

DATE: October 17, 2025
TO: Gregory Clarke, PE, NMDOT District 3
FROM: Priscilla Benavides, PE; Zachary Nevitt
PROJECT NUMBER: 564-4756-049
PROJECT NAME: NM 528 & Pasilla/Riverside Signal Warrant

Introduction

This memorandum is a signal warrant analysis for the intersection of NM 528 & Pasilla/Riverside in Rio Rancho, New Mexico. The Manual of Uniform Traffic Control Devices (MUTCD) is the national standard for all traffic control devices on all public roads open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The MUTCD states that the need for a traffic control signal shall include an analysis of the applicability of any of nine standard warrants based on a study of the existing operation and safety. However, even when one of the warrants is met, that alone does not require the installation of a traffic signal. The MUTCD states that "an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location." A signal warrant analysis is just one part of the engineering study.

The study intersection is a 4-way intersection located in Rio Rancho, New Mexico at the intersection of NM 528 and Pasilla/Riverside. NM 528 runs north-south with 2 through lanes, a right turn lane and left turn lane in each direction. NM 528 is not stop controlled at this intersection. The Riverside approach consists of a through left with a dedicated right turn lane, while the Pasilla approach consists of a through right with a dedicated left turn lane.

Approach

A signal warrant analysis was performed at the study intersection using the MUTCD requirements as outlined in Section 4C. Turn movement counts were performed at the study intersection on Wednesday June 25th 2025, Saturday June 28th 2025, and Sunday June 29th 2025, the counts from these days were used as the basis for the volume-based warrants. For the signal warrant analysis, the 70 percent threshold was used as the speed limit on NM 528 is 55 mph which is higher than the 40-mph threshold as specified in the MUTCD. For Warrant 1A&B, the 56 percent factor is used as specified in the MUTCD guidelines for the combined volume warrant. The Minor streets Pasilla and Riverside were analyzed as single lane approaches while NM528 was analyzed as two lane approaches. The intersection of Pasilla/riverside and NM528 was also analyzed with traffic redistributed from the intersection of NM528 and Honduras, assuming Honduras is converted to a right in, right out and left in.

Signal warrant Analysis

Major Street Approaches

Northbound NM 528

Number of Lanes: 2

Minor Street Approaches

Westbound PASILLA/RIVERSIDE

Number of Lanes: 1



Southbound NM 528

Number of Lanes: 2

Eastbound PASILLA/RIVERSIDE

number of Lane: 1

Warrant Summary

Weekday

Warrant 1 – Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A – Minimum Vehicular Volume	Not Satisfied
Required volumes were met on both roads for 3 hours, while 8 are required	
Warrant 1B – Interruption of Continuous Traffic	Not Satisfied
Required volumes were met on both roads for 4 hours, while 8 are required	
Warrant 1A&B – Combination of Warrants	Not Satisfied
Required volumes were met on both roads for 3 hours, while 8 are required	
Warrant 2 – Four Hour Volumes	Not Satisfied
Required volumes were met on both roads for 4 hours, while 4 are required	
Warrant 3 – Peak Hour	Satisfied
Warrant 3A – Peak Hour Delay	Satisfied
Peak Hour delay of 4.9 vehicle-hours calculated, while 4 are required	
Warrant 3B – Peak Hour Volumes	Satisfied
Volume exceeds minimums for at least one hour	
Warrant 4 – Pedestrian Volumes	Not Satisfied
Required four-hour pedestrian volume reached for 0 hours, while 4 are required	
Required one-hour pedestrian volume reached for 0 hours, while 1 is required	
Warrant 5 – School Crossing	<i>Not Applicable</i>
Warrant 6 – Coordinated Signal System	Satisfied
Warrant 7 – Crash Experience	Satisfied
Warrant 8 – Roadway Network	Satisfied
Warrant 9 – Intersection near a Grade Crossing	<i>Not Applicable</i>

Saturday

Warrant 1 – Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A – Minimum Vehicular Volume	Not Satisfied
Required volumes were met on both roads for 3 hours, while 8 are required	
Warrant 1B – Interruption of Continuous Traffic	Not Satisfied
Required volumes were met on both roads for 4 hours, while 8 are required	
Warrant 1A&B – Combination of Warrants.....	Not Satisfied
Required volumes were met on both roads for 3 hours, while 8 are required	
Warrant 2 – Four Hour Volumes	Not Satisfied
Required volumes were met on both roads for 4 hours, while 4 are required	
Warrant 3 – Peak Hour	Satisfied
Warrant 3A – Peak Hour Delay	Not Satisfied
Peak Hour delay of 1.8 vehicle-hours calculated, while 4 are required	
Warrant 3B – Peak Hour Volumes	Satisfied
Volume exceeds minimums for at least one hour	
Warrant 4 – Pedestrian Volumes.....	Not Satisfied
Required four-hour pedestrian volume reached for 0 hours, while 4 are required	
Required one-hour pedestrian volume reached for 0 hours, while 1 is required	
Warrant 5 – School Crossing	Not Applicable
Warrant 6 – Coordinated Signal System.....	Satisfied
Warrant 7 – Crash Experience.....	Satisfied
Warrant 8 – Roadway Network.....	Satisfied
Warrant 9 – Intersection near a Grade Crossing.....	Not Applicable

Sunday

Warrant 1 – Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A – Minimum Vehicular Volume	Not Satisfied
Required volumes were met on both roads for 3 hours, while 8 are required	
Warrant 1B – Interruption of Continuous Traffic	Not Satisfied
Required volumes were met on both roads for 4 hours, while 8 are required	
Warrant 1A&B – Combination of Warrants.....	Not Satisfied
Required volumes were met on both roads for 3 hours, while 8 are required	
Warrant 2 – Four Hour Volumes	Satisfied
Required volumes were met on both roads for 4 hours, while 4 are required	
Warrant 3 – Peak Hour	Satisfied
Warrant 3A – Peak Hour Delay	Satisfied
Peak Hour delay of 10.5 vehicle-hours calculated, while 4 are required	
Warrant 3B – Peak Hour Volumes	Satisfied
Volume exceeds minimums for at least one hour	
Warrant 4 – Pedestrian Volumes.....	Not Satisfied
Required four-hour pedestrian volume reached for 0 hours, while 4 are required	
Required one-hour pedestrian volume reached for 0 hours, while 1 is required	
Warrant 5 – School Crossing	Not Applicable
Warrant 6 – Coordinated Signal System.....	Satisfied
Warrant 7 – Crash Experience.....	Satisfied
Warrant 8 – Roadway Network.....	Satisfied
Warrant 9 – Intersection near a Grade Crossing	Not Applicable

Warrant 1 – Eight Hour Volume Warrant

The Eight-hour volume warrant can be met under several conditions, Warrants 1A, 1B, and 1A&B. Each condition is only met if the hourly threshold is exceeded on both the major street and the minor street for any of the same eight hours of an average day. Warrant 1A is the Minimum Vehicular Volume condition and is intended for locations where there is a large volume of intersecting traffic. Warrant 1B is the Interruption of Continuous Traffic condition and is intended for areas where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay. Warrant 1A&B is a combination of Warrant 1A and 1B. Table 1 details the volume requirements for condition 1A, 1B, and 1A&B to be met. If condition 1A, 1B, or 1A&B is satisfied, then Warrant 1 is satisfied. For Warrant 1A and Warrant 1B, the 70 percent threshold was used as the speed limit on the major street is above 40 MPH. For Warrant 1A&B, the 56 percent factor is used.

Warrant 1 Volume Summaries

Table 1A. Wednesday 06/25/2025

	Major Vol	Minor Vol	1 A		1 B		1 A&B	
			Major	Minor	Major	Minor	Major	Minor
			>420	>105	>630	>53	>420	>84
7:00	1,152	33	YES	NO	YES	NO	YES	NO
8:00	1,755	27	YES	NO	YES	NO	YES	NO
9:00	1,569	58	YES	NO	YES	YES	YES	NO
10:00	1,765	34	YES	NO	YES	NO	YES	NO
11:00	1,954	44	YES	NO	YES	NO	YES	NO
12:00	1,957	76	YES	NO	YES	YES	YES	NO
13:00	2,023	44	YES	NO	YES	NO	YES	NO
14:00	2,083	33	YES	NO	YES	NO	YES	NO
15:00	2,103	21	YES	NO	YES	NO	YES	NO
16:00	2,400	38	YES	NO	YES	NO	YES	NO
17:00	2,444	53	YES	NO	YES	NO	YES	NO
18:00	1,933	37	YES	NO	YES	NO	YES	NO

Red cells indicate hourly volume threshold not met. Green cells indicate hourly volume threshold met. Traffic Counts collected on July 25th, 28th, & 29th, 2025.

Table 1B. Saturday 06/28/2025

	Major Vol	Minor Vol	1 A		1 B		1 A&B	
			Major	Minor	Major	Minor	Major	Minor
			>420	>105	>630	>53	>420	>42
7:00	650	12	YES	NO	YES	NO	YES	NO
8:00	1,119	35	YES	NO	YES	NO	YES	NO
9:00	1,526	38	YES	NO	YES	NO	YES	NO
10:00	1,790	41	YES	NO	YES	NO	YES	NO
11:00	2,022	38	YES	NO	YES	NO	YES	NO
12:00	2,177	41	YES	NO	YES	NO	YES	NO
13:00	2,141	36	YES	NO	YES	NO	YES	NO
14:00	2,173	42	YES	NO	YES	NO	YES	NO
15:00	2,322	50	YES	NO	YES	NO	YES	YES
16:00	2,111	54	YES	NO	YES	YES	YES	YES
17:00	1,928	190	YES	YES	YES	YES	YES	YES
18:00	1,833	112	YES	YES	YES	YES	YES	YES

Table 1C. Sunday 06/29/2025

	Major Vol	Minor Vol	1 A		1 B		1 A&B	
			Major	Minor	Major	Minor	Major	Minor
			>420	>105	>630	>53	>420	>84
7:00	428	16	YES	NO	NO	NO	YES	NO
8:00	911	14	YES	NO	YES	NO	YES	NO
9:00	1,230	124	YES	YES	YES	YES	YES	YES
10:00	1,783	39	YES	NO	YES	NO	YES	NO
11:00	1,708	72	YES	NO	YES	YES	YES	NO
12:00	2,089	183	YES	YES	YES	YES	YES	YES
13:00	2,026	39	YES	NO	YES	NO	YES	NO
14:00	1,956	120	YES	YES	YES	YES	YES	YES
15:00	1,868	39	YES	NO	YES	NO	YES	NO
16:00	1,779	31	YES	NO	YES	NO	YES	NO
17:00	1,528	29	YES	NO	YES	NO	YES	NO
18:00	1,412	26	YES	NO	YES	NO	YES	NO

As shown in Table 1, for Warrant 1A, the intersection meets both the major volume and minor volume thresholds for at most three hours of the day, which is less than the eight-hour requirement, therefore Warrant 1A is not satisfied. For Warrant 1B, the major volume threshold was met for twelve hours of the day and the minor volume was met for at most four hours of the day, therefore Warrant 1B is not satisfied. For Warrant 1A&B, the major street volumes exceeded the threshold for 12 hours and the minor street volumes exceeded the threshold for at most four hours and therefore warrant 1A&B is not met. Since none of the scenarios met the threshold, warrant 1 is not met.

Warrant 2 - Four Hour Volume Warrant

Warrant 2 is satisfied if any four hours of the day fall above the "1 Lane & 1 Lane" curve in Figure 4C-1 below. The hours do not need to be consecutive. Each dot in the chart plots the major and minor street hourly volumes from the traffic counts for a given hour. As shown in table 2C for Sunday 06/29/2025 below, four hours fall above the line, therefore Warrant 2 is satisfied. Warrant 2 was not satisfied during the weekday where only 1 hour met the threshold and on Saturday only 2 hours surpassed the threshold.

Warrant 2 Volume Summaries

Table 2A. Wednesday 06/25/2025

	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	1,152	33	60	NO
8:00	1,755	27	60	NO
9:00	1,569	58	60	NO
10:00	1,765	34	60	NO
11:00	1,954	44	60	NO
12:00	1,957	76	60	YES

13:00	2,023	44	60	NO
14:00	2,083	33	60	NO
15:00	2,103	21	60	NO
16:00	2,400	38	60	NO
17:00	2,444	53	60	NO
18:00	1,933	37	60	NO

Table 2B. Saturday 06/28/2025

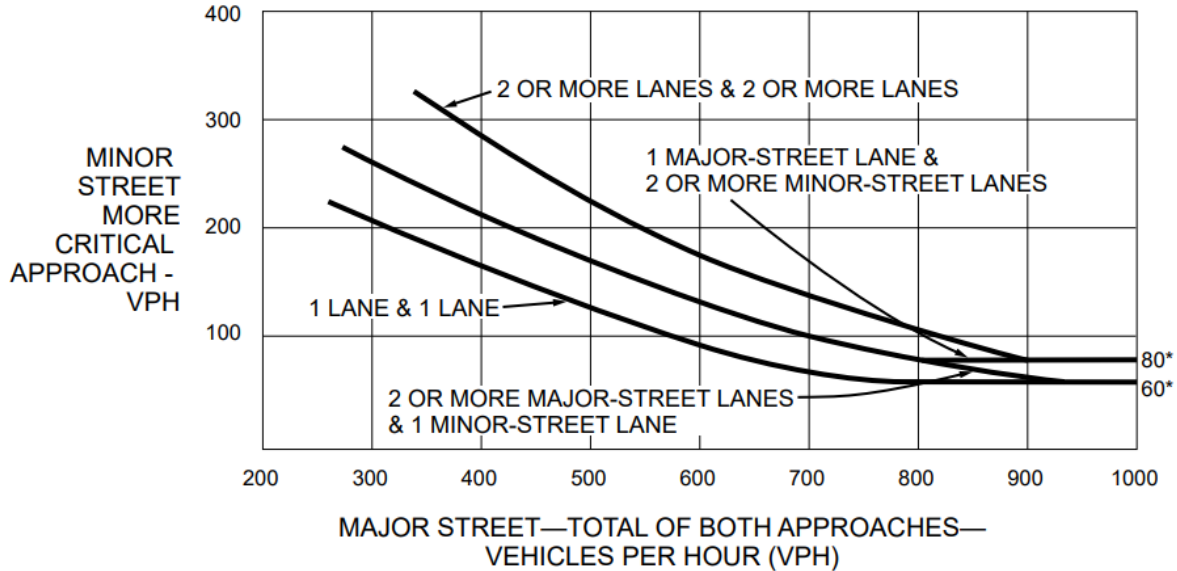
	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	650	12	120	NO
8:00	1,119	35	60	NO
9:00	1,526	38	60	NO
10:00	1,790	41	60	NO
11:00	2,022	38	60	NO
12:00	2,177	41	60	NO
13:00	2,141	36	60	NO
14:00	2,173	42	60	NO
15:00	2,322	50	60	NO
16:00	2,111	54	60	NO
17:00	1,928	190	60	YES
18:00	1,833	112	60	YES

Table 2 C. Sunday 06/29/2025

	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	428	16	160	NO
8:00	911	14	60	NO
9:00	1,230	124	60	YES
10:00	1,783	39	60	NO
11:00	1,708	72	60	YES
12:00	2,089	183	60	YES
13:00	2,026	39	60	NO
14:00	1,956	120	60	YES
15:00	1,868	39	60	NO
16:00	1,779	31	60	NO
17:00	1,528	29	60	NO
18:00	1,412	26	60	NO

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Warrant 3 - Peak Hour Volumes

Warrant 3 is intended for unusual cases where major trip generators attract or discharge large numbers of vehicles over a short amount of time. These conditions apply to the analysis site due to the three Churches that discharge a large volume of traffic in a short periods of time. Warrant 3 is met if criteria is met for either category 3A or 3B.

Warrant 3A can be satisfied if the total stopped time delay for the minor approach exceeds four vehicle-hours during the peak hour. Peak hour delay is calculated by multiplying the seconds of delay per vehicle by the total number of vehicles at the minor approach during the peak hour. The total peak hour delay for Pasilla/Riverside was calculated to be 4.9 vehicle-hours during the weekday using Synchro modeling software, which is greater than the four vehicle-hours required to satisfy Warrant 3A. On Saturday the delay was calculated to be 1.8 vehicle-hours and on Sunday it was calculated to be 10.5 vehicle-hours.

Warrant 3B requires any hour of the day to fall above the "1 Lane & 1 Lane" curve in the chart below (Figure 4C-3). As shown in Figure 4C-4, three of the hours of the day fall above the minimum volume threshold, therefore Warrant 3 is satisfied.

Warrant 3 Volume Summaries

Table 3A. Wednesday 06/25/2025

Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold

7:00	1,152	33	80	NO
8:00	1,755	27	75	NO
9:00	1,569	58	75	NO
10:00	1,765	34	75	NO
11:00	1,954	44	75	NO
12:00	1,957	76	75	YES
13:00	2,023	44	75	NO
14:00	2,083	33	75	NO
15:00	2,103	21	75	NO
16:00	2,400	38	75	NO
17:00	2,444	53	75	NO
18:00	1,933	37	75	NO

Table 3B. Saturday 06/28/2025

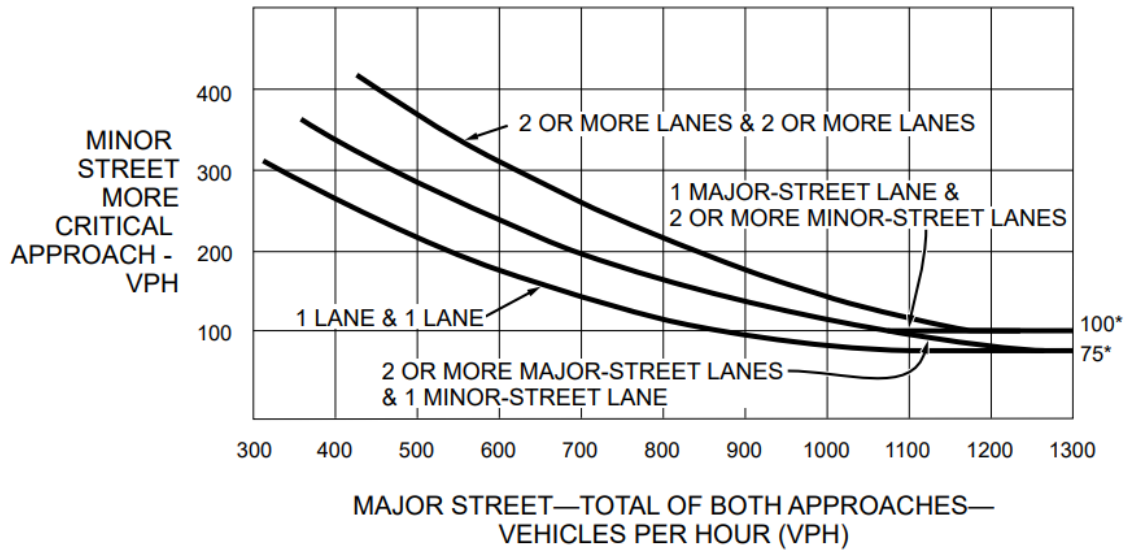
	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	650	12	80	NO
8:00	1,119	35	75	NO
9:00	1,526	38	75	NO
10:00	1,790	41	75	NO
11:00	2,022	38	75	NO
12:00	2,177	41	75	NO
13:00	2,141	36	75	NO
14:00	2,173	42	75	NO
15:00	2,322	50	75	NO
16:00	2,111	54	75	NO
17:00	1,928	190	75	YES
18:00	1,833	112	75	YES

Table 3C. Sunday 06/29/2025

	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	428	16	75	NO
8:00	911	14	75	NO
9:00	1,230	124	75	YES
10:00	1,783	39	75	NO
11:00	1,708	72	75	NO
12:00	2,089	183	75	YES
13:00	2,026	39	75	NO
14:00	1,956	120	75	YES
15:00	1,868	39	75	NO

16:00	1,779	31	75	NO
17:00	1,528	29	75	NO
18:00	1,412	26	75	NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

Warrant 4 - Pedestrian Volume

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. There were no pedestrians recorded during the count period so Warrant 4 is not satisfied.

Warrant 5 - School Crossing

The School Crossing signal warrant is intended for application where the safety of school children crossing the major street is the principal reason to consider installing a traffic control signal. Sandia Vista Elementary School is located 1.5 miles north of the intersection off Lincoln Ave, however this intersection is not used as a school crossing for that school and therefore Warrant 5 is not applicable.

Warrant 6 - Coordinated Signal System

Placement of a signal using this warrant is necessary when an intermediate intersection should be signalized to coordinate adjacent signals and/or to maintain a platoon of vehicles. The closest signalized intersection is at NM 528/ Idalia Rd which is 0.87 miles to the north and is coordinated,

thus Warrant 6 is not applicable. There is also another signalized intersection 0.82 miles to the south at NM528 / Iris Rd, this signal is not coordinated.

Warrant 7 – Crash Experience

The Crash Experience signal warrant is intended for applications where the severity and frequency of crashes is the principal reason to consider installing a traffic control signal. Certain types of crashes can be corrected by signalization. Generally, right-angle crashes, turning vehicle crashes and pedestrian crossing events can be addressed by a signal. Crash data at the intersection for the most recently available five-year period (2019-2023) was gathered from the NMDOT Traffic Records crash database. To satisfy the requirements of Warrant 7 the MUTCD states five or more crashes that can be corrected by a signal need to occur within a twelve-month period.

There was a total of 25 crashes between 2019 and 2023. Of these crashes 9 are correctable by a Traffic Signal. 5 of these crashes occurred in a 12-month period of July 2020 to May 2021 and therefore Warrant 7 Crash experience is met for this intersection. Of the 25 crashes recorded in the study period 11 of them occurred during the weekend, with 6 of those being angle crashes. All but one of these angle crashes occurred during mid-day between 11 and 3pm, with the outlier having occurred at 8:30 am. A table with information regarding the crashes is below.

Table 4 – Crash Data at Study Intersection (2019-2023)

Crash year	Crash month	Severity	Crash Type
2019	January	Property Damage Only	Rear End
2019	April	Property Damage Only	Rear End
2019	June	Injury (Class B)	Object
2019	July	Injury (Class C)	Rear End
2019	September	Injury (Class B)	Rear End
2020	January	Property Damage Only	Angle
2020	July	Injury (Class B)	Angle
2020	August	Property Damage Only	Angle
2020	October	Injury (Class B)	Other
2020	November	Injury (Class C)	Angle
2021	January	Property Damage Only	Rear End
2021	April	Injury (Class A)	Angle
2021	May	Property Damage Only	Angle
2021	October	Property Damage Only	Angle
2021	December	Property Damage Only	Rear End
2021	December	Injury (Class A)	Rear End
2022	July	Property Damage Only	Object
2022	August	Injury (Class C)	Other
2022	September	Property Damage Only	Other
2022	September	Property Damage Only	Other
2022	October	Property Damage Only	Other
2022	December	Property Damage Only	Object
2023	August	Property Damage Only	Rear End
2023	September	Injury (Class B)	Angle
2023	October	Property Damage Only	Angle

Source: NMDOT

Additionally, Warrant 7 requires that the study intersection to meet certain volume requirements. This requirement states that for each of any eight hours of the day, vehicular volumes must meet either Warrant 1A or Warrant 1B at the 56 percent level. As already determined for the Warrant 1 A&B analysis, the study intersection does meet Warrant 1A for 3 hours of the day and Warrant 1B for 4 hours of the day at the 56 percent level, therefore this part of Warrant 7 is met.

Warrant 8 - Roadway Network

This warrant can be met if two or more major routes meet at the intersection, the intersection has a total volume of at least 1,000 vehicles (existing or immediately projected) entering per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes that meet one of Warrants 1, 2, or 3 during an average weekday (based on an engineering study).

NM 528 is classified as a regional principal arterial by MRCOG, while the Riverside side is classified as a Major Collector with Pasilla being classified as a future major collector. NM 528 serves as a major north south access for the City of Rio Rancho to US 550/Town of Bernalillo to the north and the City of Albuquerque to the south. Pasilla/Riverside serve as access routes for neighborhoods on

either side of NM528. There is currently 12 hours where the intersection volume exceeds 1000 vehicles and both warrants 2 and 3 were met, therefore Warrant 8 is also met.

Warrant 9 – Intersection near a Grade Crossing

There is not a grade railroad crossing within 140 feet of the stop line or yield line on the approach to the intersection. Therefore, this warrant is not applicable to this location.

Preliminary Signal Warrant Conclusion

The results of the draft signal warrant analysis at the NM 528 and Pasilla/Riverside intersection indicate that five of the signal warrants were met during the weekend: Warrant 2 – Four Hour Vehicular Volume Warrant, Warrant 3 – Peak Hour Volume Warrant, Warrant 6 – Coordinated Signal System, Warrant 7 – Crash Experience Warrant, and Warrant 8 – Roadway Network. The remaining four warrants were not met at the intersection. During the weekday the only volume warrant that was met was warrant 3, peak hour volume warrant which does not meet the justification for a signal. According to the criteria found in Section 4C of the MUTCD these results indicate that weekend data supports a signal at the intersection of NM 528 and Pasilla/Riverside.

Redistributed traffic and adjacent intersections.

The adjacent intersections were also analyzed as part of this study to see in the impact of redistributed trips. The trips were redistributed assuming the intersection of NM528 and Honduras became a right in right out left in, so all of the left turn and through movements from Honduras would be redistributed to Pasilla/Riverside.

Warrant 1 (Weekday redistributed counts)

			1 A		1 B		1 A&B	
	Major Vol	Minor Vol	Major	Minor	Major	Minor	Major	Minor
			>420	>105	>630	>53	>420	>84
7:00	1,152	37	YES	NO	YES	NO	YES	NO
8:00	1,755	30	YES	NO	YES	NO	YES	NO
9:00	1,569	63	YES	NO	YES	YES	YES	NO
10:00	1,765	38	YES	NO	YES	NO	YES	NO
11:00	1,954	47	YES	NO	YES	NO	YES	NO
12:00	1,957	81	YES	NO	YES	YES	YES	NO
13:00	2,023	47	YES	NO	YES	NO	YES	NO
14:00	2,083	35	YES	NO	YES	NO	YES	NO
15:00	2,103	23	YES	NO	YES	NO	YES	NO
16:00	2,400	40	YES	NO	YES	NO	YES	NO
17:00	2,444	55	YES	NO	YES	YES	YES	NO
18:00	1,933	40	YES	NO	YES	NO	YES	NO

Warrant 2 (Weekday redistributed counts)

	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	1,152	37	60	NO
8:00	1,755	30	60	NO
9:00	1,569	63	60	YES
10:00	1,765	38	60	NO
11:00	1,954	47	60	NO
12:00	1,957	81	60	YES
13:00	2,023	47	60	NO
14:00	2,083	35	60	NO
15:00	2,103	23	60	NO
16:00	2,400	40	60	NO
17:00	2,444	55	60	NO
18:00	1,933	40	60	NO

Warrant 3 (Weekday redistributed counts)

	Major Vol	Minor Vol	Minor Vol Threshold*	> Threshold
7:00	1,152	37	80	NO
8:00	1,755	30	75	NO
9:00	1,569	63	75	NO
10:00	1,765	38	75	NO
11:00	1,954	47	75	NO
12:00	1,957	81	75	YES
13:00	2,023	47	75	NO
14:00	2,083	35	75	NO
15:00	2,103	23	75	NO
16:00	2,400	40	75	NO
17:00	2,444	55	75	NO
18:00	1,933	40	75	NO

Reallocating turning movements from Honduras resulted in no change in the amount of warrants met during the weekday. The thresholds were met for a few additional hours for each of the warrants, with the exception of warrant 3 where there was no change in the amount of hours met. Additionally with warrant 3 the amount of vehicle hours increased from 4.9 vehicle-hours to 5.4 vehicle-hours. Overall redistributing traffic from the Honduras intersection to the Pasilla/riverside intersection resulted in no change in the amount of warrants met.