City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South KESTER AV

East/West ADDISON ST

Day: MONDAY Date: MARCH 3, 2008 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: JCJ

School Day: YES District: EAST VALLEY I/S CODE 31204

	N/B	S/B	E/B	W/B
DUAL-WHEELED	24	53	0	2
BIKES	4	2	0	0
BUSES	0	65	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	98	8.30	442	7.45	8	8.15	23	7.45
PM PK 15 MIN	270	4.15	203	3.45	4	5.30	27	4.45
AM PK HOUR	321	7.15	1641	7.15	15	8.00	55	7.15
PM PK HOUR	936	4.00	727	5.00	9	5.00	72	4.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	281	2	286
8-9	6	288	3	297
9-10	4	197	2	203
3-4	2	690	11	703
4-5	6	923	7	936
5-6	10	628	7	645
TOTAL	31	3007	32	3070

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	33	1527	2	1562
8-9	70	1525	4	1599
9-10	33	1006	2	1041
3-4	38	598	6	642
4-5	33	652	1	686
5-6	40	681	6	727
TOTAL	247	5989	21	6257

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1848	0	0	0	0
1896	0	0	0	0
1244	0	0	0	0
1345	0	0	0	0
1622	0	0	0	0
1372	0	0	0	0
9327	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	2	3
8-9	2	0	13	15
9-10	0	0	4	4
3-4	1	0	2	3
4-5	0	0	5	5
5-6	0	1	8	9
TOTAL	4	1	34	39

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	2	22	44
8-9	8	1	18	27
9-10	10	0	15	25
3-4	19	0	39	58
4-5	18	12	42	72
5-6	4	2	34	40
TOTAL	79	17	170	266

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
47	2	1	0	0
42	0	0	2	0
29	4	0	5	0
61	9	0	5	3
77	13	1	13	0
49	5	0	3	0
305	33	2	28	3

(Rev Oct 06)

TRAFFIC SIGNAL WARRANTS

CALC DATE: MARCH 3, 2008

CHK DATE:

DISTRICT: EAST VALLEY

Major St: KESTER AV Critical Approach Speed: mph
Minor St: ADDISON ST Critical Approach Speed: mph

Critical speed of major street traffic >=40 mph

OR

In built up area of isolated community of =< 10,000 population .... RURAL(R)

OTHERWISE .... URBAN (U)

WARRANT 1- Minimum Vehicular Volume 100% SATISFIED YES NO

80% SATISFIED YES NO

MINIMUM REQUIREMENTS
(80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R	Hour					
LANES	1		2 or	more	7-8	8-9	9-10	3-4	4-5	5-6
Both Approaches	500	350	600	420						
Major Street	(400)	(280)	(480)	(336)	1848	1896	1244	1345	1622	1372
Highest Approch	150	105	200	140						
Minor street	(120)	(84)	(160)	(112)	44	27	25	58	72	40

NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed

WARRANT2- Interruption of ContinuousTraffic 100% SATISFIED YES NO

80% SATISFIED YES NO

MINIMUM REQUIREMENTS
(80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R	Hour					
LANES	1		2 or	more	7-8	8-9	9-10	3-4	4-5	5-6
Both Approaches	750	525	900	630						
Major Street	(600)	(420)	(720)	(504)	1848	1896	1244	1345	1622	1372
HighestApprch	75	53	100	70						
Minor Street	(60)	(42)	(80)	(56)	44	27	25	58	72	40

*NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed

WARRANT 3- Minimum Pedetrian Volume 100% SATISFIED YES NO

80% SATISFIED YES NO

MINIMUM REQUIREMENTS
(80% SHOWN IN BRACKETS)

				Hour					
		U	R	7-8	8-9	9-10	3-4	4-5	5-6
Both Approaches	no	600	420						
Major Street	median	(480)	(336)	1848	1896	1244	1345	1622	1372
	Raised	1000	700						
Volume	4'median	(800)	(560)						
Peds on highest volume		150	105						
x-walk xing major st		(120)	(84)	0	0	0	0	0	0

IF MIDBLOCK SIGNAL PROPOSED

MIN. REQUIREMENT	DISTANCE TO NEAREST ESTABLISHED CROSSWALK				FULFILLED	
150 FEET	N/E:	FT	S/W:	FT	YES	NO

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

WARRANT 4 - Schools Crossings — Not Applicable
See School Crossings Warrant Sheet

WARRANT 5 - Progressive Movement — SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL				FULFILLED	
> 1000 ft	N	S	E	W	YES	NO
ON ONE WAY ISOLATED ST. OR ST. WITH ONE WAY TRAFFIC SIGNIFICANCE AND ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING IL SPEED CONTROL WOULD BE LOST.						
ON 2-WAY ST. WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL. PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM					YES	NO

WARRANT 6 - Accident Experience — SATISFIED YES NO

REQUIREMENT	WARRANT	(X)	FULFILLED
ONE WARRANT SATISFIED	WARRANT 1 - MINIMUM VEHICULAR VOLUME		
	OR		
80%	WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
	OR		
	WARRANT 3 - MINIMUM PEDESTRIAN VOLUME	YES	NO
SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW			
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE ACC. FREQ.			
ACC WITHIN A 12 MON. PERIOD SUSCEPTIBLE OF CORR. lL INVOLVING INJURY OR > $200 DAMAGE			
MINIMUM REQUIREMENT	NUMBER OF ACCIDENTS		
3 OR MORE		YES	NO

* NOTE: Left turn accidents can be included when LT-phasing is proposed

WARRANT 7 - Systems Warrant — SATISFIED YES NO

Minimum Volume Requirement	ENTERING VOLUMES - ALL APPROACHES	(X)	FULFILLED
	DURING TYPICAL WEEKDAY PEAK HOUR		
	2032 veh/hr		
800 VEH/HR	DURING EACH OF ANY 5 HRS OF A SAT AND/OR SUNDAY		
	veh/hr		
		YES	NO

CHARACTERISTICS OF MAJOR ROUTES	MAJOR S/MINOR ST		
HWY SYSTEM SERVING AS PRINCIPLE NETWORK FOR THROUGH TRAFFIC			
CONNECTS AREAS OF PRINCIPLE TRAFFIC GENERATION			
RURAL OR SUBURBAN HWY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY			
HAS SURFACE STREET FWY OR EXPWAY RAMP TERMINALS			
APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN			
ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STREETS		YES	NO

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

WARRANT 8 - Combination of Warrants SATISFIED YES NO

REQUIREMENT	WARRANT	(X)	FULFILLED
TWO WARRANTS	1 - MINIMUM VEHICULAR VOLUME		
SATISFIED	2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
80%	3 - MINIMUM PEDESTRIAN VOLUME		YES NO

WARRANT 9 - Four Hour Volume SATISFIED YES NO

Approach Lanes	One	2 or more	Hour 8-9	7-8	4-5	5-6
Both Approaches, Major Street			1896	1848	1622	1372
Highest Approaches, Minor Street			27	44	72	40

*Refer to Fig. 9-2A (URBAN AREAS) or Figure 9-2B (RURAL AREAS) to determine if this warrant is satisfied.

WARRANT 10 - Peak Hour Delay SATISFIED YES NO

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; and YES NO

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; and YES NO

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches YES NO

WARRANT 11 - Peak Hour Volume SATISFIED* YES NO

Approach Lanes	One	2 or more	Hour 8-9
Both Approaches , Major Street			1896
Highest Approaches, Minor Street			27

*Refer to Fig. 9-2C (URBAN AREAS) or Figure 9-2D (RURAL AREAS) to determine if this warrant is satisfied.

– The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.