_\_\_\_ Cumulative No Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #1 SR 33 & Stuhr Road Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Stop Sign
 Stop Sign
 Stop Sign
 Stop Sign

 Lanes:
 1
 0
 1
 0
 0
 1!
 0
 0
 1!
 0
 0

 Initial Vol:
 253
 834
 92
 32
 619
 108
 95
 112
 204
 88
 165
 51

 Major Street Volume: 1938 Minor Approach Volume: 411 Minor Approach Volume Threshold: 57 [less than minimum of 100] \_\_\_\_\_ 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.

Cumul No Proj AM Fri Jun 30, 2017 18:07:55 Page 3-2 \_\_\_\_\_ Cumulative No Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Base Volume Alternative: Peak Hour Warrant Met -----||-----||------||-------|| Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignStop SignLanes:10110101101011010110 
 Initial Vol:
 16
 878
 912
 210
 640
 5
 4
 47
 13
 912
 71
 356

 ApproachDel:
 xxxxxx
 xxxxxx
 +Inf
 +Inf
 \_\_\_\_\_| Approach[eastbound] [lanes=3] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=64] FAIL - Approach volume less than 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=4][total volume=4064] SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches. \_\_\_\_\_ Approach[westbound][lanes=3][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=1339] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=4][total volume=4064] 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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Cumul No Proj AM Fri Jun 30, 2017 18:07:55 Page 3-3 \_\_\_\_\_ Cumulative No Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0
 1 0 1 1 0
 1 0 1 1 0
 1 0 1 1 0
 1 0 1 1 0

 Initial Vol:
 16 878 912
 210 640
 5
 4 47
 13 912
 71 356

 Major Street Volume: 2661 Minor Approach Volume: 1339 Minor Approach Volume Threshold: -47 [less than minimum of 150] \_\_\_\_\_

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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Cumul No Proj AM Fri Jun 30, 2017 18:07:55 Page 3-4 \_\_\_\_\_ Cumulative No Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignLanes:1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0 
 Initial Vol:
 184 1604
 1
 1 1157
 550
 469
 4
 140
 3
 1

 ApproachDel:
 xxxxxx
 xxxxxx
 xxxxxx
 xxxxxx
 xxxxxx
 1 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=613] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=4115] 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=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=5] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=4115] 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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Page 3-5 Cumul No Proj AM Fri Jun 30, 2017 18:07:55 \_\_\_\_\_ Cumulative No Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1
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 1
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 1!
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 <td Major Street Volume: 3497 613 Minor Approach Volume: Minor Approach Volume Threshold: -146 [less than minimum of 100] \_\_\_\_\_ 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.

Cumulative No Project Conditions – PM Peak Hour Cumul No Proj PM Fri Jun 30, 2017 18:08:21 Page 1-1
Cumulative No Project PM Peak Hour
Scenario Report
Scenario:
Cumul No Proj PM
Command:
Cumul No Proj PM
Pathe:
Default Impact Fee
Trip Distribution:
PM Pk Hr
Trip Distribution:
PM Pk Hr
Paths:
Default Path
Routes:
Default Route
Configuration:
Default Configuration

Cumul No Proj PM Fri Jun 30,	2017 18:08:21	Page 2-1	
Cumulative No Project PM Peak Hour			
Signal Warrant Summary Report			
Intersection	Base Met	Future Met	
	[Del / Vol]	[Del / Vol]	
# 1 SR 33 & Stuhr Road	Yes	5.5.5	
# 2 SR 33 & Jensen Rd/Sherman Pkwy	Yes / Yes	;;; / ;;;	
# 3 SR 33 & Yolo Street	Yes / Yes	<pre></pre>	

Cumul No Proj PM Fri Jun 30, 2017 18:08:21 Page 3-1 \_\_\_\_\_ Cumulative No Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #1 SR 33 & Stuhr Road Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:Stop SignStop SignStop SignStop SignLanes:1011001!0001!0Initial Vol:1785688640758103841362398011635 Major Street Volume: 1733 Minor Approach Volume: 459 Minor Approach Volume Threshold: 95 [less than minimum of 100] \_\_\_\_\_ 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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Cumul No Proj PM Fri Jun 30, 2017 18:08:21 Page 3-2 \_\_\_\_\_ Cumulative No Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Base Volume Alternative: Peak Hour Warrant Met -----||-----||------||-------|| Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignStop SignLanes:10110101101011010110 

 Initial Vol:
 12
 607
 923
 313
 912
 5
 4
 65
 18
 920
 53
 257

 ApproachDel:
 xxxxxx
 xxxxxx
 +Inf
 +Inf

 \_\_\_\_\_|\_\_\_\_\_ Approach[eastbound] [lanes=3] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=87] FAIL - Approach volume less than 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=4][total volume=4089] SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches. \_\_\_\_\_ Approach[westbound][lanes=3][control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=1230] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=4089] 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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Cumul No Proj PM Fri Jun 30, 2017 18:08:21 Page 3-3 \_\_\_\_\_ Cumulative No Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0
 1 0 1 1 0
 1 0 1 1 0
 1 0 1 1 0
 1 0 1 1 0

 Initial Vol:
 12 607 923
 313 912
 5
 4 65
 18
 920 53 257

 Major Street Volume: 2772 Minor Approach Volume: 1230 Minor Approach Volume Threshold: -64 [less than minimum of 150] \_\_\_\_\_

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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Cumul No Proj PM Fri Jun 30, 2017 18:08:21 Page 3-4 \_\_\_\_\_ Cumulative No Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0 1 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 0 0 1! 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0
 0 0 0 0
 0 0 0 0
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 0
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 0
 Initial Vol:112 107405 1439472460118162ApproachDel:xxxxxxxxxxxxxxxxxx4134.9 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=15669.0] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=642] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=3756] 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=13.8] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=12] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4][total volume=3756] 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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Cumul No Proj PM Fri Jun 30, 2017 18:08:21 Page 3-5 \_\_\_\_\_ Cumulative No Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Base Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0 1 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 0 1! 0 0

 Initial Vol:
 112 1074 0
 5 1439 472 460 1 181
 6 2 4

 Major Street Volume: 3102 Minor Approach Volume: 642 Minor Approach Volume Threshold: -105 [less than minimum of 100] \_\_\_\_\_ 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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Cumulative Plus Project Conditions – AM Peak Hour

## Cumul Plus Proj AM Fri Jun 30, 2017 18:09:35 Page 1-1

Cumulative Plus Project AM Peak Hour

	Scenario Report
Scenario:	Cumul Plus Proj AM
Command:	Cumul Plus Proj AM
Volume:	Cumul Prj Bckgr AM
Geometry:	Cumul Plus Proj
Impact Fee:	Default Impact Fee
Trip Generation:	AM Pk Hr
Trip Distribution:	AM Pk Hr
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Cumul Plus Proj AM Fri Jun 30, 2	2017 18:09:42	Page 2-1
Cumulative Plus Project AM Peak Hour		
Signal Warrant Intersection # 3 SR 33 & Yolo Street # 11 SR 33 & No. Commercial Access	Summary Report Base Met [Del / Vol] ??? / ??? ??? / ???	Future Met [Del / Vol] Yes / Yes No / No

Cumul Plus Proj AM Fri Jun 30, 2017 18:09:42 Page 3-1 Cumulative Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R Control:UncontrolledUncontrolledStop SignLanes:1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 1! 0 0 
 Initial Vol:
 50 2202
 1
 1 1609
 575
 478
 4
 38
 3
 1

 ApproachDel:
 xxxxxx
 xxxxxx
 xxxxxx
 xxxxxx
 xxxxxx
 1 ApproachDel: xxxxxx Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=520] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4][total volume=4963] 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=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=5] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4][total volume=4963] 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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Cumul Plus Proj AM Fri Jun 30, 2017 18:09:42 Page 3-2 \_\_\_\_\_ Cumulative Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 0 1! 0 0
 0 0 1! 0 0
 0 1! 0 0
 0 0 1! 0 0
 Initial Vol: 50 2202 1 1 1609 575 478 4 38 3 1 1 Major Street Volume: 4438 Minor Approach Volume: 520 Minor Approach Volume Threshold: -229 [less than minimum of 100] \_\_\_\_\_ SIGNAL WARRANT DISCLAIMER

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Cumul Plus Proj AM Fri Jun 30, 2017 18:09:42 Page 3-3 Cumulative Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0 0

 Initial Vol:
 28 2474
 0
 0 1659
 18
 10
 0
 22
 0
 0

 ApproachDel:
 xxxxxx
 xxxxxx
 409.0
 xxxxxx
 0 Approach[eastbound] [lanes=2] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=3.6] FAIL - Vehicle-hours less than 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=32] FAIL - Approach volume less than 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3] [total volume=4211] SUCCEED - Total volume greater than or equal to 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).

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Cumul Plus Proj AM Fri Jun 30, 2017 18:09:42 Page 3-4 \_\_\_\_\_ Cumulative Plus Project AM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant NOT Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0
 0 0 0 0 0 0
 0 0 0 0 0

 Initial Vol:
 28 2474 0 0 1659 18 10 0 22 0 0 0
 0 0 0 0

 Major Street Volume: 4179 Minor Approach Volume: 32 Minor Approach Volume Threshold: -241 [less than minimum of 150] \_\_\_\_\_ SIGNAL WARRANT DISCLAIMER

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Cumulative Plus Project Conditions – PM Peak Hour

## Cumul Plus Proj PM Fri Jun 30, 2017 18:09:59 Page 1-1

Cumulative Plus Project PM Peak Hour

Scenario:	Scenario Report Cumul Plus Proj PM
Command:	Cumul Plus Proj PM
Volume:	Cumul Prj Bckgr PM
Geometry:	Cumul Plus Proj
Impact Fee:	Default Impact Fee
Trip Generation:	PM Pk Hr
Trip Distribution:	PM Pk Hr
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Cumul Plus Proj PM Fri Jun 30, 2	2017 18:10:06	Page 2-1
Cumulative Plus Project PM Peak Hour		
Signal Warrant Intersection # 3 SR 33 & Yolo Street # 11 SR 33 & No. Commercial Access	Summary Report Base Met [Del / Vol] ??? / ??? ??? / ???	Future Met [Del / Vol] Yes / Yes Yes / Yes

Cumul Plus Proj PM Fri Jun 30, 2017 18:10:06 Page 3-1 Cumulative Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0 1 0 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0
 0 1! 0 0
 0 1! 0 0

 Initial Vol:
 34
 1936
 5
 5
 1456
 438
 512
 1
 37
 6
 2

 ApproachDel:
 xxxxxx
 xxxxxxx
 xxxxxx
 3152.1
 ApproachDel: xxxxxx XXXXXX XXXXXX 3152.1 Approach[eastbound] [lanes=1] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=OVERFLOW] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=550] SUCCEED - Approach volume greater than or equal to 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=4436] 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=10.5] SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach. Signal Warrant Rule #2: [approach volume=12] FAIL - Approach volume less than 100 for one lane approach. Signal Warrant Rule #3: [approach count=4] [total volume=4436] 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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Cumul Plus Proj PM Fri Jun 30, 2017 18:10:06 Page 3-2 \_\_\_\_\_ Cumulative Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #3 SR 33 & Yolo Street Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 1 1 0 1 0 1 1 0 0 0 1! 0 0 0 1! 0 0
 0 0 1! 0 0 0 1! 0 0

 Initial Vol:
 34 1936 5 5 1456 438 512 1 37 6 2 4

 Major Street Volume: 3874 Minor Approach Volume: 550 Minor Approach Volume Threshold: -182 [less than minimum of 100] \_\_\_\_\_ SIGNAL WARRANT DISCLAIMER

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Cumul Plus Proj PM Fri Jun 30, 2017 18:10:06 Page 3-3 Cumulative Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Delay Signal Warrant Report Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant Met Approach:North BoundSouth BoundEast BoundWest BoundMovement:L - T - RL - T - RL - T - RL - T - R 
 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0
 0 0 0 0 0 0
 0 0 0 0 0
 0 0 0 0 0

 Initial Vol:
 84 1664
 0
 0 2233
 110
 58
 0
 147
 0
 0

 ApproachDel:
 xxxxxx
 4297.1
 xxxxxx
 0 Approach[eastbound] [lanes=2] [control=Stop Sign] Signal Warrant Rule #1: [vehicle-hours=244.7] SUCCEED - Vehicle-hours >= 5 for two or more lane approach. Signal Warrant Rule #2: [approach volume=205] SUCCEED - Approach volume >= 150 for two or more lane approach. Signal Warrant Rule #3: [approach count=3] [total volume=4296] SUCCEED - Total volume greater than or equal to 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).

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Cumul Plus Proj PM Fri Jun 30, 2017 18:10:06 Page 3-4 \_\_\_\_\_ Cumulative Plus Project PM Peak Hour \_\_\_\_\_ Peak Hour Volume Signal Warrant Report [Urban] Intersection #11 SR 33 & No. Commercial Access Future Volume Alternative: Peak Hour Warrant Met Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R 

 Control:
 Uncontrolled
 Uncontrolled
 Stop Sign
 Stop Sign

 Lanes:
 1 0 2 0 0 0 0 2 0 1 1 0 0 0 1 0 0 0 0
 Initial Vol:
 84 1664 0 0 2233 110 58 0 147 0 0 0

 Major Street Volume: 4091 Minor Approach Volume: 205 Minor Approach Volume Threshold: -232 [less than minimum of 150] \_\_\_\_\_

SIGNAL WARRANT DISCLAIMER

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