

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis ¹					
Major Street:			Minor Street:		
Project:			City/County:		
Year:			Alternative:		
Preliminary Signal Warrant Volumes					
Number of Approach Lanes		ADT on Major Street Approaching From Both Directions		ADT on Minor Street, Highest Approaching Volume	
Major Street	Minor Street	Percent of Standard Warrants		Percent of Standard Warrants	
		100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
		100 percent of standard warrants			
		70 percent of standard warrants ²			
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major				
	Minor				
Case B	Major				
	Minor				
Analyst and Date:			Reviewer and Date:		

¹ Meeting preliminary signal warrants does **not** guarantee that a signal will be installed. When preliminary signal warrants are met, project analysts need to coordinate with Region Traffic to initiate the traffic signal engineering investigation as outlined in the Traffic Manual. Before a signal can be installed, the engineering investigation must be conducted or reviewed by the Region Traffic Manager who will forward signal recommendations to headquarters. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.