



OHIO DEPARTMENT OF TRANSPORTATION

District 4, 705 Oakwood Street, Ravenna, Ohio 44266

(330) 297-0801 - (800) 603-1054 (Ohio)

<http://www.dot.state.oh.us>

Bob Taft, Governor

Gordon Proctor,
Director

February 7, 2003

Mohamed Darwish,
District Deputy Director

Mr. Chuck Osborne, Council-at-Large
145 N. Main St.
North Canton, OH 44720-2587

RE: Signal Warrants

Dear Mr. Osborne;

In regards to our previous conversations on signal warrants, please consult the Ohio Manual of Uniform Traffic Control Devices [OMUTCD], 1972 edition, revision 21 section 6A-4 which refers to the Ohio Revised Code [ORC], section 4511.11(A), which states; *"Local authorities in their respective jurisdictions shall place and maintain traffic control devices in accordance with the department of transportation manual and specifications for a uniform system of traffic control devices, adopted under section 4511.09 of the Revised Code upon highways under their jurisdiction as are necessary to indicate and to carry out sections 4511.01 to 4511.76 and 4511.99 of the Revised Code, local traffic ordinances or to regulate, warn or guide traffic."* In general, if a signal is installed within 2000 feet of another signal, the timing of the two signals should be co-ordinated to provide better progression on the main street and lessen any likelihood of backups from one signal affecting the other signal. This co-ordination would cause the traffic to platoon and thus create gaps in the traffic flow that would permit the side streets to access the main street easier. It should be noted that despite the public perception that traffic signals increase the safety of an intersection, installing a signal can increase the frequency of rear-end collisions on the intersection approaches.

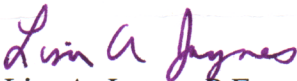
In response to your questions regarding the proposed signalization of North Main Street and Wilbur Drive, the signal warrant information you faxed to me on February 2, 2003 has been reviewed and ODOT would consider a Swenson Restaurant to be an ITE Land Use 832 [high-turnover sit-down restaurant] instead of the ITE Land Use 835 [fast food restaurant with drive through window and no indoor seating]. This decision was based on Swenson's preparing each meal as it is ordered versus preparing the portions before-hand. The ITE Land Use 832 has an average rate of 19.38, which would create a total of only 22 trips during the peak hour thus the Peak Hour Warrant would not be met. However, if a traffic signal is installed at this location, the exiting volume on Wilbur could increase due to the residents using Wilbur instead of traveling to either Orion or Applegrove to exit onto N. Main St. Since the installation of this signal is within

the North Canton corporation limits and 100% city funds will be used in the construction, these comments are only recommendations. If federal money is used to improve either the roadway in this area or this signal in the future, the signal will have to meet at least one signal warrant at that time or it will be removed under that project.

At this time, ODOT does not require an engineer seal on signal warrants. HB 337 was to permit the use of electronic seals on engineering documents.

If you have any questions or comments, please contact me at 330-297-0801 ext 383. My office hours are 7:30am to 4:00pm.

Sincerely,



Lisa A. Jaynes, P.E.
Design Supervisor

cc: M. Darwish, J. DeFuria, T. Irwin, file [1]