



Ohio Department of Transportation

WARRANT FOR SPEED ZONE



Improved County and Township Roads with ADT of 400 or less; or Roadway Width of 16' or less

Rev. 1/16/15 (revision is on sheet 4)

Complete all areas in Green.

ROAD NAME:		ROAD No.		DATE:	
COUNTY:		TOWNSHIP:			
BEGIN STUDY AT:		END STUDY AT:			
LENGTH:		Miles	Average Daily Traffic (ADT):		Existing Speed Limit

[For further guidance in completing this form, see the Traffic Engineering Manual, Chapter 1203.](#)

Number of Homes or Farms		Must have direct access to the roadway being studied.
Number of Businesses		Must have direct access to the roadway being studied.
Number of Intersections		Do not include intersections at the beginning or end of the section
Road Width (round down to nearest foot)		Average or dominant road width, measured from / to edge of traveled way.
Shoulder Width (round down to nearest foot)		Average improved shoulder width, including compacted gravel.
Average number of crashes per year (one yr. min)		Only include crashes within the section, excluding animal and side street crashes. Example
Roadway Characteristics (click here for examples)		Hold cursor over alphabetic value below to view description then enter letter.

Roadway Characteristics Examples	C	B3	B2	B1	A3	A2	A1
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Calculated Speed	#DIV/0!	MPH		
Requested Speed Limit		MPH	Approved Speed Limit	MPH

Test Runs*

* Completed by ODOT for comparison or verification of calculated speed limit.

Study by: Include the related Resolution(s) when submitting this form.

Additional considerations and comments:

Ohio Department of Transportation WARRANTS FOR SPEED ZONES

For Improved County and Township Roads with ADT of 400 or less; or Roadway Width of 16' or less Rev. 6/2008 (with 6/10/09 minor correction)

ROAD NAME	0	ROAD No.	0	DATE:	
COUNTY:	0	TOWNSHIP:	0		
BEGIN STUDY AT:	0	END STUDY AT:	0		
		LENGTH:	0.00	ADT:	0

(End Log minus Begin Log)

I. ROADSIDE DEVELOPMENT

(A) BUILDING DEVELOPMENT

(B) INTERSECTION INVOLVEMENT (Only include crashes within the section under study, excluding animal and side street crashes)

No. of HOUSES OR FARM	0	X 1 =	0	No. OF INTERSECTIONS	0	X 3 =	0
No. of BUSINESSES	0	X 2 =	0				

TOTAL TYPE (A) 0 TOTAL CLASS (B) 0

HIGHWAY DEVELOPMENT = (A) 0 + (B) 0 = #DIV/0!
0 (Length)

II. ROADWAY FEATURES

FACTORS	8	9	10	11	12		
1) ROAD WIDTH, FEET (Average or dominant road width)	0	< 12	12 - 14	15 - 17	18 - 20	> 20	8
2) SHOULDER WIDTH, FEET (Average width of improved shoulder, including compacted gravel)	0	< 2	2-4		> 4		8
CRASH RATE, ACC/MVM (from calculation below)	>11.0	8.2 - 11.0	5.3 - 8.1	2.8 - 5.3	<2.8		#DIV/0!

TOTAL ROADWAY FEATURES = #DIV/0!

CRASH RATE CALCULATION: 2740 X 0 ACC. ACC./ MIL. VEH. MILES = #DIV/0!
0 ADT X 1 YR. X 0.00 MILES =

Speed Limit Factors Summary

Factors	45	55	64	73	82	91	100		
I. ROADSIDE DEVELOPMENT	>60	51-60	41-50	31-40	21-30	10-20	<10	#DIV/0!	
II. ROADWAY FEATURES	24	25-26	27-28	29-30	31-32	33-34	35-36	#DIV/0!	
III. ROADWAY CHARACTERISTICS	0	C	B3	B2	B1	A3	A2	A1	No Data

(Hold cursor over cell for description)

TOTAL FACTORS = #DIV/0!

CALCULATED SPEED = $\frac{\text{TOTAL FACTORS} \times 55}{3 \times 100}$ = #DIV/0! X .183 = #DIV/0! MPH

TEST RUN, AVERAGE = MPH

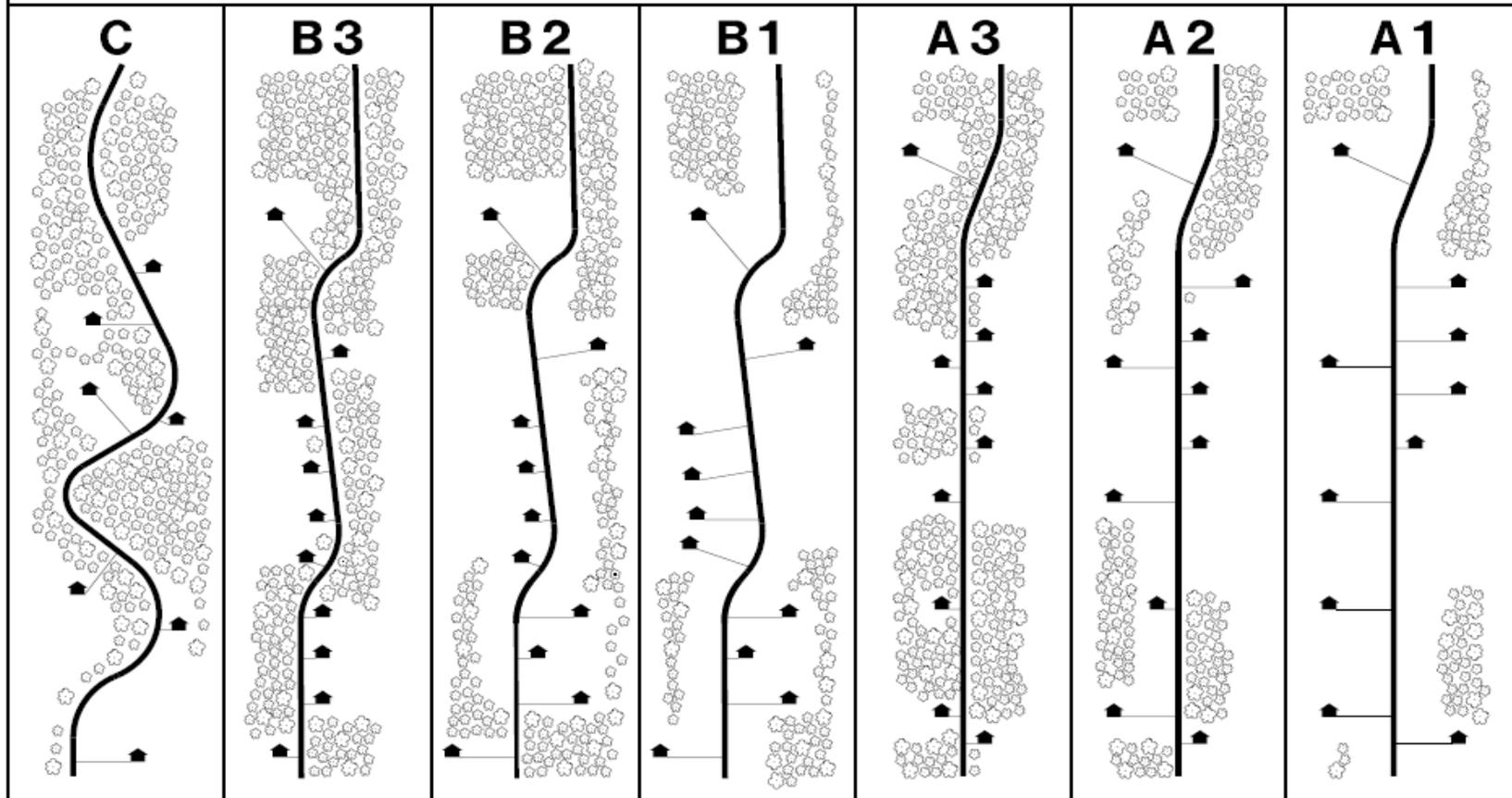
Existing Speed Limit = MPH Approved Speed Limit = MPH

Study by: Requested Speed Limit

Additional considerations and comments:

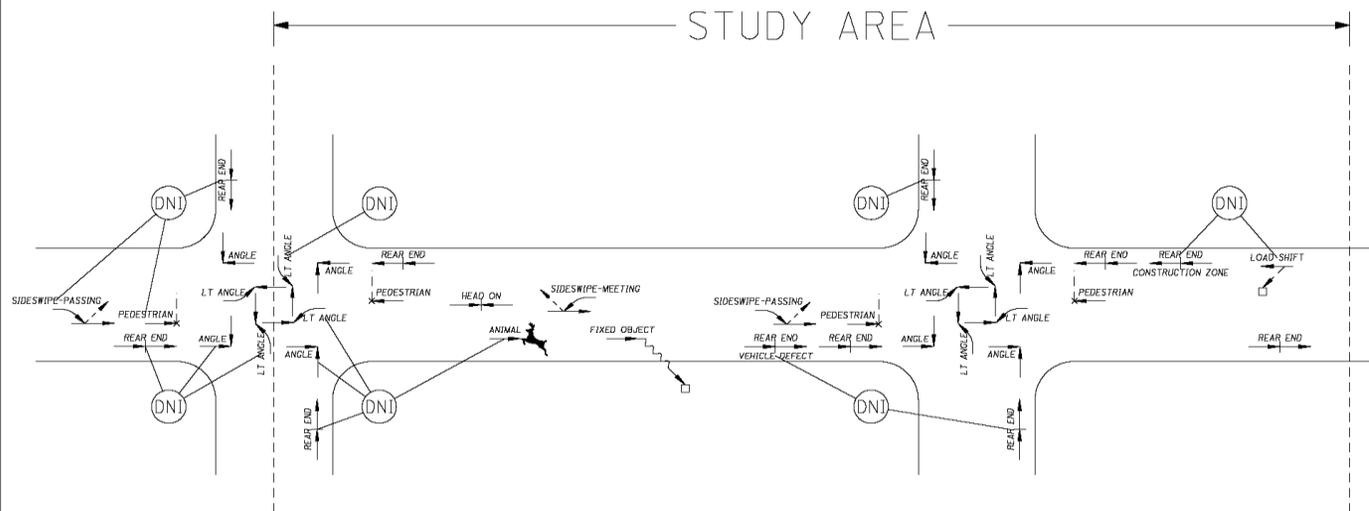
ROADWAY CHARACTERISTICS

- The vertical/horizontal alignment of the road governs the selection of A, B or C, while the degree to which lateral sight distances are restricted by features close to the road governs the selection of 1, 2 or 3 (the level of development is not a factor in selecting a category). Travel speeds on a road designated as "C" are so dictated by the alignment of the road that the lateral sight distance need not be defined as 1, 2 or 3.
- Refer to **Table 1297-6** for the Roadway Characteristic definitions.
- For more examples see **Figures 1298-3, 1298-4, 1298-5**.



[Click here to return to the Form](#)

CRASH INCLUSION DIAGRAM



DNI = Do Not Include.

- Intersection crashes not on the approach to the section under study should not be included in the evaluation; and crashes at horizontal curves should be considered only after all appropriate Warning and Advisory Speed signs are in place.
- Caution needs to be exercised in applying the crash experience if there is an over representation of crashes caused by situations essentially independent of the permanent speed limit. Therefore, in determining a permanent speed limit, crashes caused by animals, impaired drivers, vehicle defects, load shifts, construction and environmental conditions, such as snow and ice, should not be included in the crash experience.

Note revised 1-16-15

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