Location:

Date: 4/23/2018

Major Street Church Avenue

Monterey Road

Minor Street

Three-way stop sign installation may be considered if any of the following conditions exist:

11.	Volume	ADT	Yes/No	Warranted
	 a) Total vehicular volume entering the intersection from all 			
	approaches must average <u>500</u> vehicles per hour for any 6	15769		NO
	hours of an average day.(24-hour equivalent of		<u>YES</u>	
1	approximately <u>3000</u> vehicles) if 70% 2100			
	b) In addition, the vehicular volume entering the intersection			
	from the minor street or streets for the same 6 hours			
	must average at least <u>1/3</u> of the total volume entering	880	<u>NO</u>	
1	the intersection (200 per hour min.) if 70% 3679			
	c) When the 85th percentile approach speed exceeds	85 th %		
	64 km/h (40 MPH), the minimum vehicular volume			
_	warrant is 70% of the above requirements.	53	YES	
2.	Collisions	No. of Coll.		
	Four or more collisions of types susceptible to correction by			NO
	stop signs within a <u>12-month</u> period, with satisfactory	0	NO	
	observance and enforcement of less restrictive control.			
3.	Visibility	Distance		
	The straight line sight distance on one or more approaches			NO
	of the major street for vehicles or pedestrians crossing the	Good	NO	
-	intersection is less than <u>160 ft</u> (50 m) for 25 mph (40 km/hr)			
4.	Residential Area			
	Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met:	Notes		Yes/No
			Yes/No	NO
	 a) Both streets have residential frontage with existing 40 km/h (25 MPH) speed limits. 		res/NO	NO
	b) Neither street is an adopted through street.		Magible	
	 c) Neither street exceeds 40 ft. (12.5 m) of roadway width. 		Yes/No Yes/No	
	 d) No existing stop sign or signal is located on the more 		Yes/No	
	heavily traveled street within a distance of 800 ft . (250 m)		Tes/NU	
	e) The intersection has three legs, with streets extending		Yes/No	
	<u>800 ft.</u> (250 m) or more away from the intersection on at		1 CO/NO	
	least two sides.			
	f) Installation of a three-way stop is <u>compatible</u> with overall	V	Yes/No	
	traffic circulation needs for the residential area.		100/10	

Warranted: Yes X No

Prepared By	Clarence Salim, PE	Date:	4/23/2018
Reviewed By	Reviewed By Ananth Prasad, PE		
	PE# C59176 Exp. 06/30/19		

Location:

Date: 4/23/2018

Llagas Avenue

Church Avenue

Minor Street

Major Street

Three-way stop sign installation may be considered if any of the following conditions exist:

1.	<u>Volume</u>	ADT	Yes/No	Warranted
	a) Total vehicular volume entering the intersection from all			
	approaches must average <u>500</u> vehicles per hour for any 6	2132		NO
	hours of an average day.(24-hour equivalent of		<u>YES</u>	
	approximately <u>3000</u> vehicles) if 70% 2100			
	b) In addition, the vehicular volume entering the intersection			
	from the minor street or streets for the same 6 hours			
1	must average at least <u>1/3</u> of the total volume entering	430	<u>NO</u>	
1	the intersection (200 per hour min.) if 70% 497			
	c) When the 85th percentile approach speed exceeds	85 th %		
1	<u>64 km/h</u> (40 MPH), the minimum vehicular volume			
-	warrant is 70% of the above requirements.	42	YES	
2.	Collisions	No. of Coll.		
1	Four or more collisions of types susceptible to correction by			NO
	stop signs within a <u>12-month</u> period, with satisfactory	1	NO	
2	observance and enforcement of less restrictive control.			
 3.	<u>Visibility</u>	Distance		
	The straight line sight distance on one or more approaches			NO
	of the major street for vehicles or pedestrians crossing the	Good	<u>NO</u>	
	intersection is less than <u>160 ft</u> (50 m) for 25 mph (40 km/hr)			
4.	Residential Area Volume warrants to be reduced to 60% of the values above	Notes		Yes/No
	if <u>all</u> of the following conditions are met:	Notes		res/NO
	a) Both streets have residential frontage with existing		Yes/No	NO
	40 km/h (25 MPH) speed limits.			
	b) Neither street is an adopted through street.		Yes/No	
	c) Neither street exceeds 40 ft. (12.5 m) of roadway width.		Yes/No	
	d) No existing stop sign or signal is located on the more		Yes/No	
	heavily traveled street within a distance of 800 ft. (250 m)	750 ft		
	e) The intersection has three legs, with streets extending		Yes/No	
	800 ft. (250 m) or more away from the intersection on at			
	least two sides.			
	f) Installation of a three-way stop is <u>compatible</u> with overall		Yes/No	
	traffic circulation needs for the residential area.			

Warranted: Yes

X No

Prepared By	Clarence Salim, PE	Date:	4/23/2018
Reviewed By	Ananth Prasad, PE	Date:	
	PE# C59176 Exp. 06/30/19	-	

Date:

4/30/2018

SANTA CLARA COUNTY ROADS AND AIRPORTS DEPARTMENT WARRANTS FOR ALL-WAY STOP SIGN INSTALLATION (Low Volume Streets)

Location:

Church Avenue

Major Street

Murphy Avenue

Minor Street

All-way stop sign installation may be considered if any of the following conditions exist:

1.	Volume	ADT	Yes/No	Warranted
	 a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least <u>300</u> veh/hr. for any 8-hrs of an average day (24-hr equivalent of <u>2400</u> veh/day, minimum) if 70% 1680 	1573	NO	NO
-	 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least <u>200</u> units/hr. for the same 8-hrs. (<u>1600</u> veh/day, minimum) if 70% 1120 	293	NO	
	c) When the 85th percentile approach speed exceeds <u>40 mph</u> (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements.	85 th %	NE0	
2	Collisions	48 No. of Coll.	YES	
<u> </u>	Five or more accidents of types susceptible to correction by	NO. OF COIL		NO
	stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control.	2	NO	NO
3.	80% Values for Volumes and Accidents (only if all below are met):	ADT		
	a) 80% of 2400 veh/day = 1920	1573	<u>NO</u>	
	b) 80% of 1600 veh/day = 1280	293	NO	NO
ļ	c) 80% of five accidents = 4	2	NO	
4.	Visibility	Distance		
	The straight line sight distance on one or more approaches			NO
	of the major street for vehicles or pedestrians crossing the	Good	NO	
5.	intersection is less than <u>160 feet</u> (50 m). Residential Area			
5.	Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met:			Yes/No
	a) Both streets have residential frontage with existing		Yes/No	NO
	25 MPH (40 km/h) speed limits.	1 1		
	b) Neither street is an adopted through street.	1 1	Yes/No	
	 c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. 		Yes/No	
1	 No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). 		Yes/No	
	e) The intersection has four legs, with streets extending		Yes/No	
	800 feet (250 m) or more away from the intersection on at least three sides.		fes/No	
	 f) Installation of All-way stop is <u>compatible</u> with overall traffic circulation needs for the residential area. 		Yes/No	

Warranted: Yes XNo

Prepared By	Clarence Salim, PE	Date:	4/30/2018	
Reviewed By	Ananth Prasad, PE	Date:		
	PE# C59176 Exp. 06/30/19	-		

Location:

Church Avenue

Date: 4/30/2018

Sycamore Avenue/Kannely Lane

Minor Street

Major Street

All-way stop sign installation may be considered if any of the following conditions exist:

1.	Volume	ADT	Yes/No	Warranted
	 a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least <u>300</u> veh/hr. for any 8-hrs of an average day (24-hr equivalent of 	1595	NO	NO
	<u>2400</u> veh/day, minimum) if 70% 1680			
	 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least <u>200</u> units/hr. for the same 8-hrs. (<u>1600</u> veh/day, minimum) if 70% 1120 	389	NO	
	c) When the 85th percentile approach speed exceeds	85 th %		
	40 mph (65 km/h), the minimum vehicular volume			
2	warrant is 70% of the above requirements.	48	YES	
2.	Five or more accidents of types susceptible to correction by	No. of Coll.		
	stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control.	0	NO	NO
3.	80% Values for Volumes and Accidents (only if all below are met):	ADT		
	a) 80% of 2400 veh/day = 1920	1595	<u>NO</u>	
	b) 80% of 1600 veh/day = 1280	389	NO	NO
	c) 80% of five accidents = 4	0	NO	0
4.	Visibility	Distance		i
	The straight line sight distance on one or more approaches			NO
	of the major street for vehicles or pedestrians crossing the	Good	NO	
5.	intersection is less than <u>160 feet</u> (50 m).			
5.	Residential Area Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met:			Yes/No
	 a) Both streets have residential frontage with existing 		Yes/No	NO
	25 MPH (40 km/h) speed limits.			
	b) Neither street is an adopted through street.		Yes/No	
	 c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. d) No existing step size size of its located as the super- 		Yes/No	
	 No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). 		Yes/No	
	e) The intersection has four legs, with streets extending		Yes/No	
	800 feet (250 m) or more away from the intersection on at least three sides.		Tes/NO	
	 f) Installation of All-way stop is <u>compatible</u> with overall traffic circulation needs for the residential area. 		Yes/No	

Warranted: Yes

X No

** SEE EXISTING CONDITIONS COMMENTS (DATA INPUT SHEET)

 Prepared By
 Clarence Salim, PE

 Reviewed By
 Ananth Prasad, PE

 PE# C59176 Exp. 06/30/19

Date:	4/30/2018	
Date:		

Location:

Date: 4/30/2018

1

Santa Teresa Boulevard

Major Street

Highland Avenue

Minor Street

All-way stop sign installation may be considered if any of the following conditions exist:

1. <u>Volume</u> ADT	Yes/No	Warranted
a) The vehicular volume entering the intersection from the major	Tesino	warranteu
street approaches (total of both approaches) averages at least 9239		NO
<u>300</u> veh/hr. for any 8-hrs of an average day (24-hr equivalent of	VEO	NO
	<u>YES</u>	
2400 veh/day, minimum) if 70% 1680		
b) The combined vehicular, pedestrian, and bicycle volume entering		
the intersection from the minor street approaches (total of both		
approaches) averages at least 200 units/hr. for the same 8-hrs. 961	<u>NO</u>	
(<u>1600</u> veh/day, minimum) if 70% 1120		
c) When the 85th percentile approach speed exceeds 85 th %		
40 mph (65 km/h), the minimum vehicular volume		
warrant is 70% of the above requirements. 52	YES	
2. Collisions No. of Coll.		
Five or more accidents of types susceptible to correction by		NO
stop signs within a <u>12-month</u> period, with satisfactory 3	NO	
observance and enforcement of less restrictive control.	<u></u>	
3. 80% Values for Volumes and Accidents (only if all below are met): ADT		
a) 80% of 2400 veh/day = 1920 9239	YES	
		NO
b) 80% of 1600 veh/day = 1280 961	NO	
c) 80% of five accidents = 4 3	NO	
4. Visibility Distance		
The straight line sight distance on one or more approaches	1	NO
of the major street for vehicles or pedestrians crossing the Good	NO	
intersection is less than 160 feet (50 m).	_	
5. Residential Area		
Volume warrants to be reduced to 60% of the values above		Yes/No
if <u>all</u> of the following conditions are met:		
a) Both streets have residential frontage with existing	Yes/No	NO
25 MPH (40 km/h) speed limits.	1	
 b) Neither street is an adopted through street. 	Yes/No	
 c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. 	Yes/No	
	Yes/No	
heavily traveled street within a distance of 800 feet (250 m).		
	Yes/No	
800 feet (250 m) or more away from the intersection on at		
least three sides.		
f) Installation of All-way stop is <u>compatible</u> with overall	Yes/No	
traffic circulation needs for the residential area.		

Warranted: Yes X No

** SEE EXISTING CONDITIONS COMMENTS (DATA INPUT SHEET)

 Prepared By
 Clarence Salim, PE
 Date:
 4/30/2018

 Reviewed By
 Ananth Prasad, PE
 Date:

 PE# C59176 Exp. 06/30/19
 Date:

(Low Volume Streets)

Location:

Date: 4/30/2018

San Martin Avenue Major Street

Murphy Avenue

Minor Street

All-way stop sign installation may be considered if any of the following conditions exist:

1. <u>Volume</u>	ADT	Yes/No	Warranted
a) The vehicular volume entering the intersection from the major			
street approaches (total of both approaches) averages at least 300 veh/hr. for any 8-hrs of an average day (24-hr equivalent of	10495	YES	NO
2400 veh/day, minimum) if 70% 1680		123	
b) The combined vehicular, pedestrian, and bicycle volume entering			
the intersection from the minor street approaches (total of both			
approaches) averages at least 200 units/hr. for the same 8-hrs.	942	NO	
(<u>1600</u> veh/day, minimum) if 70% 1120			
c) When the 85th percentile approach speed exceeds	85 th %		
40 mph (65 km/h), the minimum vehicular volume		s	1 1
warrant is 70% of the above requirements.	48	YES	
Five or more accidents of types susceptible to correction by	No. of Coll.		NO
stop signs within a <u>12-month</u> period, with satisfactory	2	NO	
observance and enforcement of less restrictive control.	-		
3. 80% Values for Volumes and Accidents (only if all below are met):	ADT		
a) 80% of 2400 veh/day = 1920	10495	YES	
			NO
b) 80% of 1600 veh/day = 1280	942	<u>NO</u>	
c) 80% of five accidents = 4	2	NO	
4. Visibility	Distance		
The straight line sight distance on one or more approaches			NO
of the major street for vehicles or pedestrians crossing the	Good	NO	
intersection is less than <u>160 feet</u> (50 m).			
5. <u>Residential Area</u> Volume warrants to be reduced to 60% of the values above			Yes/No
if <u>all</u> of the following conditions are met:			res/No
a) Both streets have residential frontage with existing		Yes/No	NO
25 MPH (40 km/h) speed limits.			
b) Neither street is an adopted through street.		Yes/No	
c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width.		Yes/No	
d) No existing stop sign or signal is located on the more		Yes/No	
heavily traveled street within a distance of 800 feet (250 m).		Magilla	
 e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at 		Yes/No	
least three sides.			
f) Installation of All-way stop is <u>compatible</u> with overall		Yes/No	
traffic circulation needs for the residential area.			

Warranted: Yes

XNo

EE EXISTING	CONDITIONS	COMMENTS	(DATA INPUT	SHEET)
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Prepared By	Clarence Salim, PE
Reviewed By	Ananth Prasad, PE
	PE# C59176 Exp. 06/30/19

Date:	4/30/2018	
Date:		

Location:

Middle Avenue

Major Street

Date: 4/30/2018

Center Avenue

Minor Street

All-way stop sign installation may be considered if any of the following conditions exist:

1.	Volume	ADT	Yes/No	Warranted
	 a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 	855		NO
	300 veh/hr. for any 8-hrs of an average day (24-hr equivalent of 2400 veh/day, minimum) if 60% 1440		NO	
	 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least <u>200</u> units/hr. for the same 8-hrs. (<u>1600</u> veh/day, minimum) if 60% 960 	974	<u>YES</u>	
	c) When the 85th percentile approach speed exceeds <u>40 mph</u> (65 km/h), the minimum vehicular volume	85 th %		
2	warrant is 70% of the above requirements. Collisions	47	YES	
2.		No. of Coll.		
	Five or more collisions of types susceptible to correction by stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control.	2	NO	NO
3.	80% Values for Volumes and Accidents (only if all below are met):	ADT		
	a) 80% of 2400 veh/day = 1920	855	NO	
	b) 80% of 1600 veh/day = 1280	974	NO	NO
	c) 80% of five accidents = 4	2	NO	
4.	Visibility	Distance		
	The straight line sight distance on one or more approaches			NO
	of the major street for vehicles or pedestrians crossing the	Good	NO	
	intersection is less than <u>160 feet</u> (50 m).			
5.	Residential Area			
	Volume warrants to be reduced to 60% of the values above			Yes/No
	if <u>all</u> of the following conditions are met:			
	a) Both streets have residential frontage with existing		Yes/No	YES
	25 MPH (40 km/h) speed limits.			
	b) Neither street is an adopted through street.		Yes/No	
	 c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. d) No eviding the given big particulation of the more 		Yes/No	
	 No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). 		Yes/No	
	e) The intersection has four legs, with streets extending		Yes/No	
	800 feet (250 m) or more away from the intersection on at		res/NO	
	least three sides.			
	 f) Installation of All-way stop is <u>compatible</u> with overall 		Yes/No	
	traffic circulation needs for the residential area.			
<u> </u>				

Warranted: Yes XNo

** SEE EXISTING CONDITIONS COMMENTS (DATA INPUT SHEET)

Prepared By Reviewed By

Clarence Salim, PE Ananth Prasad, PE PE# C59176 Exp. 06/30/19 Date: 4/30/2018
Date:

Location:

Date: 4/23/2018

	Foothill Avenue			
	Major Street			
	Middle Avenue			
	Minor Street			
	ree-way stop sign installation may be considered if any of the following c	onditions ex		
1.	Volume	ADT	Yes/No	Warranted
	a) Total vehicular volume entering the intersection from all			
	approaches must average <u>500</u> vehicles per hour for any 6	2946		NO
	hours of an average day.(24-hour equivalent of		<u>YES</u>	
	approximately <u>3000</u> vehicles) if 60% 1800			
	b) In addition, the vehicular volume entering the intersection			
	from the minor street or streets for the same 6 hours			
	must average at least <u>1/3</u> of the total volume entering	269	NO	
	the intersection (200 per hour min.) if 60% 589			
	· · · · ·	85 th %		
	 When the 85th percentile approach speed exceeds <u>64 km/h</u> (40 MPH), the minimum vehicular volume 	85 th %		
	warrant is 70% of the above requirements.	46	YES	
2.	Collisions	40 No. of Coll.	163	
	Four or more collisions of types susceptible to correction by	NO. 01 COII.		NO
	stop signs within a 12-month period, with satisfactory	1	NO	
	observance and enforcement of less restrictive control.	•	NO	
3.	Visibility	Distance		
1	The straight line sight distance on one or more approaches	Distance	l i	NO
	of the major street for vehicles or pedestrians crossing the	Good	NO	NO
	intersection is less than <u>160 ft</u> (50 m) for 25 mph (40 km/hr)	Guua	NO	
1	Residential Area			
	Volume warrants to be reduced to 60% of the values above	Notes		Yes/No
	if <u>all</u> of the following conditions are met:	notes		reanto
	a) Both streets have residential frontage with existing		Yes/No	YES
	40 km/h (25 MPH) speed limits.			120
	b) Neither street is an adopted through street.		Yes/No	
	c) Neither street exceeds <u>40 ft.</u> (12.5 m) of roadway width.		Yes/No	
	d) No existing stop sign or signal is located on the more		Yes/No	
	heavily traveled street within a distance of 800 ft . (250 m)	750 ft	100,110	
	e) The intersection has three legs, with streets extending		Yes/No	
	800 ft. (250 m) or more away from the intersection on at			
	least two sides.			
	f) Installation of a three-way stop is <u>compatible</u> with overall		Yes/No	
	traffic circulation needs for the residential area.		. conto	
-				

Warranted: Yes XNo ** SEE EXISTING CONDITIONS COMMENTS (DATA INPUT SHEET)

Prepared By	Clarence Salim, PE	Date:	4/23/2018
Reviewed By	Ananth Prasad, PE	Date:	
	PE# C59176 Exp. 06/30/19		

Location:

Date: 4/30/2018

Foothill Avenue Major Street

Maple Avenue

Minor Street

All-way stop sign installation may be considered if any of the following conditions exist:

1. Volume ADT Yes/No Warranted a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least <u>300</u> veh/hr. for any 8-hrs of an average day (24-hr equivalent of <u>2400</u> veh/day, minimum) 2752 NO b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least <u>200</u> units/hr. for the same 8-hrs. (1600 veh/day, minimum) 543 NO c) When the 85th percentile approach speed exceeds <u>40 mph</u> (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % NO 2. Collisions No NO NO Five or more collisions of types susceptible to correction by stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control. NO NO 3. <u>80% Values for Volumes and Accidents</u> (only if <u>all</u> below are met): a) 80% of 2400 veh/day = 1920 ADT
street approaches (total of both approaches) averages at least 2752 NO 300 veh/hr. for any 8-hrs of an average day (24-hr equivalent of 2400 veh/day, minimum) if 60% 1440 YES b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. 543 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % 46 YES Z. Collisions Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 1 NO 3. 80% Values for Volumes and Accidents (only if all below are met): ADT ADT
2400 veh/day, minimum) if 60% 1440 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) 543 NO if 60% 960 c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % 2. Collisions YES Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. No. of Coll. 3. 80% Values for Volumes and Accidents (only if all below are met): ADT
b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) 543 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % 2. Collisions No. of Coll. No. of Coll. Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. No. of Coll. 3. 80% Values for Volumes and Accidents (only if all below are met): ADT
the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) if 60% 960 543 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % 46 YES 2. Collisions Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. NO NO 3. 80% Values for Volumes and Accidents (only if all below are met): ADT ADT
the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) if 60% 960 543 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % 46 YES 2. Collisions Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. No NO 3. 80% Values for Volumes and Accidents (only if all below are met): ADT ADT
approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) 543 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 85 th % 2. Collisions 46 YES Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. No. of Coll. 3. 80% Values for Volumes and Accidents (only if all below are met): ADT
c) When the 85th percentile approach speed exceeds 85 th % <u>40 mph</u> (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 46 YES 2. Collisions No. of Coll. NO Five or more collisions of types susceptible to correction by stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control. 1 NO 3. <u>80% Values for Volumes and Accidents</u> (only if <u>all</u> below are met): ADT Image: Coll state in the image in the image.
40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 46 YES 2. Collisions No. of Coll. No. of Coll. Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 1 NO 3. 80% Values for Volumes and Accidents (only if all below are met): ADT ADT
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2. Collisions No. of Coll. Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 1 NO 3. 80% Values for Volumes and Accidents (only if all below are met): ADT Image: Coll to the col
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observance and enforcement of less restrictive control. 3. 80% Values for Volumes and Accidents (only if all below are met):
3. 80% Values for Volumes and Accidents (only if all below are met): ADT
NO
b) 80% of 1600 veh/day = 1280 543 <u>NO</u>
c) 80% of five accidents = 4 1 NO
4. <u>Visibility</u> Distance
The straight line sight distance on one or more approaches NO
of the major street for vehicles or pedestrians crossing the Good NO
intersection is less than <u>160 feet</u> (50 m).
5. Residential Area
Volume warrants to be reduced to 60% of the values above Yes/No
if <u>all</u> of the following conditions are met:
a) Both streets have residential frontage with existing Yes/No YES
25 MPH (40 km/h) speed limits.
b) Neither street is an adopted through street. Yes/No
c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. Yes/No d) No existing stop sign or signal is located on the more Yes/No
d) No existing stop sign or signal is located on the more Yes/No heavily traveled street within a distance of <u>800 feet</u> (250 m).
e) The intersection has four legs, with streets extending Yes/No
800 feet (250 m) or more away from the intersection on at
least three sides.
f) Installation of All-way stop is <u>compatible</u> with overall Yes/No
traffic circulation needs for the residential area.

Warranted: Yes X No

Prepared By	Clarence Salim, PE	Date:	4/30/2018	
Reviewed By	Ananth Prasad, PE	Date:		_
	PE# C59176 Exp. 06/30/19			

Location:

Date: 4/23/2018

Maple Avenue Major Street Center Avenue Minor Street

Three-way stop sign installation may be considered if any of the following conditions exist:

1.	Volume	ADT	Yes/No	Warranted
	 a) Total vehicular volume entering the intersection from all approaches must average <u>500</u> vehicles per hour for any 6 hours of an average day.(24-hour equivalent of 	1313	NO	NO
	approximately <u>3000</u> vehicles) if 60% 1800	1	no	
	 b) In addition, the vehicular volume entering the intersection from the minor street or streets for the same 6 hours 			
	must average at least <u>1/3</u> of the total volume entering the intersection (<u>200</u> per hour min.) if 60% 263	354	<u>YES</u>	
	 c) When the 85th percentile approach speed exceeds <u>64 km/h</u> (40 MPH), the minimum vehicular volume 	85 th %		
	warrant is 70% of the above requirements.	47	YES	
2.	Collisions	No. of Coll.		
	Four or more collisions of types susceptible to correction by			NO
	stop signs within a <u>12-month</u> period, with satisfactory	0	<u>NO</u>	
	observance and enforcement of less restrictive control.			
3.	Visibility	Distance		
	The straight line sight distance on one or more approaches			NO
	of the major street for vehicles or pedestrians crossing the	Good	<u>NO</u>	
	intersection is less than <u>160 ft</u> (50 m) for 25 mph (40 km/hr)			
4.	Residential Area			
	Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met:	Notes		Yes/No
	 a) Both streets have residential frontage with existing 40 km/h (25 MPH) speed limits. 		Yes/ No	YES
	b) Neither street is an adopted through street.		Yes/No	
	c) Neither street exceeds <u>40 ft.</u> (12.5 m) of roadway width.		Yes/No	
	 No existing stop sign or signal is located on the more 		Yes/No	
1	heavily traveled street within a distance of 800 ft. (250 m)	750 ft		
	 e) The intersection has three legs, with streets extending 		Yes/No	
	800 ft. (250 m) or more away from the intersection on at			
	least two sides.			
	f) Installation of a three-way stop is <u>compatible</u> with overall		Yes/No	
	traffic circulation needs for the residential area.			

Warranted: Yes X No

Prepared By	Clarence Salim, PE	Date:	4/23/2018
Reviewed By	Ananth Prasad, PE	Date:	
	PE# C59176 Exp. 06/30/19		

Date: 4/23/2018

SANTA CLARA COUNTY ROADS AND AIRPORTS DEPARTMENT WARRANTS FOR ALL-WAY STOP SIGN INSTALLATION (Low Volume Streets)

Location:

Maple Avenue

Major Street

Columbet Avenue

Minor Street

All-way stop sign installation may be considered if **any** of the following conditions exist:

a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 veh/hr, for any 8-hrs of an average day (24-hr equivalent of 2400 veh/day, minimum) if 60% 1440 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minimor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) if 60% 960 c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 7 Collisions Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 8 80% Values for Volumes and Collisions (only if all below are met): a) 80% of 2400 veh/day = 1280 b) 80% of 1600 veh/day = 1280 c) 80% of five collisions = 4 0 NO NO NO NO NO NO NO Volume warrants to be reduced to 60% of the values above intersection is less than 160 feet (50 m). 5 Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. b) Neither street exceeds 40 feet (125 m) of roadway width. d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). e) The intersection has four lees, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. f) Installation of all-way stop is compatible with overall	1.	Volume	ADT	Yes/No	Warranted
300 veh/hr. for any 8-hrs of an average day (24-hr equivalent of 2400 veh/day, minimum) NO 300 veh/day, minimum) if 60% 1440 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) 593 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 47 YES 2. Collisions No. of Coll. NO Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory 0 NO a) 80% of 2400 veh/day = 1920 1418 NO a) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions are met: a) 80% of 2400 veh/day = 1280 593 NO b) 80% of 1600 veh/day = 1280 593 NO NO c) 80% of five collisions = 4 0 NO NO c) 80					
2400 veh/day, minimum) if 60% 1440 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) 593 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 47 YES 2. Collisions No. of Coll. NO Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. NO NO a) 80% of 1600 veh/day = 1280 593 NO b) 80% of 1600 veh/day = 1280 593 NO c) 80% of five collisions = 4 0 NO d. Visibility Distance NO NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of the alotexet for Volumes and 200 fittions are met: a) NO Yes/No d) 80% of 1600 veh/day = 1280 593 NO NO d) 80% of 1600 veh/day = 1280 Sodd NO Yes/No			1418		NO
b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) if 60% 960 593 NO c) When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 47 YES 2. Collisions No. of Coll. NO Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory 0 0 NO 3. 80% Values for Volumes and Collisions (only if all below are met): a) 80% of 1600 veh/day = 1920 ADT 14118 NO b) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO fit all below are matic to be reduced to 60% of the values above if all of the following conditions are met: a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No b) Neither street is an adopted through street. No is for existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No e) No thither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No fit all following condit				<u>NO</u>	
the intersection from the minor street approaches (total of both approaches) averages at least 200 units/hr. for the same 8-hrs. (1600 veh/day, minimum) if 60% 960 C. When the 85th percentile approach speed exceeds 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 2. Collisions Five or more collisions of types susceptible to correction by stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control. 3. <u>80% Values for Volumes and Collisions</u> (only if <u>all</u> below are met): a) 80% of 1600 veh/day = <u>1920</u> b) 80% of 1600 veh/day = <u>1920</u> c) 80% of five collisions = <u>4</u> 0 NO 4. <u>Visibility</u> The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than <u>160 feet (50 m)</u> . 5. <u>Residential Area</u> Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met: a) Both streets have residential frontage with existing <u>25 MPH</u> (40 km/h) speed limits. b) Neither street is an adopted through street c) Neither street is an adopted through street c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at least three sides. f) Installation of all-way stop is <u>compatible</u> with overall		<u>2400</u> veh/day, minimum) if 60% 1440			
approaches) averages at least <u>200</u> units/hr. for the same 8-hrs. (1600 veh/day, minimum) 16 60% 960 593 NO c) When the 85th percentile approach speed exceeds <u>40 mph</u> (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 47 YES 2. Collisions 47 YES Five or more collisions of types susceptible to correction by stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control. 0 NO 3. <u>80% Values for Volumes and Collisions</u> (only if <u>all</u> below are met): a) 80% of 1600 veh/day = 1920 1418 NO b) 80% of 1600 veh/day = 1280 593 NO NO c) 80% of five collisions = 4 0 NO NO c) 80% of five collisions = 4 0 NO NO d. <u>Visibility</u> Distance of the major street for vehicles or pedestrians crossing the intersection is less than <u>160 feet</u> (50 m). Good NO NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met: Yes/No Yes/No YES a) Both streets have residential frontage with existing <u>25 MPH</u> (40 km/h) speed limits. Ves/No Yes/No Yes/No b) No existing stop sign or signal is located on the					
(1600 veh/day, minimum) if 60% 960 c) When the 85th percentile approach speed exceeds 85 th % 40 mph (65 km/h), the minimum vehicular volume 47 warrant is 70% of the above requirements. 47 2. Collisions No. of Coll. Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 0 NO 3. 80% Values for Volumes and Collisions (only if all below are met): ADT 1418 NO a) 80% of 2400 veh/day = 1920 1418 NO b) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO dume warrants to be reduced to 60% of the values above if all of the following conditions are met: a) Both streets have residential frontage with existing Yes/No Yes/No 25 MPH (40 km/h) speed limits. b) Neither street is an adopted through street. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No		the intersection from the minor street approaches (total of both			
c) When the 85th percentile approach speed exceeds 85 th % 40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 47 YES 2. Collisions No. of Coll. No. of Coll. NO Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 0 NO 3. 80% Values for Volumes and Collisions (only if all below are met): ADT 1418 NO a) 80% of 1600 veh/day = 1920 593 NO b) 80% of 1600 veh/day = 1280 593 NO c) 80% of five collisions = 4 0 NO 4. Visibility Distance NO NO The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: Yes/No Yes/No a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No Yes/No b) Neither street is an adopted through street. Yes/No Yes/No c) Neither street exceed			593	<u>NO</u>	
40 mph (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements. 47 YES 2. Collisions No. of Coll. No. of Coll. Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 0 NO 3. 80% Values for Volumes and Collisions (only if all below are met): ADT ADT a) 80% of 2400 veh/day = 1920 1418 NO b) 80% of 1600 veh/day = 1280 593 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO c) 80% of the values oppoaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No YES b) Neither street is an adopted through street. C Neither street exceeds 40 feet (12.5 m). Yes/No Yes/No		(<u>1600</u> veh/day, minimum) if 60% 960			
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Five or more collisions of types susceptible to correction by stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 0 NO 3. 80% Values for Volumes and Collisions (only if all below are met): a) 80% of 2400 veh/day = 1920 1418 NO b) 80% of 1600 veh/day = 1920 1418 NO NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO d. Visibility Distance NO The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: Yes/No Yes/No a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No Yes/No b) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No Yes/N	_		47	YES	
stop signs within a 12-month period, with satisfactory observance and enforcement of less restrictive control. 0 NO 3. 80% Values for Volumes and Collisions (only if all below are met): ADT 1418 NO a) 80% of 2400 veh/day = 1920 1418 NO NO b) 80% of 1600 veh/day = 1280 593 NO NO c) 80% of five collisions = 4 0 NO NO 4. Visibility Distance NO NO The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: Yes/No Yes/No a) Both streets have residential frontage with existing Yes/No Yes/No YES 25 MPH (40 km/h) speed limits. No Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No b) Neither street is an adopted through street. Yes/No Yes/No Yes/No c) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street withi	2.	Collisions	No. of Coll.		
observance and enforcement of less restrictive control. ADT 3. 80% Values for Volumes and Collisions (only if all below are met): a) 80% of 2400 veh/day = 1920 b) 80% of 1600 veh/day = 1920 b) 80% of 1600 veh/day = 1280 c) 80% of 1600 veh/day = 1280 c) 80% of five collisions = 4 0 NO 4. Visibility Distance The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No b) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No Yes/No f) Installation of all-way stop is compatible with overall Yes/No Yes/No					NO
3. 80% Values for Volumes and Collisions (only if all below are met): ADT a) 80% of 2400 veh/day = 1920 1418 NO b) 80% of 1600 veh/day = 1280 593 NO c) 80% of five collisions = 4 0 NO 4. <u>Visibility</u> Distance NO The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than <u>160 feet</u> (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met: a) Both streets have residential frontage with existing <u>25 MPH</u> (40 km/h) speed limits. Yes/No Yes/No b) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. Yes/No Yes/No c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at least three sides. Yes/No Yes/No <			0	NO	
a) 80% of 2400 veh/day = 1920 1418 NO b) 80% of 1600 veh/day = 1280 593 NO c) 80% of five collisions = 4 0 NO c) 80% of five collisions = 4 0 NO 4. Visibility Distance NO The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: A) Both streets have residential frontage with existing Yes/No Yes/No 25 MPH (40 km/h) speed limits. b) Neither street is an adopted through street. Yes/No Yes/No b) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m). Yes/No Yes/No f) Installation of all-way stop is compatible with overall Yes/No Yes/No					
b) 80% of 1600 veh/day = 1280 c) 80% of five collisions = 4 0 NO 1 <u>Visibility</u> The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than <u>160 feet</u> (50 m). 5 <u>Residential Area</u> Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met: a) Both streets have residential frontage with existing <u>25 MPH</u> (40 km/h) speed limits. b) Neither street is an adopted through street. c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at least three sides. f) Installation of all-way stop is <u>compatible</u> with overall	3.				
b) 80% of 1600 veh/day = 1280 593 NO c) 80% of five collisions = 4 0 NO 4. <u>Visibility</u> The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than <u>160 feet</u> (50 m). 5. <u>Residential Area</u> Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met: a) Both streets have residential frontage with existing <u>25 MPH</u> (40 km/h) speed limits. b) Neither street is an adopted through street. c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at least three sides. f) Installation of all-way stop is <u>compatible</u> with overall yeas/No		a) 80% of 2400 veh/day = 1920	1418	NO	
c) 80% of five collisions = 4 0 NO 4. Visibility Distance NO The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: Yes/No Yes/No a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No Yes/No b) Neither street is an adopted through street. Yes/No Yes/No c) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No f) Installation of all-way stop is compatible with overall Yes/No					NO
4. Visibility Distance The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: Yes/No a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No Yes/No b) Neither street is an adopted through street. Yes/No Yes/No c) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No Yes/No		b) 80% of 1600 veh/day = 1280	593	NO	
4. Visibility Distance The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m). Distance NO 5. Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: Yes/No Yes/No a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. Yes/No Yes/No b) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No Yes/No		c) 80% of five collisions = 4	0	NO	
of the major street for vehicles or pedestrians crossing the intersection is less than 160 feet (50 m).GoodNO5.Residential Area Volume warrants to be reduced to 60% of the values above if all of the following conditions are met: a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. b) Neither street is an adopted through street. c) Neither street exceeds 40 feet (12.5 m) of roadway width. d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m).Yes/NoYESe) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. f) Installation of all-way stop is compatible with overallYes/NoYes/No	4.	Visibility	Distance		
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Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met:Yes/Noa) Both streets have residential frontage with existing <u>25 MPH</u> (40 km/h) speed limits.Yes/NoYes/Nob) Neither street is an adopted through street. c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m).Yes/Noe) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at least three sides.Yes/No					
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25 MPH (40 km/h) speed limits. Yes/No b) Neither street is an adopted through street. Yes/No c) Neither street exceeds 40 feet (12.5 m) of roadway width. Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of 800 feet (250 m). Yes/No e) The intersection has four legs, with streets extending 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No f) Installation of all-way stop is compatible with overall Yes/No					
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c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width. Yes/No d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 feet</u> (250 m). Yes/No e) The intersection has four legs, with streets extending <u>800 feet</u> (250 m) or more away from the intersection on at least three sides. Yes/No f) Installation of all-way stop is <u>compatible</u> with overall Yes/No					
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heavily traveled street within a distance of 800 feet (250 m). Yes/No e) The intersection has four legs, with streets extending Yes/No 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No f) Installation of all-way stop is compatible with overall Yes/No	1				
e) The intersection has four legs, with streets extending Yes/No 800 feet (250 m) or more away from the intersection on at least three sides. Yes/No f) Installation of all-way stop is compatible with overall Yes/No				Yes/No	
800 feet (250 m) or more away from the intersection on at least three sides. f) Installation of all-way stop is compatible with overall Yes/No				Yee/No	
least three sides. f) Installation of all-way stop is <u>compatible</u> with overall Yes/No		0.4276.60.90 0		res/No	
f) Installation of all-way stop is <u>compatible</u> with overall Yes/No	1				
				Yes/No	
l l'anne circulation needs for the residential area.	1	traffic circulation needs for the residential area.		103/110	

Warranted: Yes

Yes XNo
** SEE EXISTING CONDITIONS COMMENTS (DATA INPUT SHEET)

Prepared By

Reviewed By

Clarence Salim, PE Date: 4/23/2018 Ananth Prasad, PE Date: PE C59176 Exp. 06/30/19

Location:

Date: 4/23/2018

Yes/No

Yes/No

Yes/No

Yes/No

			Duto	THEOLEVIC	
		Maple Avenue			
	M	ajor Street			
	M	Sycamore Avenue			
Th	ree-way stop	sign installation may be considered if any of the followir	ng conditions ex	kist:	
1.	Volume		ADT	Yes/No	Warranted
		al vehicular volume entering the intersection from all			
	appr	roaches must average <u>500</u> vehicles per hour for any 6	1764		NO
		rs of an average day.(24-hour equivalent of roximately <u>3000</u> vehicles) if 60% 1800		NO	
	from	ddition, the vehicular volume entering the intersection in the minor street or streets for the same 6 hours at average at least <u>1/3</u> of the total volume entering intersection (<u>200</u> per hour min.) if 60% 353	343	NO	
	<u>64 k</u>	en the 85th percentile approach speed exceeds (m/h) (40 MPH), the minimum vehicular volume	85 th %		
2.	Collisions	ant is 70% of the above requirements.	46	YES	
z .		more collisions of two concertible to convertice by	No. of Coll.		
		more collisions of types susceptible to correction by			NO
		ns within a <u>12-month</u> period, with satisfactory ance and enforcement of less restrictive control.	0	NO	
3	Visibility	ince and enforcement of less restrictive control.	Distance		
		aight line sight distance on one or more approaches	Distance	1	NO
		najor street for vehicles or pedestrians crossing the	Good	NO	
		tion is less than <u>160 ft</u> (50 m) for 25 mph (40 km/hr)	Guu		
4.	Residential				
	Volume	warrants to be reduced to 60% of the values above the following conditions are met:	Notes		Yes/No
		streets have residential frontage with existing		Yes/No	YES
	•	m/h (25 MPH) speed limits.			

b) Neither street is an adopted through street.

c) Neither street exceeds 40 ft. (12.5 m) of roadway width.

d) No existing stop sign or signal is located on the more heavily traveled street within a distance of <u>800 ft.</u> (250 m)
e) The intersection has three legs, with streets extending

- a) The intersection has three legs, with streets extending
 <u>800 ft.</u> (250 m) or more away from the intersection on at least two sides.
 a) Installation of a three-way stop is compatible with overall
- f)
 Installation of a three-way stop is compatible with overall
 Yes/No

 traffic circulation needs for the residential area.
 Yes/No

Warranted: Yes X No

Prepared By	Clarence Salim, PE	Date:	4/23/2018
Reviewed By	Ananth Prasad, PE	Date:	
	PE# C59176 Exp. 06/30/19		

Location:

Murphy Avenue

Major Street

Date: 4/30/2018

Fisher Avenue

Minor Street

All-way stop sign installation may be considered if any of the following conditions exist:

1.	Volume	ADT	Yes/No	Warranted
	 a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least <u>300</u> veh/hr. for any 8-hrs of an average day (24-hr equivalent of <u>2400</u> veh/day, minimum) if 60% 1440 	4128	<u>YES</u>	NO
	 b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least <u>200</u> units/hr. for the same 8-hrs. (<u>1600</u> veh/day, minimum) if 60% 960 	118	<u>NO</u>	
	c) When the 85th percentile approach speed exceeds <u>40 mph</u> (65 km/h), the minimum vehicular volume warrant is 70% of the above requirements.	85 th % 47	YES	
2.	Collisions	No. of Coll.	123	
	Five or more collisions of types susceptible to correction by	<u>NO. 01 COII.</u>		NO
	stop signs within a <u>12-month</u> period, with satisfactory observance and enforcement of less restrictive control.	2	<u>NO</u>	
3.	80% Values for Volumes and Accidents (only if all below are met):	<u>ADT</u>	C.	
	a) 80% of 2400 veh/day = 1920	4128	YES	
	b) 80% of 1600 veh/day = 1280	118	<u>NO</u>	NO
	c) 80% of five accidents = 4	2	NO	
4.	Visibility	Distance		
	The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the	Good	NO	NO
	intersection is less than <u>160 feet</u> (50 m).	0000	<u>no</u>	
5.	Residential Area			
	Volume warrants to be reduced to 60% of the values above if <u>all</u> of the following conditions are met:			Yes/No
	 a) Both streets have residential frontage with existing 25 MPH (40 km/h) speed limits. 		Yes/ No	YES
	b) Neither street is an adopted through street.		Yes/No	
	c) Neither street exceeds <u>40 feet</u> (12.5 m) of roadway width.		Yes/No	
	d) No existing stop sign or signal is located on the more		Yes/No	
	heavily traveled street within a distance of 800 feet (250 m).			
	e) The intersection has four legs, with streets extending		Yes/No	
	800 feet (250 m) or more away from the intersection on at			
	least three sides.			
1	 f) Installation of All-way stop is <u>compatible</u> with overall 		Yes/No	
	traffic circulation needs for the residential area.			

Warranted: Yes XNo

** SEE EXISTING CONDITIONS COMMENTS (DATA INPUT SHEET)

Prepared By Clarence Salim, PE 4/30/2018 Date: **Reviewed By** Ananth Prasad, PE Date: PE# C59176 Exp. 06/30/19