

MULTI-WAY STOP WARRANT (Residential Streets)

Major Street: Pujol Street Critical Approach Speed 25 MPH
 Minor Street: Main Street Critical Approach Speed 25 MPH

Wararnts 1, 2, and 3 Must Be Satisfied

1. Minimum Vehicular Volume

Satisfied Yes No

	MINIMUM REQUIREMENTS	7:00 AM	8:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Hour
Total All Approaches	300	239	191	227	307	640	600	590	294	
Combined Vehicular Ped Volume (Minor Street)	100	16	16	18	26	33	38	33	21	

2. Collision History

Satisfied Yes No

MINIMUM REQUIREMENTS	NUMBER OF ACCIDENTS
3 OR MORE	1

**3. Roadway Characteristics
(All Parts Below Must Be Satisfied)**

Satisfied Yes No

- A. The traffic volume on the uncontrolled street exceeds two thousand (2,000) vehicles per day, Yes No
- B. The intersection has four (4) legs, with the streets extending 600 feet or more away from the intersection on at least three (3) of the legs, Yes No
- C. The vehicular volumes on both streets are nearly equal to a forty/sixty percent (40/60%) split, and Yes No
- D. Both streets are 44 feet wide or narrower. Yes No

Options (Other Criteria That May Be Considered)

Satisfied

4. Visibility

The intersection sight distance is less than:
 150 feet for 25 MPH
 200 feet for 30 MPH
 250 feet for 35 MPH

Yes No

5. The need to control left-turn conflicts.

Yes No

6. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes such as schools, parks and activity centers.

Yes No

7. The roadways and intersection appear on a Suggested Route School plan.

Yes No

8. There are no traffic signal or all-way stop controls located within 600 feet of the intersection.

Yes No

9. The installation of multi-way stop signs is compatible with overall traffic circulation needs of the residential area.

Yes No