

Warrants Summary												
<b>Information</b>												
Analyst	Patricia Wetzel					Intersection	SR 32 & Germany Rd.					
Agency/Co	ODOT					Jurisdiction	ODOT					
Date Performed	6/14/2010					Units	U.S. Customary					
Project ID	Existing intersection					Time Period Analyzed	6 AM - 6 PM					
East/West Street	SR 32					North/South Street	Schuster Rd.					
File Name	2010-06-14 Right Turn Reduction Ex. SR 220- Germany Rd. Warrants.xhy					Major Street	East-West					
Project Description <i>Existing intersection</i>												
<b>General</b>						<b>Roadway Network</b>						
Major Street Speed (mph)	60	<input type="checkbox"/>	Population < 10,000				Two Major Routes			<input type="checkbox"/>		
Nearest Signal (ft)	0	<input type="checkbox"/>	Coordinated Signal System				Weekend Count			<input type="checkbox"/>		
Crashes (per year)	0	<input type="checkbox"/>	Adequate Trials of Alternatives				5-yr Growth Factor			0		
<b>Geometry and Traffic</b>	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	2	0	1	2	0	0	1	0	0	1	0
Lane usage	L	TR		L	TR			LTR			LTR	
Vehicle Volume Averages (vph)	32	196	9	1	199	12	8	16	1	50	13	22
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
<b>Warrant 1: Eight-Hour Vehicular Volume</b>												<input type="checkbox"/>
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
<b>Warrant 2: Four-Hour Vehicular Volume</b>												<input type="checkbox"/>
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
<b>Warrant 3: Peak Hour</b>												<input type="checkbox"/>
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume ) --or--												<input type="checkbox"/>
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
<b>Warrant 4: Pedestrian Volume</b>												<input type="checkbox"/>
4 A. Pedestrian Volumes (Four hours --or-- one hour) --and--												<input type="checkbox"/>
4 B. Gaps Same Period (Four hours --or-- one hour)												<input type="checkbox"/>
<b>Warrant 5: School Crossing</b>												<input type="checkbox"/>
5. Student Volumes --and--												<input type="checkbox"/>
5. Gaps Same Period												<input type="checkbox"/>
<b>Warrant 6: Coordinated Signal System</b>												<input type="checkbox"/>
6. Degree of Platooning (Predominant direction or both directions)												<input type="checkbox"/>
<b>Warrant 7: Crash Experience</b>												<input type="checkbox"/>
7 A. Adequate trials of alternatives, observance and enforcement failed --and--												<input type="checkbox"/>
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--												<input type="checkbox"/>

7 C. 80% Volumes for Warrants 1A, 1B --or-- 4 are satisfied	<input type="checkbox"/>
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<b>Warrant 8: Roadway Network</b>	<input type="checkbox"/>
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	<input type="checkbox"/>
8 B. Weekend Volume (Five hours total)	<input type="checkbox"/>