

Ohio Department of Transportation

District 9

Signal Warrant Analysis

Study Date : 02/06/14

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Signal Warrants - Summary

Major Street Approaches

Northbound: SR 139

Number of Lanes: 1

85% Speed < 40 MPH.

Total Approach Volume: **2,683**

Southbound: SR 139

Number of Lanes: 1

85% Speed < 40 MPH.

Total Approach Volume: **1,677**

Minor Street Approaches

Eastbound: ROSEMONT RD

Number of Lanes: 1

Total Approach Volume: **851**

Westbound: Phantom

Number of Lanes: 1

Total Approach Volume: **0**

Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Satisfied

Warrant 1A - Minimum Vehicular Volume Not Satisfied

Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic Not Satisfied

Required volumes reached for 0 hours, 8 are needed

Warrant 1 A&B - Combination of Warrants Not Satisfied

Required volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes Not Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Not Satisfied

Warrant 3A - Peak Hour Delay Not Satisfied

Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes Not Satisfied

Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes Not Evaluated

Warrant 5 - School Crossing Not Evaluated

Warrant 6 - Coordinated Signal System Not Evaluated

Warrant 7 - Crash Experience Not Satisfied

Number of accidents (0) is less than minimum (5). Volume minimums are not met.

Warrant 8 - Roadway Network Not Evaluated

Warrant 9 - Intersection Near a Grade Crossing Not Evaluated

Ohio Department of Transportation

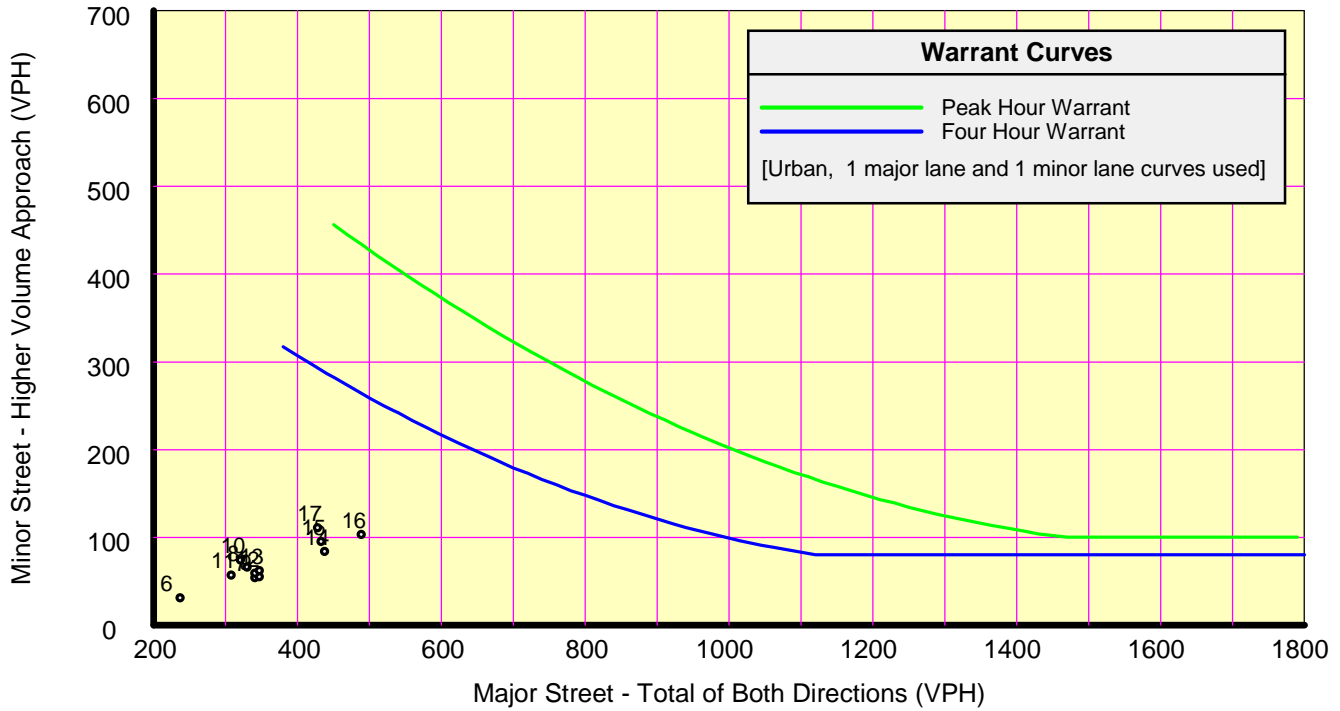
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Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War 1A			War 1B			War 1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
01:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
02:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
03:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
04:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
05:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
06:00	237	31	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
07:00	341	54	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
08:00	330	66	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
09:00	347	55	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
10:00	321	74	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
11:00	308	57	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
12:00	341	59	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
13:00	347	62	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
14:00	438	84	EB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
15:00	433	95	EB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
16:00	489	103	EB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
17:00	428	111	EB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
18:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
19:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
20:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
21:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
22:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
23:00	0	0	EB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---