

# HCS Warrants Report

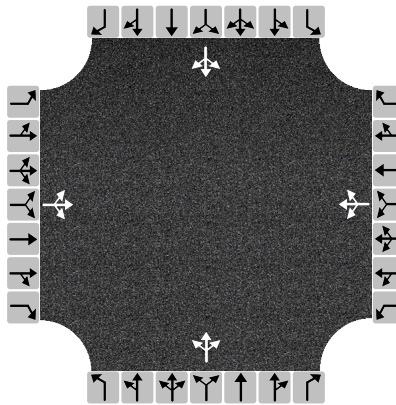
## Project Information

Analyst		Date	9/17/2024
Agency		Analysis Year	2024
Jurisdiction		Time Period Analyzed	
Units	U.S. Customary	MUTCD Method	MUTCD 11 (2023)
Project Description			

## General

Major Street Direction	East-West	Population < 10,000	No
Starting Time Interval	5:00	Coordinated Signal System	No
Major Street Speed (mi/h)	30	Nearest Signal (ft)	5280
Adequate Trials of Crash Exp. Alt.	No		

## Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Number of Lanes, N	0	1	0	0	1	0	0	1	0	0	1	0
Lane Usage		LTR			LTR			LTR			LTR	
Vehicle Volumes Averages (veh/h)	108	129	7	108	129	7	8	60	6	9	66	7
Pedestrian median refuge available	No			No			No			No		
Pedestrian Averages (peds/h)	45			45			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (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)	0
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	0

Volume Summary														
Hours	Major Volume (veh/h)	Minor Volume (veh/h)	Total Volume (veh/h)	Peds/h	Gaps/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (100%)	4B (100%)
5:00 - 6:00	640	125	855	100	0	No	Yes	No	Yes	No	No	No	No	No
6:00 - 7:00	640	125	890	100	0	No	Yes	No	Yes	No	No	No	No	No
7:00 - 8:00	1020	150	1295	250	0	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
8:00 - 9:00	640	125	850	100	0	No	Yes	No	Yes	No	No	No	No	No
9:00 - 10:00	640	125	855	100	0	No	Yes	No	Yes	No	No	No	No	No
10:00 - 11:00	640	125	890	100	0	No	Yes	No	Yes	No	No	No	No	No
11:00 - 12:00	1020	150	1295	250	0	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
12:00 - 13:00	640	125	850	100	0	No	Yes	No	Yes	No	No	No	No	No
13:00 - 14:00	0	0	0	0	0	No	No	No	No	No	No	No	No	No
14:00 - 15:00	0	0	0	0	0	No	No	No	No	No	No	No	No	No
15:00 - 16:00	0	0	0	0	0	No	No	No	No	No	No	No	No	No
16:00 - 17:00	0	0	0	0	0	No	No	No	No	No	No	No	No	No
Total	5880	1050	7780	1100	0	2	8	2	8	2	0	0	2	0

Pedestrian Volume								
15th % pedestrian speed < 3.5 ft/s				Pedestrian refuge present?			EB	WB
Hours	Major Street Vehicular Volume (veh/h)			Major Street Pedestrian Volume (ped/h)			4A (100%)	4B (100%)
	EB	WB	Total	EB	WB	Total		
5:00 - 6:00	320	320	640	50	50	100	No	No
6:00 - 7:00	320	320	640	50	50	100	No	No
7:00 - 8:00	510	510	1020	125	125	250	Yes	No
8:00 - 9:00	320	320	640	50	50	100	No	No
9:00 - 10:00	320	320	640	50	50	100	No	No
10:00 - 11:00	320	320	640	50	50	100	No	No
11:00 - 12:00	510	510	1020	125	125	250	Yes	No
12:00 - 13:00	320	320	640	50	50	100	No	No
13:00 - 14:00	0	0	0	0	0	0	No	No
14:00 - 15:00	0	0	0	0	0	0	No	No
15:00 - 16:00	0	0	0	0	0	0	No	No
16:00 - 17:00	0	0	0	0	0	0	No	No
Totals	2940	2940	5880	550	550	1100	2	0

Warrants	
<b>Warrant 1: Eight-Hour Vehicular Volume</b>	✓
A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or--	
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach)	✓
<b>Warrant 2: Four-Hour Vehicular Volume</b>	
Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach)	
<b>Warrant 3: Peak Hour</b>	

A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach)	
<b>Warrant 4: Pedestrian Volume</b>	
A. Four Hour Volumes --or--	
B. Peak-Hour Volumes	
<b>Warrant 5: School Crossing</b>	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	✓
<b>Warrant 6: Coordinated Signal System</b>	
Degree of Platooning (Predominant direction or both directions)	
<b>Warrant 7: Crash Experience</b>	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported Crash History --and--	
B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities)	
B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury)	
B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities)	
B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury)	
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	✓
<b>Warrant 8: Roadway Network</b>	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
<b>Warrant 9: Grade Crossing</b>	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	