HCS Warrants Report

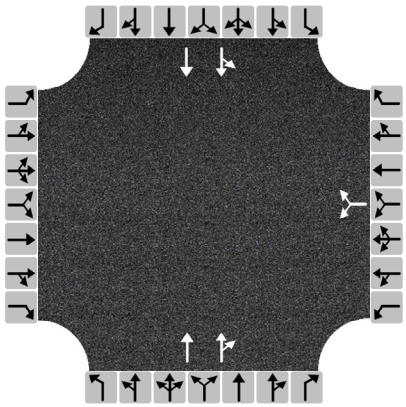
Project Information

Analyst	Julie Dombroski	Date	9/27/2022
Agency	CTPS	Analysis Year	2022
Jurisdiction		Time Period Analyzed	
Project Description			

General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	7	Coordinated Signal System	No
Median Type	Divided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	35	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	1565		

Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	0	0	0	0	0	0	2	0	0	2	0
Lane Usage					LR			TR			LT	
Vehicle Volumes Averages (veh/h)	0	0	0	30	0	28	0	288	40	23	384	0
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	0.0			31.2			7.5			2.6		
Delay (veh-hrs)	0.0			0.0			0.0			0.0		

School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

Volume Summary

Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (80%)
07 - 08	539	40	579	0	0	No	No	No	No	No	No	No	No	No
08 - 09	747	61	808	0	0	No	No	No	Yes	No	No	No	No	No
09 - 10	676	100	776	0	0	No	No	No	No	No	No	No	No	No
10 - 11	659	61	720	0	0	No	No	No	No	No	No	No	No	No
11 - 12	658	52	710	0	0	No	No	No	No	No	No	No	No	No
12 - 13	709	63	772	0	0	No	No	No	No	No	No	No	No	No
13 - 14	728	61	789	0	0	No	No	No	Yes	No	No	No	No	No
14 - 15	758	57	815	0	0	No	No	No	No	No	No	No	No	No
15 - 16	821	54	875	0	0	No	No	No	No	No	No	No	No	No
16 - 17	865	62	927	0	0	No	No	No	Yes	No	No	No	No	No
17 - 18	874	50	924	0	0	No	No	No	No	No	No	No	No	No
18 - 19	806	46	852	0	0	No	No	No	No	No	No	No	No	No
Total	8840	707	9547	0	0	0	0	0	3	0	0	0	0	0

Warrants

Warrant 1: Eight-Hour Vehicular Volume	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
Warrant 2: Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
Warrant 3: Peak Hour	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
Warrant 4: Pedestrian Volume	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
Warrant 5: School Crossing	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
Warrant 6: Coordinated Signal System	
Degree of Platooning (Predominant direction or both directions)	
Warrant 7: Crash Experience	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
Warrant 8: Roadway Network	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
Warrant 9: Grade Crossing	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	