



Ohio Department of Transportation

District 6
Planning

Study Name : PIC-752 at Lockbourne Eastern
Study Date : 01/21/14
GPS : 39.72, 82.94
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Signal Warrants - Summary

Major Street Approaches

Eastbound: SR752

Number of Lanes: 1
Approach Speed: 35
Total Approach Volume: 1,349

Westbound: SR752

Number of Lanes: 1
Approach Speed: 55
Total Approach Volume: 1,033

Minor Street Approaches

Northbound: CIRCLEVILLE AVE

Number of Lanes: 1

Total Approach Volume: 717

Southbound: LOCKBOURNE EASTERN RD

Number of Lanes: 1

Total Approach Volume: 534

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume Not Satisfied	
Required volumes reached for 1 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



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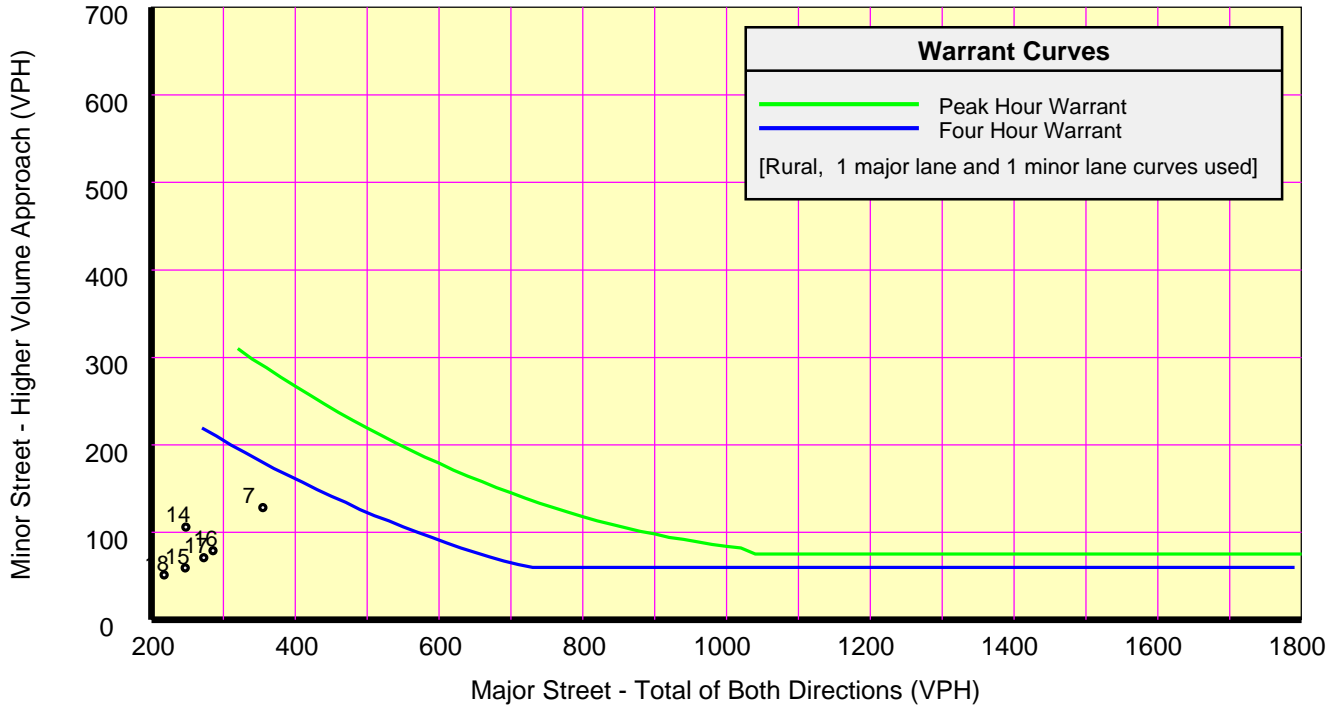
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Signal Warrants - Summary



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	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
07:00	355	128	SB	350-Yes	105-Yes	Both	525-No	53-Yes	Minor	420-No	84-Yes	Minor
08:00	161	52	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
09:00	115	38	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
10:00	104	30	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
11:00	113	35	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
12:00	133	36	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
13:00	129	42	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
14:00	248	106	NB	350-No	105-Yes	Minor	525-No	53-Yes	Minor	420-No	84-Yes	Minor
15:00	247	59	NB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
16:00	286	79	NB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
17:00	273	71	NB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
18:00	218	51	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
19:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
20:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
21:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---