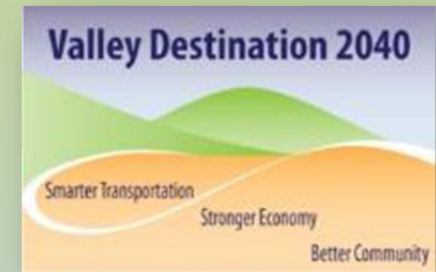


Valley Destination 2040

The Long Range Transportation Plan

for the

Lewis Clark Valley Metropolitan Planning Organization



Appendix 4: Signal Warrant Analysis

Final Adopted
September 17, 2013



APPENDIX 4: SIGNAL WARRANT ANALYSIS



As part of the project evaluation process for the Lewis-Clark Valley MPO Long Range Transportation Plan, signal warrant analysis was conducted for non-signalized project roadway intersections to identify for potential traffic signalization in future conditions.

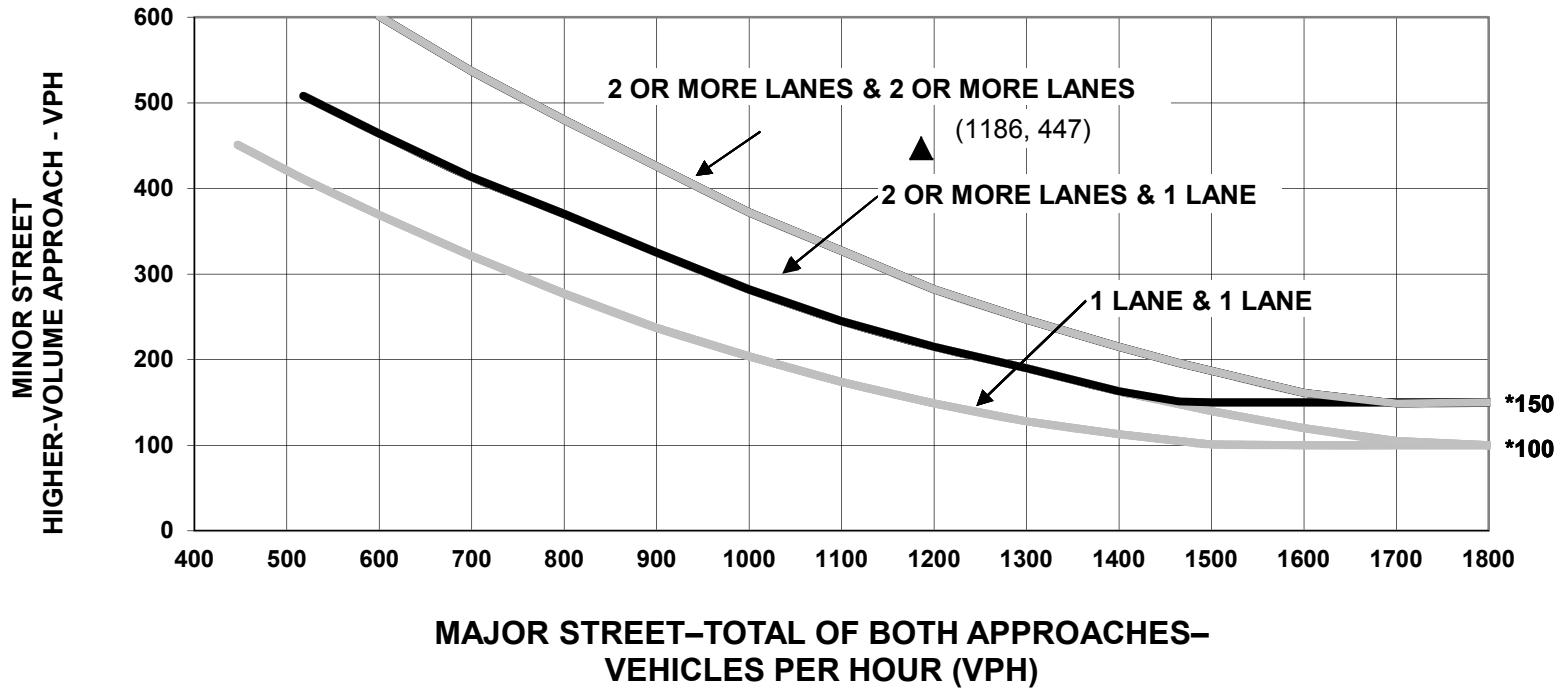
For project intersections where existing peak hour traffic count data was, those counts were forecast to 2040 conditions using growth factors from the model. Where traffic count data was unavailable, peak hour turn movements were estimated from the travel demand model's daily intersection turn movements.

The signal warrant analysis was performed for the PM peak hour intersection turn movement volumes based on Manual on Uniform Traffic Control Devices (MUTCD) Warrant 3, Peak Hour. The project intersections that failed the signal warrant analysis and hence need a traffic signal are presented in this appendix.

Signal Warrant Analysis

Intersection 7 : Mill Road/East Main Street & Lapwai Road
(2040 Conditions)

Figure 4C-3, Warrant, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

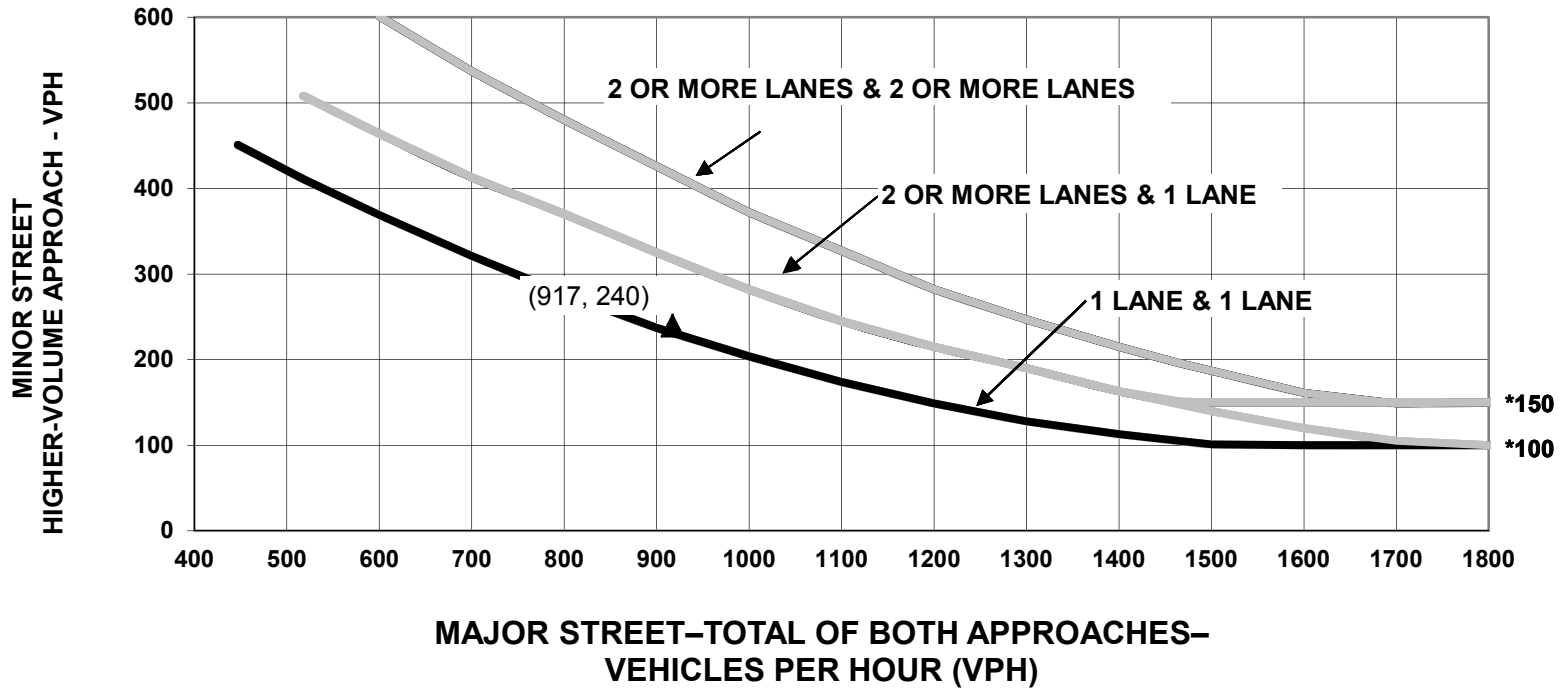
Legend

▲ P.M. Volumes

Signal Warrant Analysis

Intersection 11 : Gun Club Road and Lapwai Road
(2040 Conditions)

Figure 4C-3, Warrant, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

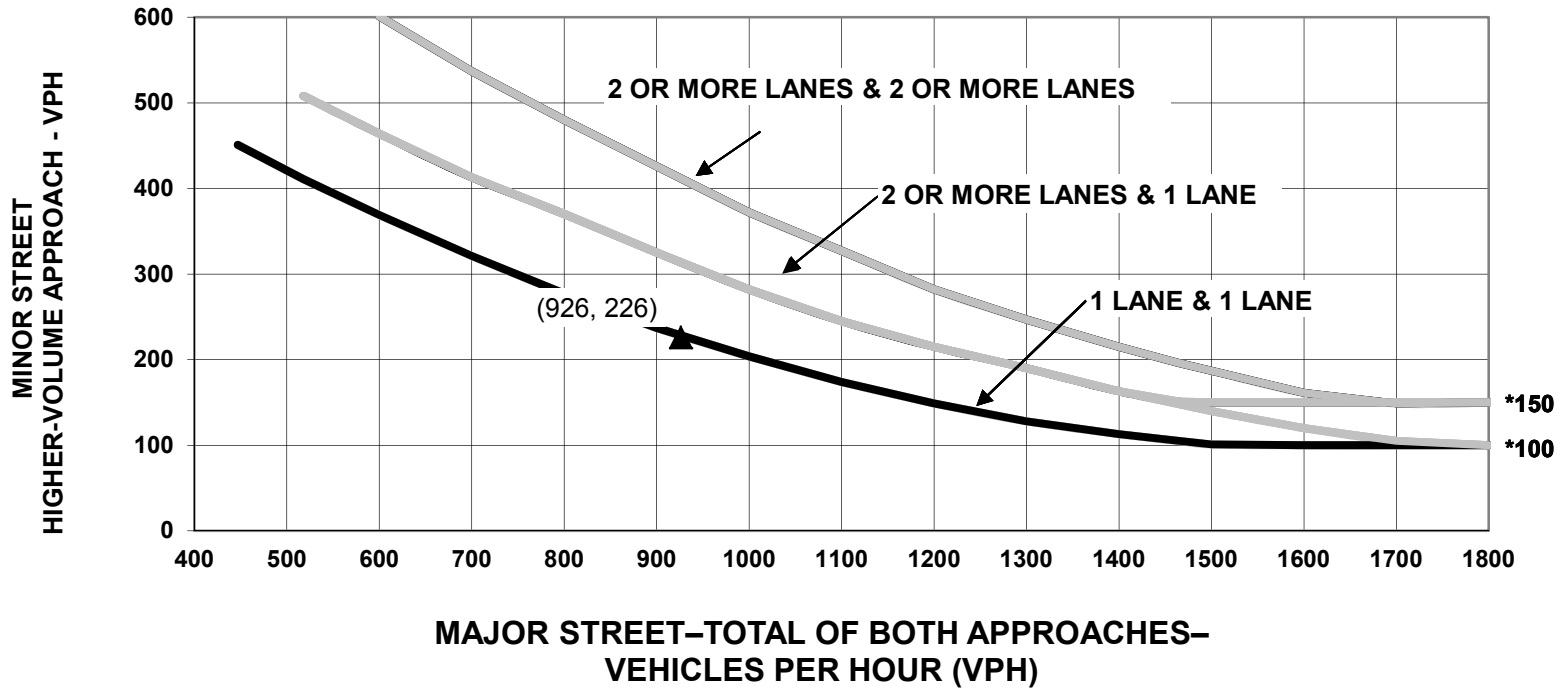
Legend

▲ P.M. Volumes

Signal Warrant Analysis

Intersection 12 : Highland Avenue and 13th Street
(2040 Conditions)

Figure 4C-3, Warrant, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

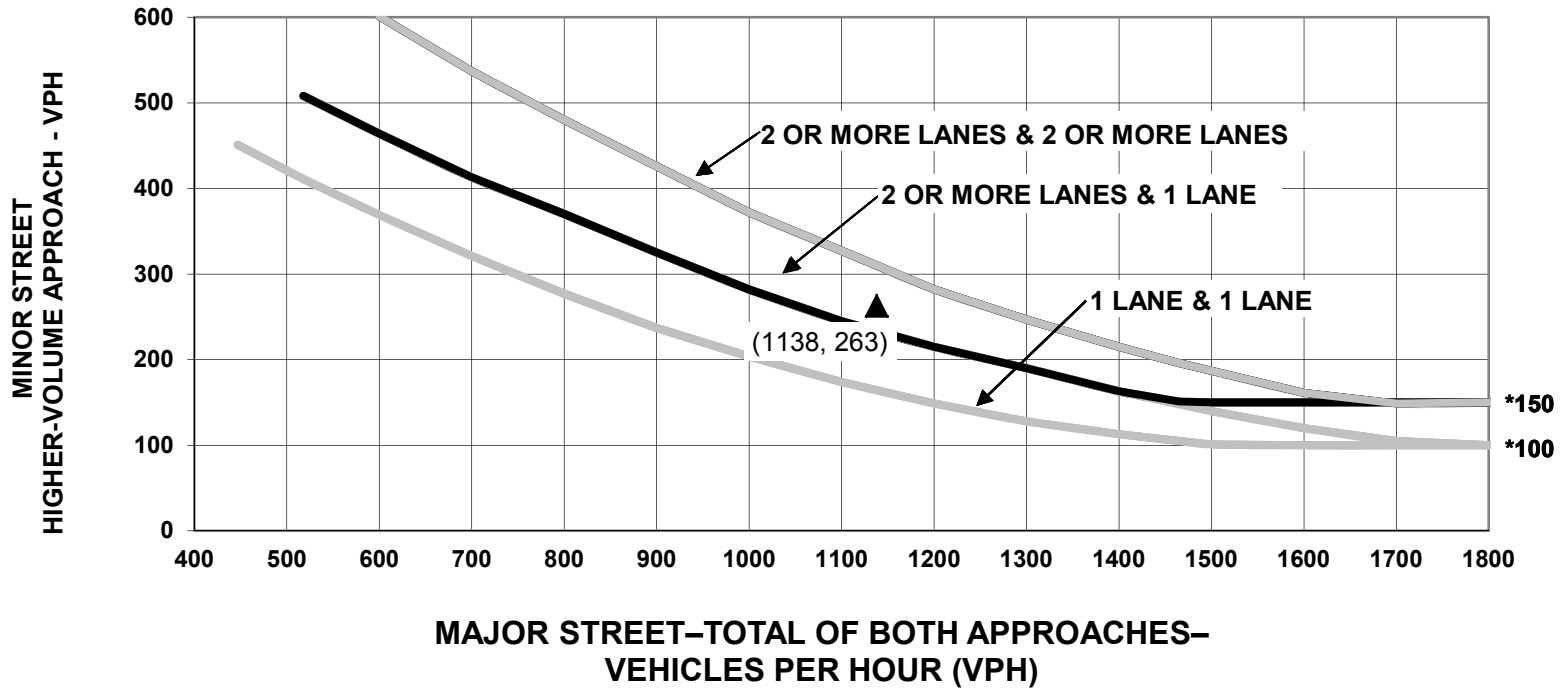
Legend

▲ P.M. Volumes

Signal Warrant Analysis

Intersection 17 : Snake River Avenue & Southway Bridge North Ramp
(2040 Conditions)

Figure 4C-3, Warrant, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

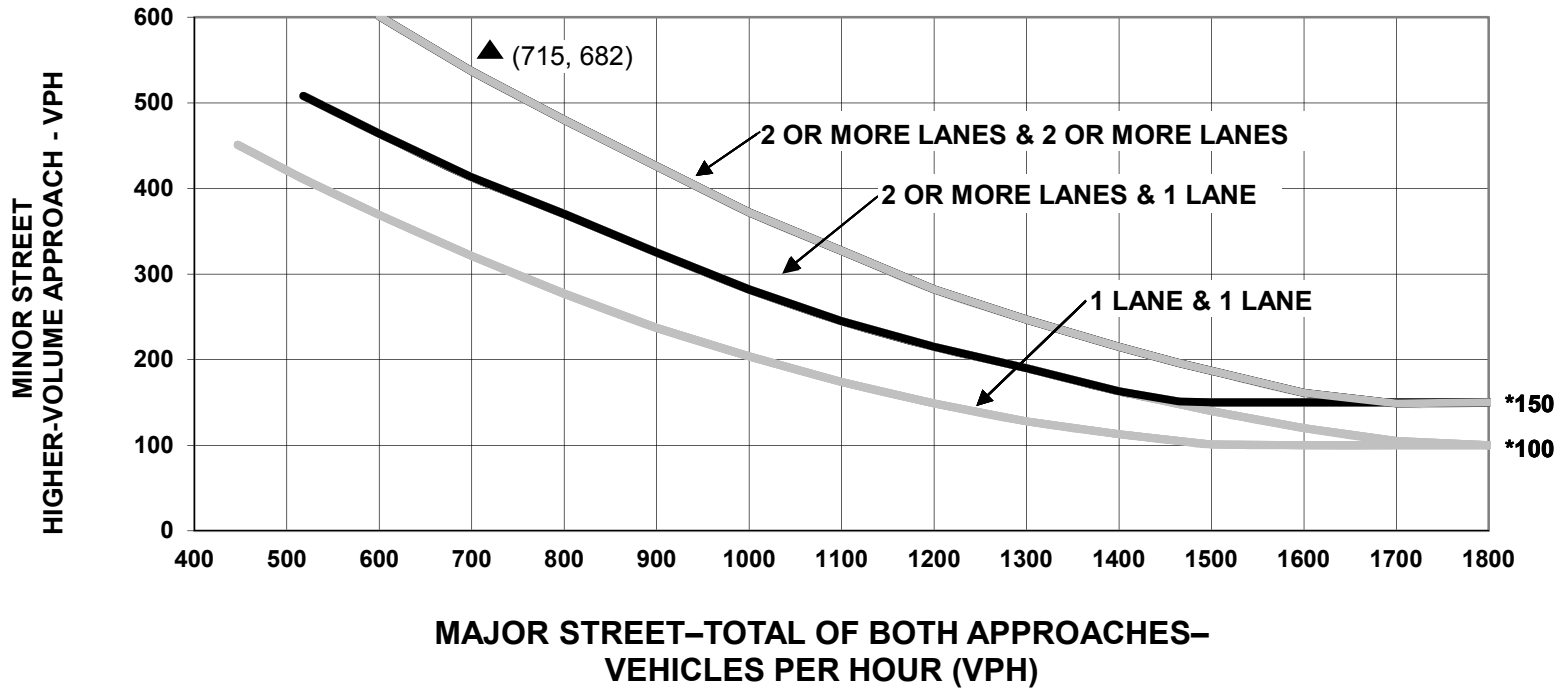
Legend

▲ P.M. Volumes

Signal Warrant Analysis

Intersection 18 : Snake River Avenue & Southway Bridge South Ramp
(2040 Conditions)

Figure 4C-3, Warrant, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Legend

▲ P.M. Volumes