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## *Warrant Analysis*

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Warrant analysis for a new traffic signal should follow EDSM VI.3.1.6.

LA 22 (Rou Mar Nei Drive to 1st Street) Tangipahoa Parish

### Traffic Signal Warrants – Summary

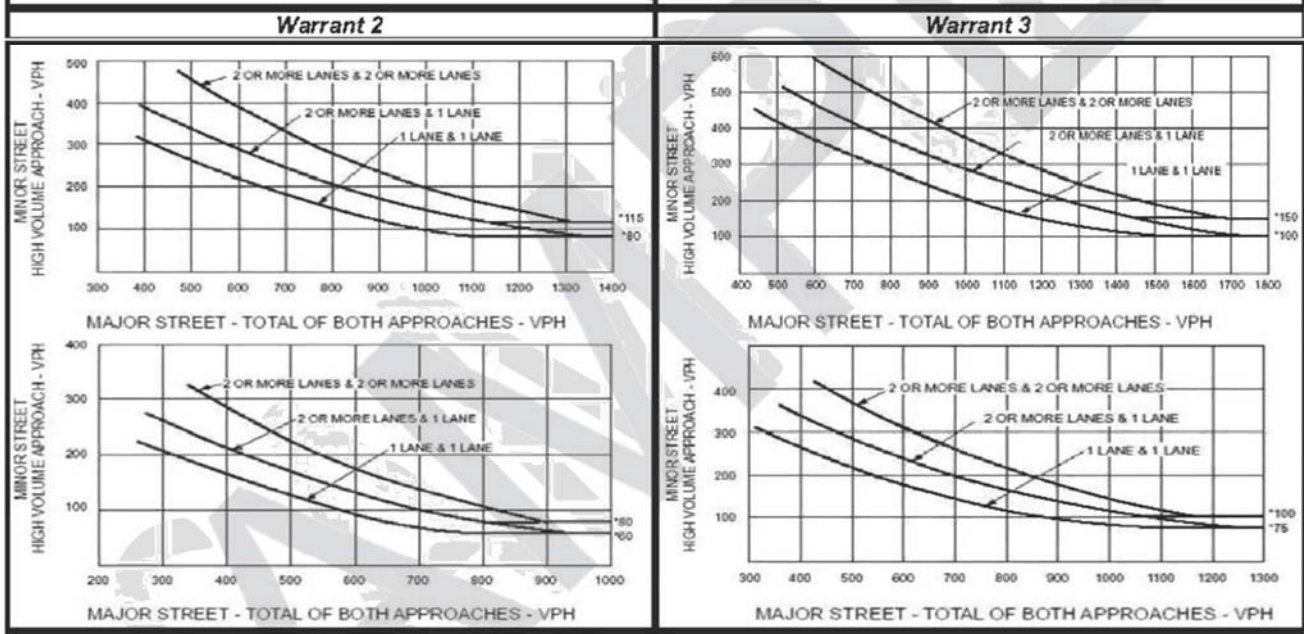
Intersection	Warrant 1A (100%)	Warrant 1A (80%)	Warrant 1B (100%)	Warrant 1B (80%)	Warrant 2	Warrant 3A	Warrant 3B	Warrant 7*
LA 22 at Rou Mar Nei Dr	No	No	No	No	No	No	No	No
LA 22 at W Service Rd & I-55 Frontage Rd	No	No	No	No	No	No	No	No
LA 22 at SE Service Rd & I-55 Frontage Rd	No	No	No	No	No	No	No	Yes
LA 22 at US 51 Business	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
LA 22 at 8th St	No	No	Yes	Yes	Yes	No	Yes	No
LA 22 at 7th St	No	No	No	Yes	Yes	No	Yes	No
LA 22 at 6th St	No	No	No	No	No	No	No	No
LA 22 at W Railroad Ave	Yes	Yes	Yes	Yes	Yes	No	Yes	No
LA 22 at E Railroad Ave	No	No	No	No	No	No	No	No
LA 22 at 5th St	Yes	Yes	Yes	Yes	Yes	No	Yes	No
LA 22 at 4th St	No	No	No	No	No	No	No	No
LA 22 at 3rd St	No	No	No	No	No	No	No	No
LA 22 at 2nd St	No	No	No	No	No	No	No	No
LA 22 at 1st St	No	No	No	Yes	Yes	No	Yes	No

\* Average Correctable Crashes in last 12 months  $\geq 5$

Warrants Summary												
<b>Information</b>												
Analyst						Intersection						
Agency/Co						Jurisdiction						
Date Performed						Unifs						
Project ID						Time Period Analyzed						
East/West Street						North/South Street						
File Name						Major Street						
Project Description												
<b>General</b>						<b>Roadway Network</b>						
Major Street Speed (mph)	30	<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	
<b>Geometry and Traffic</b>	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	2	0	0	2	0	0	1	0	0	0	0
Lane usage	L	T			TR			LTR				
Vehicle Volume Averages (vph)	0	502	0	0	560	0	0	183	0	0	0	0
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	--
<b>Warrant 1: Eight-Hour Vehicular Volume</b>												<input checked="" type="checkbox"/>
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--												<input checked="" type="checkbox"/>
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--												<input checked="" type="checkbox"/>
1 80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)												<input checked="" type="checkbox"/>
<b>Warrant 2: Four-Hour Vehicular Volume</b>												<input checked="" type="checkbox"/>
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input checked="" type="checkbox"/>
<b>Warrant 3: Peak Hour</b>												<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"/>
<b>Warrant 4: Pedestrian Volume</b>												<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"/>
<b>Warrant 5: School Crossing</b>												<input type="checkbox"/>
5. Student Volumes --and--												<input type="checkbox"/>
5. Gaps Same Period												<input type="checkbox"/>
<b>Warrant 6: Coordinated Signal System</b>												<input type="checkbox"/>
6. Degree of Platooning (Predominant direction or both directions)												<input type="checkbox"/>
<b>Warrant 7: Crash Experience</b>												<input type="checkbox"/>
7 A. Adequate trials of alternatives, observance and enforcement failed --and--												<input type="checkbox"/>
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"/>
<b>Warrant 8: Roadway Network</b>												<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"/>

Warrants Volume	
<b>Information</b>	
Analyst	Intersection
Agency/Co	Jurisdiction
Date Performed	Units
Project ID	Time Period Analyzed
East/West Street	North/South Street
File Name	Major Street
Project Description	

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Volume Summary											
Hours	Major Street Lanes 2+			Minor Street Lanes 1		Speed		Population		10000+	
	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)	
06-07	709	125	834	No	Yes	No	No	No	No	No	No
07-08	1240	179	1419	Yes	Yes	Yes	Yes	Yes	No	No	No
08-09	1010	173	1183	Yes	Yes	Yes	Yes	Yes	No	No	No
09-10	988	182	1170	Yes	Yes	Yes	Yes	Yes	No	No	No
10-11	867	199	1066	Yes	Yes	No	Yes	Yes	No	No	No
11-12	994	181	1175	Yes	Yes	Yes	Yes	Yes	No	No	No
12-13	1115	177	1292	Yes	Yes	Yes	Yes	Yes	No	No	No
13-14	1112	166	1278	Yes	Yes	Yes	Yes	Yes	No	No	No
14-15	1088	205	1293	Yes	Yes	Yes	Yes	Yes	No	No	No
15-16	1266	192	1458	Yes	Yes	Yes	Yes	Yes	No	No	No
16-17	1213	233	1446	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
17-18	1146	194	1340	Yes	Yes	Yes	Yes	Yes	No	No	No
<b>Totals</b>	<b>12748</b>	<b>2206</b>	<b>14954</b>	<b>11</b>	<b>12</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>1</b>	

This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.