APPENDIX C:

SIGNAL WARRANT ANALYSIS

		I	HCS 20	10: MU	TCD	Signal	Warra	nts 1	Release	e 6.65			
Analyst: AMW Agency: PB Date: 10/5/2 Project ID: EW Street: P	2015 Distr	ict 1	LO			Juriso Units Analy:	dictio : U.S. sis Ye	n: Po Cust ar: 2	Y 11 at owell (tomary 2015 ort Roa	County		Road	
				Gen	eral	Infor	mation						
Major St. Sp Nearest Sign Crashes per	nal (f	t): (_			s than nal Sys				
				S	choo	l Cross	sing						
Students in Adequate Gap Minutes in P	ps in	Perio											
				R	oadw	ay Net	work						
Two Major Ro Weekend Cour 5-yr Growth	nt: O												
	 Eas	 tbour	 1d			y and ' nd		c thbo		 Sou	thbo	und	
	L	Т		L		R	1			L			ļ
No. Lanes LaneUsage	0	1 T	0	0 0	1 T	0	0 0	1 T	0	0	1 T	0	
					R	esults							
Warrant 1: H 1 A. Minimur 1 B. Interru 1 56% Vehicu	n Vehi uption	cula: of (r Volu Contin	mes uous T	raff	ic	5					[[[]]]]
Warrant 2: H 2 A. Four-Ho					lume							[]
Warrant 3: H	Dook H	our										ſ	1
3 A. Peak-Ho 3 B. Peak-Ho	our Co	ndit		lume H	ours	Met						[]
Warrant 4: H 4 A. Four Ho 4 B. One-Hou	our Vo	lumes		e								[[[]]]
Warrant 5: 5 5 A. Student 5 B. Gaps Sa	t Volu	mes	ssing									[[[]]]
Warrant 6: 0 6 Degree of				al Sys	tem							[]
Warrant 7: (7 A. Adequat				ernati	ves							[[}] K]

	-	crashes for Was		LA, 1B	-or	4					[] []
8 A. We	t 8: Roa eekday ' eekend '		etwork								[] [] []
9 A. G	rade Cr	ade Cros ossing v r Vehicu	within 1	140 ft Lumes Summa		-					[] [] []
Hours 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 Total	Major Volume 0 278 292 298 333 326 371 426 478 0 0 3162	Minor Volume 0 43 36 45 61 45 69 69 69 69 68 75 0 0 0 511	Total Volume 0 433 328 356 382 410 422 478 530 597 0 0 3936	Delay (Veh-hr 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	1A	1A 56% No No No No No No No No No No No No No	1B 70% NO NO NO NO NO NO NO NO NO NO NO NO NO	1B 56% No No No No No Yes Yes No No 2	2 70% No No No No No No No No No No No No No	3A 70% No No No No No No No No No No O	3B 70% No No No No No No No No No No No No No
Traffi	Eas L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	es (vph tbound T R 0 0 189 0 138 0 142 0 140 0 140 0 159 0 137 0 168 0 161 0 177 0 0 0 0 0		171 140 150 158 174 189 203 265 301 0	d R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0	thbound T F 0 0 43 0 36 0 45 0 61 0 45 0 69 0 69 0 69 0 68 0 75 0 0 0	E	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 1 D 0 30 0 14 0 19 0 32 0 32 0 33 0 34 0 36 0 44 0 D 0 D 0	d R
Pedest:	rian Vo Volum 0 0 0 0 0 0 0 0 0				ur) Gap 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volu 0 0 0 0 0 0 0 0 0 0 0 0 0 0	me Ga 0 0 0 0 0 0 0 0 0 0 0 0 0 0	qr 	Volur 0 0 0 0 0 0 0 0 0 0 0 0 0	ne G 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ap
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		F	ICS 20	10: MU	JTCD	Signal	Warra	ints	Releas	e 6.65		
Analyst: AM Agency: PB Date: 9/28/ Project ID: EW Street: 1	2015 Distr	ict 1				Juris	dictic : U.S. sis Ye	on: P Cus ar:		ounty	51C	
				Gen	neral	Infor	matior	L				
Major St. Sj Nearest Sig Crashes per	nal (f	t): (_			s than nal Sy			
				S	choo	l Cros	sing					
Students in Adequate Ga Minutes in 3	ps in	Perio										
				R	loadwa	ay Net	work					
Two Major Ro Weekend Cour 5-yr Growth	nt: O			c								
	 Eas	tbour	nd			y and ' nd				Sou	thbou	und
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No. Lanes LaneUsage	0	2 T	1 R	 L		0	0	0	0	1 L	0	1 R
					R	esults						
Warrant 1: 1 1 A. Minimum 1 B. Interry 1 56% Vehicy	m Vehi uption ular -	cular of (-and-	Volu Contin Inte	mes uous T errupt	raff. ion '	ic	S					[X] [] [X] [X]
Warrant 2: 1 2 A. Four-Ho					lume							[X]
Warrant 3: 3 3 A. Peak-He 3 B. Peak-He	our Co	nditi		lume H	lours	Met						[X] [] [X]
Warrant 4: 1 4 A. Four Ho 4 B. One-Ho	our Vo	lumes		е								[] [] []
Warrant 5: 5 5 A. Studen 5 B. Gaps Sa	t Volu	mes	ssing									[] [] []
Warrant 6: 0 6 Degree of				al Sys	tem							[]
Warrant 7: 0 7 A. Adequa		_		ernati	ves							[] [X]

	-	crashes for War	rants	1A, 1B -	or	4					[] [X]
8 A. We	t 8: Roa eekday Y eekend Y		twork								[] [] []
9 A. G	rade Cro	ade Cros ossing w r Vehicu	ithin	lumes	and	-					[] [] []
	Major	Minor	Total	Summ Delay	lary 1A	1A	 1B	1B	2	3A	3B
Hours	-	Volume		-		56%	70%	56%		70왕	70%
07-08			0	0.0	No	No	No	No	/0%	/0%	/0%
07-08	1259	126	0 1385		NO NO	Yes	Yes	NO Yes		NO NO	NO Yes
08-09 09-10	900	105	1005	0.0	NO NO	les No	Yes	Yes	!	NO NO	les No
10-11	855	116	971	0.0	NO	Yes	Yes	Ies Yes		NO	NO
11-12	1008	126	971 1134	0.0	NO	Yes	Yes	Ies Yes		NO	NO
							!				!
12-13	1217	132	1349		No	Yes	Yes	Yes	!	No	Yes
13-14	1174	125	1299	0.0	No	Yes	Yes	Yes		No	Yes
14-15	1259	120	1379	0.0	No	Yes	Yes	Yes		NO NO	Yes
15-16	1407	132	1539	0.0	No	Yes	Yes	Yes		No	Yes
16-17	1572	142	1714	0.0	Yes	Yes	Yes	Yes	!	No	Yes
17-18	0	0	0	0.0	No	No	No	No	No	NO	NO
18-19	0	0	0	0.0	No	No	No	No	No	No	No
Total	10651	1124	11775		1	8	9	9	9	0	6
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		528 115	15		0		0 0	ļ		0 1	
		477 118	18		0		0 0	ļ	-	0 1	
	1	547 118	26		0	-	0 0			0 2	
	1	656 135	25		0	-	0 0	ļ		0 2	
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		Н	CS 20	10: MU	TCD S	Signal	Warra	nts F	Releas	e 6.65			
Analyst: AM Agency: PB Date: 9/29/ Project ID: EW Street:	2015 Distr	rict 1	0			Juris Units Analy:	sectio dictio : U.S. sis Ye reet:	n: Wo Cust ar: 2	olfe C comary 2015	_	355		
				Gen	eral	Infor	mation						
Major St. S Nearest Sig Crashes per	nal (f	t): 0								10000 stem:	N		
				S	choo	l Cros	sing						
Students in Adequate Ga Minutes in	ps in	Perio											
				R	oadwa	ay Net	work						
Two Major R Weekend Cou 5-yr Growth	nt: O			Goo	motra	and 1	Traff	G					
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No. Lanes LaneUsage	1 L	1 TR		1 L		0	0	1 LTF		0	1 LTI		
					Re	esults							
Warrant 1: 1 A. Minimu 1 B. Interr 1 56% Vehic Warrant 2:	m Vehi uption ular - Four-H	cular of C -and- Iour V	Volu ontin - Int ehicu	mes uous T errupt lar Vo	raff: ion V	ic	5					[[[]]]
2 A. Four-H	our Ve	hicul	ar Vo	lumes								[]
Warrant 3: 3 A. Peak-H 3 B. Peak-H	our Co	nditi		lume H	ours	Met						[[[]]]
Warrant 4: 4 A. Four H 4 B. One-Ho	our Vo	lumes	Volum	e								[[[]]]
Warrant 5: 5 A. Studen 5 B. Gaps S	t Volu	umes	sing] []]]]
Warrant 6: 6 Degree of				al Sys	tem							[]
Warrant 7: 7 A. Adequa		-			ves							-] X]

	-	crashes for War		1A, 1B	-or	4					[] []
8 A. We	t 8: Roa eekday Y eekend Y		etwork								[] [] []
9 A. G	rade Cro	ade Cros ossing v r Vehicu	vithin	140 ft lumes Summa		-					[] [] []
Hours 07-08 08-09 09-10 10-11 11-12 12-13	0 438 399 382 465 460	Minor Volume 0 72 49 53 39 75	0 539 474 452 519 561	0.0 0.0 0.0 0.0 0.0 0.0	N0 N0 N0 N0 N0	1A 56% No No No No No	1B 70% No No No No No	1B 568 No No No No	No No No No No	3A 70% No No No No	3B 70% No No No No No
13-14 14-15 15-16 16-17 17-18 18-19 Total	475 489 587 516 0 0 4211	63 36 70 75 0 0 532	558 545 679 624 0 0 4951	0.0 0.0 0.0 0.0 0.0 0.0	No No No No No 0	N0 N0 N0 N0 N0 N0 0	N0 N0 N0 N0 N0 N0 0	No No Yes No No 2		No No No No No O	No No No No No 0
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	HCS 20	10: MUTCD S	Signal	Warran	ts R	eleas	e 6.65			
Analyst: AM Agency: PB Date: 9/29/ Project ID: EW Street: 1	2015 District 10		Juriso Units Analys	section diction : U.S. sis Yea reet: N	: Pe Cust r: 2	rry Co omary 015	ounty	land	Stre	eet
		General	Infor	mation_						
Major St. S Nearest Sig Crashes per				ation: inated						
		School	Cross	sing						
	Highest Hour: 0 ps in Period: 0 Period: 0									
		Roadwa	ay Net	work						
Two Major R Weekend Cou 5-yr Growth	nt: O									
	Eastbound	Geometry Westbour						 thboi	und	
	LTR	1	R	L	Т	R				ļ
No. Lanes LaneUsage	0 0 0	00 LR		0	2 TR	0	0	2 LT		
		Re	esults							
1 A. Minimu 1 B. Interr	Eight-Hour Vehic m Vehicular Volu uption of Contin ularand Int	mes uous Traffi	Lc	5					[[[]]]
	Four-Hour Vehicu our Vehicular Vo								[]
	Peak Hour our Conditions our Vehicular Vo	lume Hours	Met						[]]]
Warrant 4: 4 A. Four H 4 B. One-Ho		e]]]]
Warrant 5: 5 A. Studen 5 B. Gaps S]]]]
Warrant 6: 6 Degree of	Coordinated Sign Platooning	al System							[]
	Crash Experience te trials of alt	ernatives							-] X]

	-	crashes for Warn	rants 1	LA, 1B -	-or	4					[] []
8 A. W	t 8: Roa eekday N eekend N		twork								[] [] []
9 A. G	rade Cro	ade Cross ossing wi r Vehicul	ithin 1			-					[] [] []
Hours 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 Total	Major Volume 0 76 75 64 78 77 74 201 92 0 0 817	Minor 7 Volume 7 230 219 235 256 300 276 325 367 393 0 0 2601	Fotal Volume 0 496 510 507 546 661 612 707 879 872 0 0 5790	Delay (Veh-hr 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	1A	1A 56% No No No No No No No No No No No No No	1B 70% No No No No No No No No No No No No No	18 56% No No No No No No No 0	2 70% No No No No No No Yes Yes No No No 2	3A 70% No No No No No No No No O	3B 70% No No No No No No No No No No No No No
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Pedest:	rian Vol Volur 0 0 0 0 0 0 0 0 0 0	Lumes and ne Gap 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		olume ()))))))))	ur) Gap 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volum 0 0 0 0 0 0 0 0 0 0	ne Gaj 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Volum 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e G 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ap
Delay	sec/veb 0.0 0.0	n veh-hi 0.0 0.0	rs sec/ 0.0 0.0) 0	h-hrs .0 .0	sec/vel 0.0 0.0	h veh-1 0.0 0.0	nrs 	sec/veh 0.0 0.0	veh 0. 0.	

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		H	ICS 203	10: MU	TCD	Signal	Warra	nts 1	Releas	e 6.65		
Agency: PB Date: 9/28/ Project ID:	Analyst: AMWIntersection: KY 550 at Grand VueAgency: PBJurisdiction: Perry CountyDate: 9/28/2015Units: U.S. CustomaryProject ID: District 10Analysis Year: 2015EW Street: KY 550NS Street: Grand VueGeneral Information											
				Gen	eral	Infor	mation					
Major St. S Nearest Sig Crashes per	nal (f	t): (_			s than nal Sy			
				S	choo	l Cross	sing					
Students in Adequate Ga Minutes in	ps in	Perio										
				R	oadw	ay Net	work					
Two Major R Weekend Cou 5-yr Growth	nt: O			-								
	-	tbour		Wes	tbou		Nor	thbo	und	1	thbou	-
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No. Lanes LaneUsage	1 L	1 T	0	0	1 T		0	0	0	1 L	0	1 R
					R	esults						
Warrant 1: Eight-Hour Vehicular Volume 1 A. Minimum Vehicular Volumes 1 B. Interruption of Continuous Traffic 1 56% Vehicularand Interruption Volumes										[] [] []		
Warrant 2: 2 A. Four-H					lume							[]
Warrant 3: Peak Hour 3 A. Peak-Hour Conditions 3 B. Peak-Hour Vehicular Volume Hours Met									[] [] []			
4 A. Four H	Warrant 4: Pedestrian Volume 4 A. Four Hour Volumes 4 B. One-Hour Volumes									[] [] []		
Warrant 5: 5 A. Studen 5 B. Gaps S	t Volu	mes	sing									[] [] []
Warrant 6: 6 Degree of				al Sys	tem							[]
Warrant 7: 7 A. Adequa		_		ernati	ves							[] [X]

	-	crashes for Warn	cants 1	.A, 1B	-or	4					[] []
Warrant 8: Roadway Network[8 A. Weekday Volume[8 B. Weekend Volume[[]											
9 A. G	rade Cro	ade Cross ossing wi r Vehicul	ithin 1			-					[] [] []
Hours 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 Total	Major Volume 0 334 402 431 509 614 618 609 683 695 0 0 0 4895	Minor 7 Volume 7 0 36 52 94 96 134 125 145 145 111 142 0 0 0 935	Fotal /olume 0 370 454 525 605 748 743 754 794 837 0 0 5830	Delay (Veh-hr 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	1A	1A 56% No No No No Yes Yes Yes No Yes No No A	1B 70% No No No No No No Yes Yes No No 2	1B 56% No No Yes Yes Yes Yes No No 6	No No	3A 70% No No No No No No No No No 0	3B 70% No No No No No No No No No No No O
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Analyst: AM Agency: PB Date: 10/5/ Project ID: EW Street:	Intersection: KY 2486 at Railroad Street Jurisdiction: Powell County Units: U.S. Customary Analysis Year: 2015 NS Street: KY 2486												
				Gen	eral	Infor	matior	L					
Major St. S Nearest Sig Crashes per	nal (f	t): (Population: Less than 10000 Coordinated Signal System: N							
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Warrant 1: Eight-Hour Vehicular Volume 1 A. Minimum Vehicular Volumes 1 B. Interruption of Continuous Traffic 1 56% Vehicularand Interruption Volumes] [[]]]]			
Warrant 2: Four-Hour Vehicular Volume 2 A. Four-Hour Vehicular Volumes										[]		
Warrant 3: Peak Hour 3 A. Peak-Hour Conditions 3 B. Peak-Hour Vehicular Volume Hours Met]]]]			
Warrant 4: Pedestrian Volume 4 A. Four Hour Volumes 4 B. One-Hour Volumes]]]]			
Warrant 5: 5 A. Studen 5 B. Gaps S	t Volu	mes	ssing]]]]
Warrant 6: 6 Degree of				al Sys	tem							[]
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8 A. We	t 8: Roa eekday V eekend V		etwork								[] [] []
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Hours 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 Total	Major Volume 0 117 102 133 140 141 119 145 202 147 0 0 1246	Minor Volume 0 36 38 35 54 46 42 43 76 54 0 0 0 424	Total Volume 0 174 155 196 219 213 188 218 316 245 0 0 1924	Delay (Veh-hr 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	1A	1A 56% No No No No No No No No No No No No No	1B 70% No No No No No No No No No No No No No	18 56% No No No No No No No No O	2 70% No No No No No No No No No No No No O	3A 70% No No No No No No No No No O	3B 70% No No No No No No No No No No No No No
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