

| 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 | SR 220 cul de sac | | | | | 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 Schuster Rd.- SR 220 cul de sac. Warrants.xhy | | | | | Major Street | East-West | | | | | |
| Project Description <i>SR 220 cul de sac</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) | 34 | 196 | 9 | 1 | 199 | 78 | 8 | 16 | 1 | 115 | 13 | 23 |
| 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 checked="" type="checkbox"/> |
| 2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach) | | | | | | | | | | | | <input checked="" type="checkbox"/> |
| Warrant 3: Peak Hour | | | | | | | | | | | | <input checked="" 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 checked="" 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"/> |

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| 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 checked="" 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"/> |