

# **APPENDIX H**

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## **SIGNAL WARRANT ANALYSIS WORKSHEETS**



# Northwest Newman Master Plan Traffic Impact Study

## Peak Hour Signal Warrant Analysis Worksheets

Existing Conditions –  
AM Peak Hour

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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

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Existing Conditions AM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 SR 33 & Stuhr Road	No	???
# 2 SR 33 & Jensen Rd/Sherman Pkwy	No / No	??? / ???
# 3 SR 33 & Yolo Street	No / No	??? / ???

Existing Conditions AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #1 SR 33 & Stuhr Road

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Base 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	0	1	0	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	37	204	139		3	125	0		8	22	33		83	24	1					

Major Street Volume: 508  
 Minor Approach Volume: 108  
 Minor Approach Volume Threshold: 518

SIGNAL WARRANT DISCLAIMER

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Existing Conditions AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	0	1	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	3	269	53	21	217	38	19	18	8	55	76	77								
ApproachDel:	xxxxxx			xxxxxx			17.4			19.5										

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

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Existing Conditions AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	0	1	0	0	0	1	0	0	1
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 Conditions AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

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Base 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	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	141	264		1		1	199	80			87	4	72			3	1		1	
ApproachDel:	xxxxxx				xxxxxx				17.7				15.5							

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 Conditions AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

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Base 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	0	1	0	0	1
Initial Vol:	141	264	1	1	199	80	87	4	72	3	1	1

Major Street Volume: 686  
 Minor Approach Volume: 163  
 Minor Approach Volume Threshold: 415

SIGNAL WARRANT DISCLAIMER

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Existing Conditions –  
PM Peak Hour

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Existing Conditions PM Peak Hour  
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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 Conditions PM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 SR 33 & Stuhr Road	No	???
# 2 SR 33 & Jensen Rd/Sherman Pkwy	No / No	??? / ???
# 3 SR 33 & Yolo Street	No / No	??? / ???

Existing Conditions PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #1 SR 33 & Stuhr Road

\*\*\*\*\*

Base 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	18	155		86	1	218		2	2	20		63	126	16		1				

Major Street Volume: 480  
 Minor Approach Volume: 143  
 Minor Approach Volume Threshold: 538

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Existing Conditions PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	0	1	1	0	0	1	0	0	0	1	0	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

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Existing Conditions PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	0	1	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	4	263	58	100	374	16	21	11	3	24	14	44								

Major Street Volume: 815  
 Minor Approach Volume: 82  
 Minor Approach Volume Threshold: 355

SIGNAL WARRANT DISCLAIMER

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Existing Conditions PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

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Base 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	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	56	252		0		5	319		48		39	1		48		6	2		4	
ApproachDel:	xxxxxxx				xxxxxxx				13.4				13.2							

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=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

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Existing Conditions PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

Base 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	0	1	0	0	1
Initial Vol:	56	252	0	5	319	48	39	1	48	6	2	4

Major Street Volume: 680  
 Minor Approach Volume: 88  
 Minor Approach Volume Threshold: 418

SIGNAL WARRANT DISCLAIMER

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Existing Plus Project Conditions –  
AM Peak Hour

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Existing Plus Project AM Peak Hour  
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Scenario Report

Scenario: Exist Plus Proj AM  
  
Command: Exist 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 Route  
Configuration: Default Configuration

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Existing Plus Project AM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	No / No

Existing Plus Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
Initial Vol:	278	956	1	1	480	83	105	4	155	3	1	1
ApproachDel:	xxxxxx			xxxxxx			538.8			xxxxxx		

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

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Existing Plus Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
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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Existing Plus Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #11 SR 33 & No. Commercial Access

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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	1	1	0	0	0	0	0
Initial Vol:	28	988	0	0	539	18	10	0	22	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			23.3			xxxxxxx		

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

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Existing Plus Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #11 SR 33 & No. Commercial Access

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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	1	1	0	0	0	0	0
Initial Vol:	28	988	0	0	539	18	10	0	22	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

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Existing Plus Project PM Peak Hour  
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Scenario Report

Scenario: 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

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Existing Plus Project PM Peak Hour  
-----

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	Yes / Yes

Existing Plus Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
Initial Vol:	160	734	0	5	1053	77	65	1	203	6	2	4
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.

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
Initial Vol:	160	734	0	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

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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.

Existing Plus Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0
Initial Vol:	84	720	0	0	978	110	58	0	147	0	0	0
ApproachDel:	xxxxxx			xxxxxx			107.0			xxxxxx		

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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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	1	1	0	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]

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 –  
AM Peak Hour

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EPAP No Project AM Peak Hour  
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Scenario Report

Scenario: EPAP No Proj AM  
Command: EPAP No Proj 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

-----  
EPAP No Project AM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 SR 33 & Stuhr Road	???	No
# 2 SR 33 & Jensen Rd/Sherman Pkwy	??? / ???	No / No
# 3 SR 33 & Yolo Street	??? / ???	No / No

EPAP No Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #1 SR 33 & Stuhr Road

\*\*\*\*\*

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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	43	243	139		3	282	3		11	31	39		83	33	1					

Major Street Volume: 713  
 Minor Approach Volume: 117  
 Minor Approach Volume Threshold: 401

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 AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

\*\*\*\*\*

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	0	1	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	3	314	53	21	380	38	19	18	8	55	76	77								
ApproachDel:	xxxxxx			xxxxxx			24.5			30.9										

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 Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

\*\*\*\*\*

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	0	1	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	3	314	53	21	380	38	19	18	8	55	76	77								

Major Street Volume: 809  
 Minor Approach Volume: 208  
 Minor Approach Volume Threshold: 358

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.

EPAP No Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

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	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	141	309		1		1	362		80		87	4		72		3	1		1	
ApproachDel:	xxxxxx				xxxxxx				22.7				18.5							

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 Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

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	0	1	0	0	1
Initial Vol:	141	309	1	1	362	80	87	4	72	3	1	1

Major Street Volume: 894  
 Minor Approach Volume: 163  
 Minor Approach Volume Threshold: 323

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

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EPAP No Project PM Peak Hour  
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Scenario Report

Scenario: EPAP No Proj PM  
Command: EPAP No Proj 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

-----  
EPAP No Project PM Peak Hour  
-----

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 SR 33 & Stuhr Road	???	No
# 2 SR 33 & Jensen Rd/Sherman Pkwy	??? / ???	No / No
# 3 SR 33 & Yolo Street	??? / ???	No / No

EPAP No Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #1 SR 33 & Stuhr Road

\*\*\*\*\*

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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	1	0	0	1	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	18	322		86	1	285		2	2	21		64	126	16		1				
Major Street Volume:	714																			
Minor Approach Volume:	143																			
Minor Approach Volume Threshold:	401																			

SIGNAL WARRANT DISCLAIMER

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EPAP No Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

\*\*\*\*\*

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	0	1	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	4	430	58	100	441	16	21	11	3	24	14	44								
ApproachDel:	xxxxxxx			xxxxxxx			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 Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

\*\*\*\*\*

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	0	1	0	0	0	1	0	0	1
Initial Vol:	4	430	58	100	441	16	21	11	3	24	14	44

Major Street Volume: 1049

Minor Approach Volume: 82

Minor Approach Volume Threshold: 268

SIGNAL WARRANT DISCLAIMER

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EPAP No Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

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	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	56 419 0	5 386 48	39 1 48	6 2 4
ApproachDel:	xxxxxx	xxxxxx	15.6	15.5

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 Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

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	0	1	0	0	1
Initial Vol:	56	419	0	5	386	48	39	1	48	6	2	4

Major Street Volume: 914  
Minor Approach Volume: 88  
Minor Approach Volume Threshold: 316

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

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EPAP Plus Project AM Peak Hour  
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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 Route  
Configuration: Default Configuration

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EPAP Plus Project AM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	No / No

EPAP Plus Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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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	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:	278 1001 1	1 643 83	105 4 155	3 1 1
ApproachDel:	xxxxxx	xxxxxx	733.2	xxxxxx

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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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
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.

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 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	1	1	0	0	0	1	0	0	0	0	0
Initial Vol:	28	1033		0	0	0	702	18		18	10	0	22		22	0	0		0	0
ApproachDel:	xxxxxxx				xxxxxxx				30.8				xxxxxxx							

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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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 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	1	1	0	0	0	0	0
Initial Vol:	28	1033	0	0	702	18	10	0	22	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

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EPAP Plus Project PM Peak Hour  
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Scenario Report

Scenario: EPAP Plus Proj PM  
Command: EPAP 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

-----  
EPAP Plus Project PM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	Yes / Yes

EPAP Plus Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

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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	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
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).

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EPAP Plus Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	1
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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EPAP Plus Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #11 SR 33 & No. Commercial Access

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0
Initial Vol:	84	888	0	0	1046	110	58	0	147	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			189.8			xxxxxxx		

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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EPAP Plus Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	0	0	1	1	0	0	0	0	0
Initial Vol:	84	888	0	0	1046	110	58	0	147	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

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Cumulative No Project AM Peak Hour  
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Scenario Report

Scenario: Cumul No Proj AM  
Command: Cumul No Proj AM  
Volume: Cumul No Prj AM  
Geometry: Cumul No 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

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 Cumulative No Project AM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 SR 33 & Stuhr Road	Yes	???
# 2 SR 33 & Jensen Rd/Sherman Pkwy	Yes / Yes	??? / ???
# 3 SR 33 & Yolo Street	Yes / Yes	??? / ???

Cumulative No Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #1 SR 33 & Stuhr Road

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Base 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	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1
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

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Cumulative No Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	L - 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
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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Cumulative No Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1
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

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Cumulative No Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

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Base 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	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
Initial Vol:	184 1604 1	1 1157 550	469 4 140	3 1 1
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	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=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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Cumulative No Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

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Base 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	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
Initial Vol:	184	1604			1	1	1157	550			469	4	140			3	1			1

Major Street Volume: 3497  
 Minor Approach Volume: 613  
 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).

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Cumulative No Project Conditions –  
PM Peak Hour

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Cumulative No Project PM Peak Hour  
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Scenario Report

Scenario: Cumul No Proj PM  
Command: Cumul No Proj PM  
Volume: Cumul No Prj PM  
Geometry: Cumul No 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

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Cumulative No Project PM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 SR 33 & Stuhr Road	Yes	???
# 2 SR 33 & Jensen Rd/Sherman Pkwy	Yes / Yes	??? / ???
# 3 SR 33 & Yolo Street	Yes / Yes	??? / ???

Cumulative No Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #1 SR 33 & Stuhr Road

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Base 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	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1
Initial Vol:	178	568	86	40	758	103	84	136	239	80	116	35

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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Cumulative No Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1
Initial Vol:	12	607	923	313	912	5	4	65	18	920	53	257
ApproachDel:	xxxxxxx			xxxxxxx			+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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Cumulative No Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 SR 33 & Jensen Rd/Sherman Pkwy

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Base 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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	1	0	1	0	1	1	0	1
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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Cumulative No Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

Base 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	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
Initial Vol:	112 1074 0	5 1439 472	460 1 181	6 2 4
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	4134.9

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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Cumulative No Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

\*\*\*\*\*

Base 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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1
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

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Cumulative Plus Project AM Peak Hour  
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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

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Cumulative Plus Project AM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	No / No

Cumulative Plus Project AM Peak Hour

Peak Hour Delay Signal Warrant Report

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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	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
Initial Vol:	50 2202 1	1 1609 575	478 4 38	3 1 1
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	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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Cumulative Plus Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1
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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 Cumulative Plus Project AM Peak Hour  
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Peak Hour Delay Signal Warrant Report

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Intersection #11 SR 33 & No. Commercial Access

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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	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Initial Vol:	28	2474		0		0	1659		18		10	0		22		0	0		0	
ApproachDel:	xxxxxxx				xxxxxxx				409.0				xxxxxxx							

-----  
 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.

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 SIGNAL WARRANT DISCLAIMER

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Cumulative Plus Project AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #11 SR 33 & No. Commercial Access

\*\*\*\*\*

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	2	0	0	2	1	0	0	0	0	0
Initial Vol:	28	2474	0	0	1659	18	10	0	22	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

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Cumulative Plus Project PM Peak Hour  
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Scenario Report

Scenario: 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

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Cumulative Plus Project PM Peak Hour  
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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 3 SR 33 & Yolo Street	??? / ???	Yes / Yes
# 11 SR 33 & No. Commercial Access	??? / ???	Yes / Yes

Cumulative Plus Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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

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Cumulative Plus Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #3 SR 33 & Yolo Street

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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	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
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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Cumulative Plus Project PM Peak Hour

Peak Hour Delay Signal Warrant Report

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Intersection #11 SR 33 & No. Commercial Access

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	2	1	0	0	0	0	0
Initial Vol:	84	1664	0	0	2233	110	58	0	147	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			4297.1			xxxxxxx		

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

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Cumulative Plus Project PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #11 SR 33 & No. Commercial Access

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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	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	2	0	0	2	1	0	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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