

APPENDIX J:
SIGNAL WARRANT ANALYSIS OUTPUT SHEETS

Scenario Report

Scenario: EX-AM
Command: Default Command
Volume: EX-AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	33	138	0	0	459	12	5	0	78	0	0	0
Major Street Volume:	642											
Minor Approach Volume:	83											
Minor Approach Volume Threshold:	438											

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	61	245	42	56	167	63	120	135	65	24	52	17
Major Street Volume:							634					
Minor Approach Volume:							320					
Minor Approach Volume Threshold:							570					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	164		7		144	126		0		0	0		0		9	0		251						
Major Street Volume:											441														
Minor Approach Volume:											260														
Minor Approach Volume Threshold:											567														

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	91	55			52	74	0			0	0	0	0		26	0	74		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.8							

Approach[westbound][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=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=372]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	91	55			52	74	0			0	0	0	0		26	0	74							
Major Street Volume:											272														
Minor Approach Volume:											100														
Minor Approach Volume Threshold:	733																								

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	66	0	0		0	0	0		0	1	32		0	0	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=2][total volume=99]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	66	0	0		0	0	0		0	1	32		0	0	0	
Major Street Volume:													33			
Minor Approach Volume:													66			
Minor Approach Volume Threshold:	1460															

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	17		51		134	6		148		27	30		228		90	139		89		1
Major Street Volume:											577									
Minor Approach Volume:																202				
Minor Approach Volume Threshold:																611				

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	26	768		0	0	1007	609		312	0	14		0	0		0				
Major Street Volume:													2410							
Minor Approach Volume:													326							
Minor Approach Volume Threshold:	-18 [less than minimum of 100]																			

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound			
Approach:																
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	83	0	0	0	45	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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			Uncontrolled			Uncontrolled												
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	83	0	0	45	0										
Major Street Volume:							128															
Minor Approach Volume:							0															
Minor Approach Volume Threshold:							768															

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	67	0			0	100	0			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	67	0		0	100	0		0	0	0		0	0	0					
Major Street Volume:													167							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													697							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0	67	0			0	100	0			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	1	0	0	1!	0	0	0
Initial Vol:	0	67	0	0	100	0	0	0	0	0	0	0
Major Street Volume:	167											
Minor Approach Volume:	0											
Minor Approach Volume Threshold:	901											

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	67	0			0	100	0			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	67	0		0	100	0		0	0	0		0	0	0					
Major Street Volume:													167							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													697							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	133	0	48			17	74	0			0	65	22		

Major Street Volume: 181
 Minor Approach Volume: 91
 Minor Approach Volume Threshold: 675

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		34	0	240		123	51	0		0	240	113	
ApproachDel:	xxxxxx				13.7				xxxxxx				xxxxxx			

Approach[southbound][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=274]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=801]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	34		0		240	123		51		0	0		240		113
Major Street Volume:											527									
Minor Approach Volume:											274									
Minor Approach Volume Threshold:											390									

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Scenario Report

Scenario:	EX-PM
Command:	Default Command
Volume:	EX-PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	46	280	0	0	193	9	8	0	41	0	0	0
Major Street Volume:							528					
Minor Approach Volume:							49					
Minor Approach Volume Threshold:							505					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	69	194	27	48	135	116	90	116	33	23	88	6
Major Street Volume:							589					
Minor Approach Volume:							239					
Minor Approach Volume Threshold:							602					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	161	18		91	104	0		0	0	0		12	0	218					
Major Street Volume:													374							
Minor Approach Volume:													230							
Minor Approach Volume Threshold:													624							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	111	27		49	120	0		0	0	0	0		21	0	46				
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				9.8							

Approach[westbound][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=67]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=374]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	111		27		49	120		0		0	0		0		21	0		46	
Major Street Volume:											307									
Minor Approach Volume:											67									
Minor Approach Volume Threshold:											692									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	41	0	3	0	0	0	0	3	36	0	6	0
ApproachDel:	8.8			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][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=44]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=89]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled												
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Initial Vol:	41	0	3	0	0	0	0	3	36	0	6	0										
Major Street Volume:							45															
Minor Approach Volume:							44															
Minor Approach Volume Threshold:	1353																					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	11		90		95	9		61		27	35		188		27	97		128		7
Major Street Volume:											482									
Minor Approach Volume:											196									
Minor Approach Volume Threshold:	688																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	12	715		0	0	474	152		295	0	5		0	0		0				
Major Street Volume:													1353							
Minor Approach Volume:													300							
Minor Approach Volume Threshold:													181							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	55	0	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	55	0	0	0
Major Street Volume:					104															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					823															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	44	0			0	141	0			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	44	0		0	141	0		0	0	0		0	0	0					
Major Street Volume:													185							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													669							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0	44		0		0	141		0		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	44	0		0	141	0		0	0	0		0	0	0					
Major Street Volume:													185							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													866							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	44	0			0	141	0			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	44	0		0	141	0		0	0	0		0	0	0					
Major Street Volume:													185							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													669							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	84	0	67			7	83	0			0	44	29		
Major Street Volume:					163															
Minor Approach Volume:					151															
Minor Approach Volume Threshold:					703															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		50	0	116		81	57	0		0	44	55	
ApproachDel:	xxxxxx				10.1				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=166]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=403]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	50		0		116	81		57		0	0		44		55
Major Street Volume:											237									
Minor Approach Volume:											166									
Minor Approach Volume Threshold:											603									

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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Scenario Report

Scenario:	EX-WKND
Command:	Default Command
Volume:	EX-WKND
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	No	???
# 13 New DWY / Lakeview	No / No	??? / ???
# 14 Foothill / DR Dwy (North)	No / No	??? / ???
# 15 Foothill Dr / DR Dwy (Main)	No / No	??? / ???
# 16 Foothill / DR Dwy (South)	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	35	124		1		0	141		2		1	0	38			0	0		0	0
Major Street Volume:											303									
Minor Approach Volume:											39									
Minor Approach Volume Threshold:											696									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	5	50	5			7	48	102			84	78	6			5	42	8							
Major Street Volume:											223														
Minor Approach Volume:											157														
Minor Approach Volume Threshold:	1019																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	81	1		4	73	0		0	0	0		1	0	5					
Major Street Volume:													159							
Minor Approach Volume:													6							
Minor Approach Volume Threshold:	918																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	75	24			12	59	0			0	0	0	0		13	0		9	
ApproachDel:	xxxxxxx					xxxxxxx					xxxxxxx					9.2				

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=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=192]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	75	24			12	59	0			0	0	0	0		13	0	9		
Major Street Volume:											170									
Minor Approach Volume:											22									
Minor Approach Volume Threshold:											895									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	43	0	0		0	0	0		0	3	30		1	5	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=43]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=82]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	43	0	0		0	0	0		0	3	30		1	5	0	
Major Street Volume:													39			
Minor Approach Volume:													43			
Minor Approach Volume Threshold:	1403															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	4		42		45	1		19		6	21		109		2	52		53		2
Major Street Volume:											239									
Minor Approach Volume:											91									
Minor Approach Volume Threshold:	990																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	1	78	0	0	49	19	35	0	0	0	0	0	0	0	0					
Major Street Volume:							147													
Minor Approach Volume:							35													
Minor Approach Volume Threshold:							945													

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
Initial Vol:	0	0	0	0	0	0	0	0	0	39	0	0	0	37	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	37	0	0	0
Major Street Volume:					76															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					907															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	46		0		0	72		0		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	46	0		0	72	0		0	0	0		0	0	0					
Major Street Volume:													118							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													789							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0	46		0		0	72		0		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	46	0		0	72	0		0	0	0		0	0	0					
Major Street Volume:													118							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:	1021																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	46		0		0	72		0		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	46	0		0	72	0		0	0	0		0	0	0					
Major Street Volume:													118							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													789							

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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Scenario Report

Scenario: EXWP-AM
Command: Default Command
Volume: EXWP-AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	??? / ???
# 14 Foothill / DR Dwy (North)	No / No	??? / ???
# 15 Foothill Dr / DR Dwy (Main)	No / No	??? / ???
# 16 Foothill / DR Dwy (South)	No / No	??? / ???
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	55	138	0	0	459	12	5	0	121	0	0	0
Major Street Volume:							664					
Minor Approach Volume:							126					
Minor Approach Volume Threshold:							426					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	61	259	55	56	164	63	121	135	64	22	52	17
Major Street Volume:							658					
Minor Approach Volume:							320					
Minor Approach Volume Threshold:							554					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	190		7		144	119		0		0	0		0		9	0		251	
Major Street Volume:											460									
Minor Approach Volume:											260									
Minor Approach Volume Threshold:	552																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	117	55		52	67	0		0	0	0	0		26	0	74				
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				9.9							

Approach[westbound][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=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=391]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	117	55			52	67	0			0	0	0	0		26	0		74						
Major Street Volume:											291														
Minor Approach Volume:											100														
Minor Approach Volume Threshold:	710																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	66	0	0		0	0	0		0	1	32		0	0	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=2][total volume=99]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	66	0	0		0	0	0		0	1	32		0	0	0	
Major Street Volume:													33			
Minor Approach Volume:													66			
Minor Approach Volume Threshold:	1460															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	17		51		134	6		148		27	30		241		90	139		87		1
Major Street Volume:											588									
Minor Approach Volume:																202				
Minor Approach Volume Threshold:																602				

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	26	768		0		0	1007	609			312	0	14			0	0		0	
Major Street Volume:									2410											
Minor Approach Volume:									326											
Minor Approach Volume Threshold:	-18 [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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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	43		0	0	0		0	83	0		22	45	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=43]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=193]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	43		0	0	0		0	83	0		22	45	0	
Major Street Volume:													150			
Minor Approach Volume:													43			
Minor Approach Volume Threshold:	725															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	93	0	0	0	88	5	0	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	93	0			0	88	5			0	0	0			0	0	0		
Major Street Volume:					186															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					668															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	68	0	0	105	6	32	0	0	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			9.6			xxxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=211]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
Initial Vol:	0	68	0		0	105	6		32	0	0		0	0	0		0	0	0	
Major Street Volume:													179							
Minor Approach Volume:													32							
Minor Approach Volume Threshold:													878							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	67	0			0	100	5			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	67	0			0	100	5			0	0	0			0	0	0		
Major Street Volume:													172							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													689							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	133		0		48	17		74		0	0		65		22
Major Street Volume:											181									
Minor Approach Volume:											91									
Minor Approach Volume Threshold:											675									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0	
Initial Vol:	0	0	0	0	0	34	0	240	123	51	0	0	240	113	0	0	0	240	113	0	0
ApproachDel:	xxxxxx				13.7				xxxxxx				xxxxxx								

Approach[southbound][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=274]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=801]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	34	0	240			123	51	0			0	240	113		
Major Street Volume:											527									
Minor Approach Volume:											274									
Minor Approach Volume Threshold:											390									

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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Scenario Report

Scenario: EXWP-PM

Command: Default Command

Volume: EXWP-PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	109	280	0	0	193	9	8	0	98	0	0	0
Major Street Volume:							591					
Minor Approach Volume:							106					
Minor Approach Volume Threshold:							466					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	67	202	35	48	149	118	91	116	32	36	88	6
Major Street Volume:							619					
Minor Approach Volume:							239					
Minor Approach Volume Threshold:							580					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	173	18		91	129	0		0	0	0		12	0	218					
Major Street Volume:													411							
Minor Approach Volume:													230							
Minor Approach Volume Threshold:													591							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	123	26		49	144	0		0	0	0	0		20	0	46				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.9							

Approach[westbound][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=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=408]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	123		26		49	144		0		0	0		0		20	0		46	
Major Street Volume:											342									
Minor Approach Volume:											66									
Minor Approach Volume Threshold:											654									

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.

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	41	0	3	0	0	0	0	3	36	0	6	0
ApproachDel:	8.8			xxxxxxx			xxxxxxx			xxxxxxx		

Approach[northbound][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=44]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=89]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	41	0	3	0	0	0	0	3	36	0	6	0
Major Street Volume:							45					
Minor Approach Volume:							44					
Minor Approach Volume Threshold:	1353											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	11		91		95	9		62		27	35		196		27	97		141		7
Major Street Volume:											503									
Minor Approach Volume:											197									
Minor Approach Volume Threshold:											670									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	12	7	15	0	0	0	4	74	152	0	295	0	5	0	0	0	0	0	0	0
Major Street Volume:													1353							
Minor Approach Volume:													300							
Minor Approach Volume Threshold:													181							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	57		0	0	0		0	49	0		63	55	0	
ApproachDel:	8.7				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=57]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=224]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Initial Vol:	0	0	0	0	57	0	0	0	0	0	0	49	0	0	0	63	55	0	0	0
Major Street Volume:											167									
Minor Approach Volume:											57									
Minor Approach Volume Threshold:											697									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	0	150	15		0	0	0	0		0	0	0	0		0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	150	15		0	0	0		0	0	0					
Major Street Volume:													220							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													623							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
Initial Vol:	0	45	0		0	157	20		47	0	0		0	0	0		0	0	0	
ApproachDel:	xxxxxx				xxxxxx				9.9				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=269]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	45	0	0	157	20	47	0	0	0	0	0
Major Street Volume:	222											
Minor Approach Volume:	47											
Minor Approach Volume Threshold:	803											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	44	0			0	141	15			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	44	0		0	141	15		0	0	0		0	0	0					
Major Street Volume:													200							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													649							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	84	0	67			7	82	0			0	43	29		
Major Street Volume:					161															
Minor Approach Volume:					151															
Minor Approach Volume Threshold:					706															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		51	0	116		81	57	0		0	44	56	
ApproachDel:	xxxxxx				10.1				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=167]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=405]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	51	0	116			81	57	0			0	44	56		
Major Street Volume:											238									
Minor Approach Volume:											167									
Minor Approach Volume Threshold:											602									

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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Scenario Report

Scenario: EXWP-WKND
Command: Default Command
Volume: EXWP-WKND
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	No	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	92	124		1		0	141		2		1	0	89			0	0		0	0
Major Street Volume:											360									
Minor Approach Volume:											90									
Minor Approach Volume Threshold:											637									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	3	54	8	7	54	104	86	78	4	10	42	8

Major Street Volume: 230
 Minor Approach Volume: 168
 Minor Approach Volume Threshold: 1006

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	84		1		4	81		0		0	0		0		1	0		5	
Major Street Volume:													170							
Minor Approach Volume:													6							
Minor Approach Volume Threshold:	895																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	77	23			12	66	0			0	0	0	0		12	0	9		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.2							

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=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=199]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	77	23		12	66	0		0	0	0		12	0	9					
Major Street Volume:													178							
Minor Approach Volume:													21							
Minor Approach Volume Threshold:	879																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	43	0	0		0	0	0		0	3	30		1	5	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=43]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=82]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	43	0	0		0	0	0		0	3	30		1	5	0	
Major Street Volume:													39			
Minor Approach Volume:													43			
Minor Approach Volume Threshold:	1403															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	4		43		45	1		20		6	21		112		2	52		58		2
Major Street Volume:											247									
Minor Approach Volume:											92									
Minor Approach Volume Threshold:	975																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	1	78	0	0	49	19	35	0	0	0	0	0	0	0	0					
Major Street Volume:							147													
Minor Approach Volume:							35													
Minor Approach Volume Threshold:							945													

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	51		0	0	0		0	39	0		57	37	0	
ApproachDel:	8.6				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=51]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=184]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Initial Vol:	0	0	0	0	51	0	0	0	0	0	0	39	0	0	0	57	37	0	0	0
Major Street Volume:											133									
Minor Approach Volume:											51									
Minor Approach Volume Threshold:											757									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	47	0			0	64	14			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	47	0		0	64	14		0	0	0		0	0	0					
Major Street Volume:													125							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													774							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	47	0	0	87	18	42	0	0	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			9.4			xxxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=194]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	47	0	0	87	18	42	0	0	0	0	0
Major Street Volume:							152					
Minor Approach Volume:							42					
Minor Approach Volume Threshold:							934					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	46		0		0	72		14		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	46	0		0	72	14		0	0	0		0	0	0					
Major Street Volume:													132							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													759							

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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Scenario Report

Scenario: NT-AM
Command: Default Command
Volume: NT-AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	33	139	0	0	461	12	5	0	78	0	0	0
Major Street Volume:							645					
Minor Approach Volume:							83					
Minor Approach Volume Threshold:							436					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	61	249	42	56	169	63	120	135	65	24	52	17
Major Street Volume:							640					
Minor Approach Volume:							320					
Minor Approach Volume Threshold:							566					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	168		7		144	128		0		0	0		0		9	0		251	
Major Street Volume:													447							
Minor Approach Volume:													260							
Minor Approach Volume Threshold:													562							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	95	55			52	76	0			0	0	0	0		26	0		74	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.8							

Approach[westbound][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=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=378]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	95	55		52	76	0		0	0	0		26	0	74					
Major Street Volume:													278							
Minor Approach Volume:													100							
Minor Approach Volume Threshold:													726							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	70	0	0		0	0	0		0	1	34		0	0	0	
ApproachDel:	8.9				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=2][total volume=105]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	70	0	0		0	0	0		0	1	34		0	0	0	
Major Street Volume:									35							
Minor Approach Volume:									70							
Minor Approach Volume Threshold:	1440															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	R	L	T	R	L	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	17	51	134			6	148	27			30	228	90			139	89	1		
Major Street Volume:											577									
Minor Approach Volume:											202									
Minor Approach Volume Threshold:	611																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	26	768		0	0	1007	609		312	0	14		0	0		0				
Major Street Volume:									2410											
Minor Approach Volume:									326											
Minor Approach Volume Threshold:	-18 [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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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	83	0	0	0	0	45	0	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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			Uncontrolled			Uncontrolled						
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	83	0	0	45	0				
Major Street Volume:							128									
Minor Approach Volume:							0									
Minor Approach Volume Threshold:							768									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	71	0	0	0	102	0	0	0	0	0	0	0	0	0	0				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	71	0		0	102	0		0	0	0		0	0	0					
Major Street Volume:													173							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													687							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0	71	0			0	102	0			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	71	0		0	102	0		0	0	0		0	0	0					
Major Street Volume:													173							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													889							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0		71		0	0		102		0	0		0		0	0		0		0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	71	0		0	102	0		0	0	0		0	0	0					
Major Street Volume:													173							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													687							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	133	0	48			17	74	0			0	65	22		
Major Street Volume:					181															
Minor Approach Volume:					91															
Minor Approach Volume Threshold:					675															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		34	0	240		123	51	0		0	240	113	
ApproachDel:	xxxxxx				13.7				xxxxxx				xxxxxx			

Approach[southbound][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=274]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=801]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	34		0		240	123		51		0	0		240		113
Major Street Volume:											527									
Minor Approach Volume:											274									
Minor Approach Volume Threshold:											390									

SIGNAL WARRANT DISCLAIMER

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Scenario Report

Scenario:	NT-PM
Command:	Default Command
Volume:	NT-PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	46	287	0	0	198	9	8	0	41	0	0	0
Major Street Volume:							540					
Minor Approach Volume:							49					
Minor Approach Volume Threshold:							497					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	69	205	27	48	146	116	90	116	33	23	88	6
Major Street Volume:	611											
Minor Approach Volume:	239											
Minor Approach Volume Threshold:	586											

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	172	18		91	115	0		0	0	0		12	0	218					
Major Street Volume:													396							
Minor Approach Volume:													230							
Minor Approach Volume Threshold:													604							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	122	27			49	131	0			0	0	0	0		21	0		46	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.9							

Approach[westbound][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=67]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=396]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	122		27		49	131		0		0	0		0		21	0		46						
Major Street Volume:											329														
Minor Approach Volume:											67														
Minor Approach Volume Threshold:											668														

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	52	0	3	0	0	0	0	3	47	0	6	0
ApproachDel:	8.9			xxxxxxx			xxxxxxx			xxxxxxx		

Approach[northbound][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=55]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=111]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	52	0	3	0	0	0	0	3	47	0	6	0
Major Street Volume:	56											
Minor Approach Volume:	55											
Minor Approach Volume Threshold:	1278											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	11		90		95	9		61		27	35		188		27	97		128		7
Major Street Volume:											482									
Minor Approach Volume:											196									
Minor Approach Volume Threshold:	688																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	12	715		0	0	474	152		295	0	5		0	0		0				
Major Street Volume:													1353							
Minor Approach Volume:													300							
Minor Approach Volume Threshold:													181							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0			0	0	0			0	49	0			0	55	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled				
Lanes:	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Initial Vol:	0	0	0		0	0	0		0	49	0		0	55	0		
Major Street Volume:													104				
Minor Approach Volume:													0				
Minor Approach Volume Threshold:													823				

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0			0	152	0			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	152	0		0	0	0		0	0	0					
Major Street Volume:													207							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													639							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0	55	0			0	152	0			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	55	0		0	152	0		0	0	0		0	0	0					
Major Street Volume:													207							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													827							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	0	152	0		0	0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	152	0		0	0	0		0	0	0					
Major Street Volume:													207							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													639							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	84	0	67			7	83	0			0	44	29		
Major Street Volume:					163															
Minor Approach Volume:					151															
Minor Approach Volume Threshold:					703															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		50	0	116		81	57	0		0	44	55	
ApproachDel:	xxxxxx				10.1				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=166]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=403]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	50		0		116	81		57		0	0		44		55
Major Street Volume:											237									
Minor Approach Volume:											166									
Minor Approach Volume Threshold:											603									

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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Scenario Report

Scenario: NT-WKND
Command: Default Command
Volume: NT-WKND
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	No	???
# 13 New DWY / Lakeview	No / No	??? / ???
# 14 Foothill / DR Dwy (North)	No / No	??? / ???
# 15 Foothill Dr / DR Dwy (Main)	No / No	??? / ???
# 16 Foothill / DR Dwy (South)	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	35	130		1		0	148		2		1	0	38			0	0		0		0	0		0	
Major Street Volume:											316														
Minor Approach Volume:											39														
Minor Approach Volume Threshold:	682																								

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	5	67	5	7	63	102	84	78	6	5	42	8
Major Street Volume:							249					
Minor Approach Volume:							168					
Minor Approach Volume Threshold:							972					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	98		1		4	88		0		0	0		0		1	0		5	
Major Street Volume:													191							
Minor Approach Volume:													6							
Minor Approach Volume Threshold:	855																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	92	24		12	74	0		0	0	0	0		13	0	9				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.4							

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=224]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	92	24			12	74	0			0	0	0	0		13	0	9		
Major Street Volume:											202									
Minor Approach Volume:											22									
Minor Approach Volume Threshold:	836																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	60	0	0		0	0	0		0	3	45		1	5	0	
ApproachDel:	8.9				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=114]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	60	0	0		0	0	0		0	3	45		1	5	0	
Major Street Volume:													54			
Minor Approach Volume:													60			
Minor Approach Volume Threshold:	1290															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	R	L	T	R	L	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	4	42	45			1	19	6			21	109	2			52	53	2		
Major Street Volume:											239									
Minor Approach Volume:											91									
Minor Approach Volume Threshold:	990																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	1	78	0	0	49	19	35	0	0	0	0	0	0	0	0					
Major Street Volume:							147													
Minor Approach Volume:							35													
Minor Approach Volume Threshold:							945													

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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			Uncontrolled			Uncontrolled												
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	39	0	0	37	0										
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx												

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	37	0	0	0
Major Street Volume:					76															
Minor Approach Volume:					0															
Minor Approach Volume Threshold:					907															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	63	0			0	87	0			0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	63	0		0	87	0		0	0	0		0	0	0					
Major Street Volume:													150							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													725							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	1	0	1	0	0	0	0	1	0	0	0	0	1!	0	0	0	0	0	0	0
Initial Vol:	0	63	0			0	87	0			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	1	0	0	1!	0	0	0
Initial Vol:	0	63	0	0	87	0	0	0	0	0	0	0
Major Street Volume:	150											
Minor Approach Volume:	0											
Minor Approach Volume Threshold:	938											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	63	0		0	0	87	0		0	0	0	0	0		0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	63	0		0	87	0		0	0	0		0	0	0					
Major Street Volume:													150							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													725							

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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Scenario Report

Scenario: NTWP-AM
Command: Default Command
Volume: NTWP-AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	??? / ???
# 14 Foothill / DR Dwy (North)	No / No	??? / ???
# 15 Foothill Dr / DR Dwy (Main)	No / No	??? / ???
# 16 Foothill / DR Dwy (South)	No / No	??? / ???
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	55	139	0	0	461	12	5	0	121	0	0	0
Major Street Volume:							667					
Minor Approach Volume:							126					
Minor Approach Volume Threshold:							424					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	61	263	55	56	166	63	121	135	64	22	52	17
Major Street Volume:							664					
Minor Approach Volume:							320					
Minor Approach Volume Threshold:							550					

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.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	194		7		144	121		0		0	0		0		9	0		251	
Major Street Volume:									466											
Minor Approach Volume:									260											
Minor Approach Volume Threshold:									548											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	121	55			52	69	0			0	0	0	0		26	0		74	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.0							

Approach[westbound][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=100]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=397]
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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	121	55			52	69	0			0	0	0			26	0	74		
Major Street Volume:											297									
Minor Approach Volume:											100									
Minor Approach Volume Threshold:											703									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	70	0	0		0	0	0		0	1	34		0	0	0	
ApproachDel:	8.9				xxxxxxx				xxxxxxx				xxxxxxx			

Approach[northbound][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=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=2][total volume=105]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	70	0	0		0	0	0		0	1	34		0	0	0	
Major Street Volume:									35							
Minor Approach Volume:									70							
Minor Approach Volume Threshold:	1440															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	17		51		134	6		148		27	30		241		90	139		87		1
Major Street Volume:											588									
Minor Approach Volume:											202									
Minor Approach Volume Threshold:											602									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	26	768	0	0	1007	609	312	0	14	0	0	0	0	0	0	0				
Major Street Volume:							2410													
Minor Approach Volume:							326													
Minor Approach Volume Threshold:	-18 [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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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	43		0	0	0		0	83	0		22	45	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=43]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=193]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	43		0	0	0		0	83	0		22	45	0	
Major Street Volume:													150			
Minor Approach Volume:													43			
Minor Approach Volume Threshold:	725															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	97	0			0	90	5			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	97	0		0	90	5		0	0	0		0	0	0					
Major Street Volume:													192							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													660							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	0	72	0		0	107	6		32	0	0		0	0	0					
ApproachDel:	xxxxxx				xxxxxx				9.6				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=217]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	0	72	0		0	107	6		32	0	0		0	0	0					
Major Street Volume:									185											
Minor Approach Volume:									32											
Minor Approach Volume Threshold:	866																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	71	0			0	102	5			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	71	0		0	102	5		0	0	0		0	0	0					
Major Street Volume:													178							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													680							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	133	0	48			17	74	0			0	65	22		
Major Street Volume:													181							
Minor Approach Volume:													91							
Minor Approach Volume Threshold:													675							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	34	0	240	123	51	0	0	240	113	0	0	0	0	0	0
ApproachDel:	xxxxxx				13.7				xxxxxx				xxxxxx							

Approach[southbound][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=274]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=801]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Initial Vol:	0	0	0		34	0	240		123	51	0	0	240	113
Major Street Volume:													527	
Minor Approach Volume:													274	
Minor Approach Volume Threshold:													390	

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.

Scenario Report

Scenario: NTWP-PM
Command: Default Command
Volume: NTWP-PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	Yes	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	109	287	0	0	198	9	8	0	98	0	0	0
Major Street Volume:							603					
Minor Approach Volume:							106					
Minor Approach Volume Threshold:							459					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	67	213	35	48	160	118	91	116	32	36	88	6
Major Street Volume:							641					
Minor Approach Volume:							239					
Minor Approach Volume Threshold:							565					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	184	18			91	140	0			0	0	0	0		12	0	218							
Major Street Volume:											433														
Minor Approach Volume:											230														
Minor Approach Volume Threshold:	573																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	134	26		49	155	0		0	0	0	0		20	0	46				
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				10.0							

Approach[westbound][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=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=430]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	134	26			49	155	0			0	0	0	0		20	0	46		
Major Street Volume:											364									
Minor Approach Volume:											66									
Minor Approach Volume Threshold:											633									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	52	0	3	0	0	0	0	3	47	0	6	0
ApproachDel:	8.9			xxxxxxx			xxxxxxx			xxxxxxx		

Approach[northbound][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=55]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=111]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	52	0	3	0	0	0	0	3	47	0	6	0
Major Street Volume:	56											
Minor Approach Volume:	55											
Minor Approach Volume Threshold:	1278											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	11		91		95	9		62		27	35		196		27	97		141		7
Major Street Volume:											503									
Minor Approach Volume:											197									
Minor Approach Volume Threshold:											670									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	12	715		0	0	474	152		295	0	5		0	0		0				
Major Street Volume:													1353							
Minor Approach Volume:													300							
Minor Approach Volume Threshold:													181							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	57		0	0	0		0	49	0		63	55	0	
ApproachDel:	8.7				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=57]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=224]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	57		0	0	0	0	0	49	0		63	55	0	
Major Street Volume:									167							
Minor Approach Volume:									57							
Minor Approach Volume Threshold:	697															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	66	0			0	161	15			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	66	0		0	161	15		0	0	0		0	0	0					
Major Street Volume:													242							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													598							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	56	0	0	168	20	47	0	0	0	0	0
ApproachDel:	xxxxxxx			xxxxxxx			10.1			xxxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=291]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	0	56	0		0	168	20		47	0	0		0	0	0					
Major Street Volume:													244							
Minor Approach Volume:													47							
Minor Approach Volume Threshold:													771							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	0	152	15		0	0	0	0		0	0	0	0		0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	55	0		0	152	15		0	0	0		0	0	0					
Major Street Volume:													222							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													621							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	84	0	67			7	82	0			0	43	29		
Major Street Volume:											161									
Minor Approach Volume:											151									
Minor Approach Volume Threshold:											706									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		51	0	116		81	57	0		0	44	56	
ApproachDel:	xxxxxx				10.1				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=167]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=405]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled		
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Initial Vol:	0	0	0		51	0	116		81	57	0	0	44	56
Major Street Volume:													238	
Minor Approach Volume:													167	
Minor Approach Volume Threshold:													602	

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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Scenario Report

Scenario: NTWP-WKND
Command: Default Command
Volume: NTWP-WKND
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 12 American Ave / Heritage High School	No	???
# 13 New DWY / Lakeview	No / No	??? / ???
# 14 Foothill / DR Dwy (North)	No / No	??? / ???
# 15 Foothill Dr / DR Dwy (Main)	No / No	??? / ???
# 16 Foothill / DR Dwy (South)	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	92	130		1		0	148		2		1	0	89			0	0		0		0	0		0	
Major Street Volume:											373														
Minor Approach Volume:											90														
Minor Approach Volume Threshold:	625																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	3	71	8	7	69	104	86	78	4	10	42	8
Major Street Volume:							262					
Minor Approach Volume:							168					
Minor Approach Volume Threshold:							950					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	10	1		4	96	0		0	0	0		1	0		5				
Major Street Volume:													202							
Minor Approach Volume:													6							
Minor Approach Volume Threshold:													836							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	94	23		12	81	0		0	0	0	0		12	0	9				
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				9.4							

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=231]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	94	23		12	81	0		0	0	0		12	0	9					
Major Street Volume:													210							
Minor Approach Volume:													21							
Minor Approach Volume Threshold:	823																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	60	0	0		0	0	0		0	3	45		1	5	0	
ApproachDel:	8.9				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=114]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	60	0	0		0	0	0		0	3	45		1	5	0	
Major Street Volume:													54			
Minor Approach Volume:													60			
Minor Approach Volume Threshold:	1290															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	4		43		45	1		20		6	21		112		2	52		58		2
Major Street Volume:											247									
Minor Approach Volume:											92									
Minor Approach Volume Threshold:	975																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 American Ave / Heritage High School Parking Lot

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:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	1	78	0	0	49	19	35	0	0	0	0	0	0	0	0					
Major Street Volume:							147													
Minor Approach Volume:							35													
Minor Approach Volume Threshold:							945													

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	51		0	0	0		0	39	0		57	37	0	
ApproachDel:	8.6				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=51]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=184]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Initial Vol:	0	0	0	0	51	0	0	0	0	0	0	39	0	0	0	57	37	0	0	0
Major Street Volume:					133															
Minor Approach Volume:					51															
Minor Approach Volume Threshold:					757															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	64		0		0	79		14		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	64	0		0	79	14		0	0	0		0	0	0					
Major Street Volume:													157							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													713							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	0	0	0	1	0	0	0	0	0
Initial Vol:	0	64	0	0	102	18	42	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=226]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	64	0	0	102	18	42	0	0	0	0	0
Major Street Volume:	184											
Minor Approach Volume:	42											
Minor Approach Volume Threshold:	868											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	63		0		0	87		14		0	0		0		0	0		0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	63	0		0	87	14		0	0	0		0	0	0					
Major Street Volume:													164							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													702							

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.

Scenario Report

Scenario: CU-AM
Command: Default Command
Volume: CU-AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	58	180	0	0	535	12	8	0	123	0	0	0
Major Street Volume:							785					
Minor Approach Volume:							131					
Minor Approach Volume Threshold:							368					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	61	282	42	62	203	69	126	135	65	24	52	23
Major Street Volume:							719					
Minor Approach Volume:							326					
Minor Approach Volume Threshold:							516					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	187		7		147	207		0		0	0		0		9	0		255						
Major Street Volume:											548														
Minor Approach Volume:											264														
Minor Approach Volume Threshold:											492														

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	116	55			55	177	0			0	0	0	0		36	0		78	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.5							

Approach[westbound][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=114]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=517]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	116	55			55	177	0			0	0	0			36	0		78	
Major Street Volume:													403							
Minor Approach Volume:													114							
Minor Approach Volume Threshold:													598							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	66	0	0		0	0	0		0	27	32		0	1	0	
ApproachDel:	9.0				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=126]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	66	0	0		0	0	0		0	27	32		0	1	0	
Major Street Volume:													60			
Minor Approach Volume:													66			
Minor Approach Volume Threshold:	1254															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	19		82		147	7		197		27	47		230		96	189		110		5
Major Street Volume:											677									
Minor Approach Volume:											248									
Minor Approach Volume Threshold:											542									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	135		0		50	20		88		0	0		69		39
Major Street Volume:													216							
Minor Approach Volume:													185							
Minor Approach Volume Threshold:													628							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		41	0	258		167	56	0		0	257	121	
ApproachDel:	xxxxxx				15.6				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=299]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=900]

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).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	41		0		258	167		56		0	0		257		121
Major Street Volume:											601									
Minor Approach Volume:											299									
Minor Approach Volume Threshold:											355									

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.

Scenario Report

Scenario: CU-PM
Command: Default Command
Volume: CU-PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	66	366	0	0	224	9	8	0	48	0	0	0
Major Street Volume:							665					
Minor Approach Volume:							56					
Minor Approach Volume Threshold:							425					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	69	205	27	61	146	116	90	116	33	23	88	17
Major Street Volume:							624					
Minor Approach Volume:							239					
Minor Approach Volume Threshold:							577					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	199	18		98	263	0		0	0	0	0	12	0	224					
Major Street Volume:													578							
Minor Approach Volume:													236							
Minor Approach Volume Threshold:													474							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	163	27		62	214	0		0	0	0	0		57	0	62				
ApproachDel:	xxxxxxx				xxxxxxx				xxxxxxx				11.8							

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=119]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=585]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Initial Vol:	0	163	27			62	214	0			0	0	0	0		57	0	62							
Major Street Volume:											466														
Minor Approach Volume:											119														
Minor Approach Volume Threshold:	548																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	41	0	3	0	0	0	0	20	36	0	18	0
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][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=44]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=118]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	41	0	3	0	0	0	0	20	36	0	18	0
Major Street Volume:							74					
Minor Approach Volume:							44					
Minor Approach Volume Threshold:	1182											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

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:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Initial Vol:	12		90		102	12		88		32	35		203		29	204		142		14
Major Street Volume:											627									
Minor Approach Volume:											204									
Minor Approach Volume Threshold:											575									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	87	0	70			7	83	0			0	48	62		
Major Street Volume:					200															
Minor Approach Volume:					157															
Minor Approach Volume Threshold:					649															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		82	0	184		109	61	0		0	47	59	
ApproachDel:	xxxxxx				11.4				xxxxxx				xxxxxx			

Approach[southbound][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=266]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=542]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0		0		0	82		0		184	109		61		0	0		47		59
Major Street Volume:											276									
Minor Approach Volume:											266									
Minor Approach Volume Threshold:											563									

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.

Scenario Report

Scenario: CUWP-AM

Command: Default Command

Volume: CUWP-AM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	??? / ???
# 10 Spyglass / Foothill	No / No	??? / ???
# 11 John Muir Pkwy / Eagle Rock	No	???
# 13 New DWY / Lakeview	No / No	??? / ???
# 14 Foothill / DR Dwy (North)	No / No	??? / ???
# 15 Foothill Dr / DR Dwy (Main)	No / No	??? / ???
# 16 Foothill / DR Dwy (South)	No / No	??? / ???
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	??? / ???

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	1	0	0	0	0	0
Initial Vol:	80	180	0	0	535	12	5	0	166	0	0	0
Major Street Volume:	807											
Minor Approach Volume:	171											
Minor Approach Volume Threshold:	359											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	0	1	0	0	1	0	0
Initial Vol:	61	296	55	62	200	69	127	135	64	22	52	23
Major Street Volume:							743					
Minor Approach Volume:							326					
Minor Approach Volume Threshold:							502					

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	213		7		147	200		0		0	0		0		9	0		255	
Major Street Volume:													567							
Minor Approach Volume:													264							
Minor Approach Volume Threshold:													480							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	142	55			55	170	0			0	0	0	0		36	0		78	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.7							

Approach[westbound][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=114]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=536]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign									
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	0	142	55			55	170	0			0	0	0	0		36	0	78							
Major Street Volume:											422														
Minor Approach Volume:											114														
Minor Approach Volume Threshold:											582														

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Initial Vol:	66	0	0		0	0	0		0	27	32		0	1	0	
ApproachDel:	9.0				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=66]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=126]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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				Uncontrolled				Uncontrolled			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0
Initial Vol:	66	0	0		0	0	0		0	27	32		0	1	0	
Major Street Volume:													60			
Minor Approach Volume:													66			
Minor Approach Volume Threshold:	1254															

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	19	82	147			7	149	27			47	243	96			189	108	5							
Major Street Volume:											688														
Minor Approach Volume:											248														
Minor Approach Volume Threshold:	535																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	43		0	0	0		0	67	0		22	75	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=43]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=207]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Initial Vol:	0	0	0	0	43	0	0	0	0	0	0	67	0	0	0	22	75	0	0	0
Major Street Volume:											164									
Minor Approach Volume:											43									
Minor Approach Volume Threshold:	702																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	91	0			0	139	5			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	91	0		0	139	5		0	0	0		0	0	0					
Major Street Volume:													235							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													606							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	0	66	0		0	156	6		32	0	0		0	0	0		0	0	0	
ApproachDel:	xxxxxx				xxxxxx				9.9				xxxxxx							

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=32]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=260]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	66	0	0	156	6	32	0	0	0	0	0
Major Street Volume:	228											
Minor Approach Volume:	32											
Minor Approach Volume Threshold:	794											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	65	0			0	151	5			0	0	0			0	0	0		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	65	0		0	151	5		0	0	0		0	0	0					
Major Street Volume:													221							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:													622							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0
Initial Vol:	0	0	0		135	0	50		20	88	0	0	69	39		
Major Street Volume:													216			
Minor Approach Volume:													185			
Minor Approach Volume Threshold:	628															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		41	0	258		167	56	0		0	257	121	
ApproachDel:	xxxxxx				15.6				xxxxxx				xxxxxx			

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=299]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=900]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled								
Lanes:	0	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	41	0	258			167	56	0			0	257	121		
Major Street Volume:											601									
Minor Approach Volume:											299									
Minor Approach Volume Threshold:											355									

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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Scenario Report

Scenario: CUWP-PM

Command: Default Command

Volume: CUWP-PM

Geometry: Default Geometry

Impact Fee: Default Impact Fee

Trip Generation: Default Trip Generation

Trip Distribution: Default Trip Distribution

Paths: Default Path

Routes: Default Route

Configuration: Default Configuration

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 6 E Country Club / Lakeview	No	???
# 7 Foothill / St Andrews	No	???
# 8 Foothill / Crawford	No	???
# 9 Foothill / Ventura	No / No	?? / ??
# 10 Spyglass / Foothill	No / No	?? / ??
# 11 John Muir Pkwy / Eagle Rock	No	???
# 13 New DWY / Lakeview	No / No	?? / ??
# 14 Foothill / DR Dwy (North)	No / No	?? / ??
# 15 Foothill Dr / DR Dwy (Main)	No / No	?? / ??
# 16 Foothill / DR Dwy (South)	No / No	?? / ??
# 19 Crawford Dr/ Ventura Dr	No	???
# 20 John Muir Pkwy/Ventura Dr	No / No	?? / ??

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 E Country Club / Lakeview

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:	1	0	1	0	0	0	0	0	1	0	0	0
Initial Vol:	129	366	0	0	224	9	8	0	105	0	0	0
Major Street Volume:							728					
Minor Approach Volume:							113					
Minor Approach Volume Threshold:							394					

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Foothill / St Andrews

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:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	67	213		35		61	160		118		91	116		32		36	88		12	
Major Street Volume:											654									
Minor Approach Volume:											239									
Minor Approach Volume Threshold:											557									

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Foothill / Crawford

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	211	18		98	288	0		0	0	0	0	12	0	224					
Major Street Volume:													615							
Minor Approach Volume:													236							
Minor Approach Volume Threshold:													452							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	175	26			62	238	0			0	0	0	0		56	0	62		
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				12.1							

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=118]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=619]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Foothill / Ventura

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	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
Initial Vol:	0	175	26		62	238	0		0	0	0		56	0	62					
Major Street Volume:													501							
Minor Approach Volume:													118							
Minor Approach Volume Threshold:													523							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1
Initial Vol:	41	0	3	0	0	0	0	20	36	0	18	0
ApproachDel:	8.9			xxxxxxx			xxxxxxx			xxxxxxx		

Approach[northbound][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=44]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=118]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #10 Spyglass / Foothill

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			Uncontrolled			Uncontrolled		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	41	0	3	0	0	0	0	20	36	0	18	0
Major Street Volume:	74											
Minor Approach Volume:	44											
Minor Approach Volume Threshold:	1182											

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 John Muir Pkwy / Eagle Rock

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound									
Movement:	L	T	R	L	R	L	T	R	L	R	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign									
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	12	91	102			12	89	32			35	211	29			204	155	14							
Major Street Volume:											648														
Minor Approach Volume:											205														
Minor Approach Volume Threshold:	561																								

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0
Initial Vol:	0	0	57		0	0	0		0	56	0		63	75	0	
ApproachDel:	8.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][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=57]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=251]

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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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 New DWY / Lakeview

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				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
Initial Vol:	0	0	0	0	57	0	0	0	0	0	0	56	0	0	0	63	75	0	0	0
Major Street Volume:					194															
Minor Approach Volume:					57															
Minor Approach Volume Threshold:					657															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #14 Foothill / DR Dwy (North)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	11	0		0	0	9	15		0	0	0	0		0	0	0	0		0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #14 Foothill / DR Dwy (North)

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	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	11	0		0	9	15		0	0	0		0	0	0					
Major Street Volume:													35							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:	1113																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	1	0	0	0	0	0
Initial Vol:	0	1	0	0	16	20	47	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=84]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Foothill Dr / DR Dwy (Main)

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	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Initial Vol:	0	1	0		0	16	20		47	0	0		0	0	0				
Major Street Volume:													37						
Minor Approach Volume:													47						
Minor Approach Volume Threshold:	1421																		

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #16 Foothill / DR Dwy (South)

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound				South Bound				East Bound				West Bound							
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #16 Foothill / DR Dwy (South)

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	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Initial Vol:	0	0	0		0	0	15		0	0	0		0	0	0					
Major Street Volume:													15							
Minor Approach Volume:													0							
Minor Approach Volume Threshold:	1339																			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 Crawford Dr/ Ventura Dr

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	0	0	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	87	0	70			7	82	0			0	47	62		
Major Street Volume:											198									
Minor Approach Volume:											157									
Minor Approach Volume Threshold:											651									

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Peak Hour Delay Signal Warrant Report

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Initial Vol:	0	0	0		83	0	184		109	61	0		0	47	60	
ApproachDel:	xxxxxx				11.4				xxxxxx				xxxxxx			

Approach[southbound][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=267]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=544]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #20 John Muir Pkwy/Ventura Dr

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				Uncontrolled			Uncontrolled				
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0
Initial Vol:	0	0	0		83	0	184		109	61	0	0	47	60		
Major Street Volume:													277			
Minor Approach Volume:													267			
Minor Approach Volume Threshold:													562			

SIGNAL WARRANT DISCLAIMER

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