

Warrants Summary													
Information													
Analyst	Patricia Wetzel					Intersection	SR 32 & Schuster 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					Major Street	East-West						
	Reduction Ex. Schuster Rd.												
	Warrants.xhy												
Project Description <i>Existing intersection</i>													
General						Roadway Network							
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			
Geometry and Traffic	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	--	
Warrant 1: Eight-Hour Vehicular Volume												<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"/>	
Warrant 2: Four-Hour Vehicular Volume												<input type="checkbox"/>	
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>	
Warrant 3: Peak Hour												<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"/>	
Warrant 4: Pedestrian Volume												<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"/>	
Warrant 5: School Crossing												<input type="checkbox"/>	
5. Student Volumes --and--												<input type="checkbox"/>	
5. Gaps Same Period												<input type="checkbox"/>	
Warrant 6: Coordinated Signal System												<input type="checkbox"/>	
6. Degree of Platooning (Predominant direction or both directions)												<input type="checkbox"/>	
Warrant 7: Crash Experience												<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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Warrant 8: Roadway Network	<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"/>