STANDARD COUNT

NS St: COLUMBIA AV. EW St: 3rd ST.

Date: June 22, 2011 Day: WEDNESDAY Sch? YES Weather: SUNNY Dist: CENTRAL Chekrs: KL,BD,TH Code: DIRECTION: NORTHBOUND PERIOD: 7-10 AM PERIOD: 2-5 PM Light Vehicles D.W. Vehicles Period Bus Ending L T R L T Sch Pds T R Bikes Ped R L 7.15 7.30 7.45 8.00 8.15 8.30 8.45 9.00 9.15 9.30 9.45 10.00 DIRECTION: NORTHBOUND PERIOD: 2-5 PM

Period	Light Ve	hicles			D.W. Vel	hicles				Bus		
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
2.15	5	1	10	28	0	0	0	42	0	0	0	0
2.30	1	0	5	16	0	0	0	26	0	0	0	0
2.45	2	1	6	24	0	0	0	2	0	0	0	1
3.00	1	0	4	21	0	0	0	4	0	0	0	0
3.15	2	1	8	38	0	0	0	61	0	0	0	0
3.30	3	1	8	30	0	0	0	136	0	0	0	0
3.45	1	2	14	18	0	0	0	50	0	0	0	0
4.00	2	0	12	15	0	0	2	27	0	0	0	1
4.15	3	1	13	10	0	0	0	11	0	0	0	1
4.30	1	1	9	6	0	0	0	16	0	0	0	0
4.45	0	0	15	4	0	0	0	9	0	0	0	0
5.00	5	0	8	12	0	0	1	19	0	0	0	2

DIRECTIO	N:	EASTBOU	JND	PERIOD: <u>7-10</u>				AM				
Period	Light Ve	hicles			D.W. Vel	nicles				Bus		
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
7.15	1	152	0	5	0	0	0	5	0	7	2	1
7.30	2	147	3	3	0	1	0	0	0	9	0	0
7.45	4	229	7	7	1	1	0	13	0	10	0	0
8.00	6	269	6	6	0	1	0	13	0	8	0	1
8.15	8	258	8	6	0	2	0	35	0	7	0	3
8.30	3	268	6	3	0	1	0	3	0	7	0	0
8.45	4	242	4	6	0	0	0	0	0	5	0	0
9.00	4	284	2	2	0	2	0	8	0	3	0	0
9.15	1	201	6	6	0	2	0	2	0	5	0	1
9.30	5	206	3	3	0	1	0	1	0	4	0	0
9.45	2	173	5	3	0	0	1	0	0	2	0	0
10.00	3	162	2	2	0	2	0	3	0	3	0	1

*	DIRECTIO	N:	EASTBOU	JND	ND PERIOD: 2-5 PM			PM					
*	Period	Light Ve	hicles			D.W. Vel	hicles				Bus		
*	Ending	Ľ	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
*													
*	2.15	1	126	4	5	0	0	1	0	0	5	0	0
*	2.30	0	131	4	3	0	3	0	2	1	5	0	0
*	2.45	4	135	5	3	0	1	0	1	0	4	0	0
*	3.00	2	143	3	2	0	0	0	4	0	10	0	0
*	3.15	1	157	6	3	0	1	0	10	0	5	0	0
*	3.30	1	93	1	3	0	0	0	6	0	7	0	0
*	3.45	4	82	4	5	0	0	0	7	0	4	1	0
*	4.00	3	135	0	6	0	0	0	7	0	9	0	0
*	4.15	4	179	4	1	0	0	0	7	3	9	0	0
*	4.30	3	162	3	5	0	1	0	8	1	7	0	0
*	4.45	5	198	6	0	0	0	0	6	0	3	0	0
*	5.00	1	182	4	4	0	2	0	0	0	7	0	0
*	_												<u> </u>

			Filing N	Macros	
Printin	g Macros				COUNTS1.WK1 created by Michael May
			alt-J:	Save a new file	3-28-89 for FETSIM'89 group.
alt-D:	Print Dat	a Sheet			Modified version of the original program
	:prsA1.aa	a81~lcaqg			to yield 1/2 hour volumes for AM & PM periods
alt-S:	Print Sur	nmary Sheet			COUNTS3.WK1 created by Michael May
	{calc}				3-28-89 for FETSIM'89 group.
	:prsAC1.	BA59~lcaqg			Modified version of COUNTS2.WKS to
			alt-F:	Save an old file	yield one hour, alternating
alt-B:	Print bot	h sheets		/ruJ95~/cL6~J95~	mid-day counts.
	:prsA1.A	.A81~lcaqg		/few	
	:prsAC1.	BA59~lcaqg		junk	COUNTSR.WK3 in WYSIWYG settings was
				~y	programmed by Romy Ricafranca of the
alt-W:	Print FE	ΓSIM Counts		{Esc}	Department of Transportation on April 23, 1992
	:prsAC62	2.BA120~lcaqg		/ruJ100~/cL6~J100~	utilizing State of the Art Intel486DX PC
				/fxf	running at 50 MHZ with 256 KCache
alt-R:	Print Firs	st Sheet of Signal Warrant		junk	and utilizing Lotus for Windows.
	:prsCC1.	CP63~lml1~qcaqg		~A1.AA81~	The new program can not be reproduced
				/rpJ95~/rpj100~	in any way without the written permission
alt-O:	Print Sec	ond Sheet of Signal Warrant			of the programmer.
	:prsCS1.	DG51~lml1~qcaqg			
			alt-G:	Get an old file	
alt-M:	Print Thi	rd Sheet of Signal Warrant		/ruJ113~/xlWhat file	you want? ~J113~
	:prsDK1	.EA49~lcaqg		/wgpd/reC13.M24~/	reC31.M42~
				/reC50.M61~/reC68	M79~
				/reP13.Z24~/reP31.Z	7.42~
Other I	Macros			/reP50.Z61~/reP68.2	779~
				/wgpe	
	alt-C:	Calculations		{home}/fcce	
		{CALC}		SAMPLE	
		{CALC}		~/rpj89~	
				/xgC99~	(goto altC)
Comm	ents				
				/rua1a81~/fxv{esc	{esc}
COLIN	ITS1 WKS	S written by Walter Okitsu		{?}~A1BA81~	
3-6-85		, militar by mailtar Oktion			
			alt-i	saves summary shee	only
COUN	TS2.WKS	S written by Walter Okitsu		/fxv{esc}{esc}	
3-11-8	5.			{?}~ac1ba59~	

old alt-i $fxv\{esc\}\{esc\}$

{?}~ac1..ba59~

Modification on 5-21-87 Update to .WK1 on 3-28-89

*******	*******	********	*******	******	*******	*******	*******	*********	******	********	********	****************
BIKES CO	UNT											*
	N/B		S/B		E/B		W/B					*
						ĺ						
	10		1		7		10					*
												*
												*
												*
DIRECTIO	ON:	SOUTHBO	DUND]	PERIOD:	7-10	AM					*
												*
Period	Light Ve				D.W. Veh					Bus		*
Ending	L	T	R	Ped	L	T		Sch Pds	L	T	R	Bikes *
7 15	3	2		10							0	*
7.15 7.30	1	1	6 9	3	0	0	0		0	_	0	0 *
7.45	1	1	11	6	0	0	0		0		0	0 *
8.00	0	3	18	7	0	0	0	66	0	0	0	0 *
8.15	0	0	15	14	0	0	0	24	0	0	0	0 *
8.30	2	0	11	11	0	0	0	5	0	0	0	0 *
8.45	0	0	6	13	0	0	0		0		0	0 *
9.00	1	0	0	4	0	0	0	0	0	0	0	0 *
9.15	0	0	1	4	0	0	0	0	0		0	0 *
9.30 9.45	0	0	5	6 10	0	1 0	0	0 2	0	_	0	1 *
10.00	0	2	3	2	0	0	1	0	0	0	0	0 *
10.00	0	2	_		<u> </u>					U U	<u> </u>	*
DIRECTIO	N:	SOUTHBO			PERIOD:	2-5	PM					*
					-							*
Period	Light Ve	hicles			D.W. Veh	nicles				Bus		*
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes *
2.15												*
2.15	0		5	7	0	0	0		0			0 *
2.30	0	0	2	8	1	0	0	0	0	0	0	0 *
2.30 2.45	0 2		2 2	8 20				0 5		0	0	U
2.30	0	0	2	8	1 0	0	0	0	0	0	0	0 *
2.30 2.45 3.00	0 2 1	0 0	2 2 2	8 20 34	1 0 0	0 0	0 0	0 5 38 58	0 0	0 0 1 0	0 0	0 *
2.30 2.45 3.00 3.15	0 2 1 1 1 2	0 0 0 4	2 2 2 6	8 20 34 52 84 48	1 0 0 0	0 0 0	0 0 0 0	0 5 38 58 42 14	0 0 0	0 0 1 0 0	0 0 0	0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00	0 2 1 1 1 2 3	0 0 0 4 0 0	2 2 2 6 14 5	8 20 34 52 84 48	1 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 5 38 58 42 14 5	0 0 0 0 0 0	0 0 1 0 0 0	0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15	0 2 1 1 1 2 3	0 0 0 4 0 0 0	2 2 6 14 5 1 2	8 20 34 52 84 48 19	1 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 5 38 58 42 14 5	0 0 0 0 0 0 0	0 0 1 0 0 0	0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00	0 2 1 1 1 2 3 0 2	0 0 4 0 0 0 0	2 2 2 6 14 5 1 2	8 20 34 52 84 48 19 11	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 5 38 58 42 14 5 2	0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0	0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45	0 2 1 1 1 2 3 0 2 3	0 0 4 0 0 0 0 0	2 2 6 14 5 1 2	8 20 34 52 84 48 19 11 29	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 5 38 58 42 14 5 2 4 5	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30	0 2 1 1 1 2 3 0 2	0 0 4 0 0 0 0 0	2 2 2 6 14 5 1 2	8 20 34 52 84 48 19 11	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 5 38 58 42 14 5 2	0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45	0 2 1 1 1 2 3 0 2 3	0 0 4 0 0 0 0 0	2 2 6 14 5 1 2 4	8 20 34 52 84 48 19 11 29	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 5 38 58 42 14 5 2 4 5	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45	0 2 1 1 1 2 3 0 2 3	0 0 4 0 0 0 0 0	2 2 6 14 5 1 2 4	8 20 34 52 84 48 19 11 29	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 5 38 58 42 14 5 2 4 5	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45	0 2 1 1 1 2 3 0 2 3 2	0 0 4 0 0 0 0 0	2 2 6 14 5 1 2 4 8	8 20 34 52 84 48 19 11 29 20	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 5 38 58 42 14 5 2 4 5	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00	0 2 1 1 1 2 3 0 2 3 2	0 0 4 0 0 0 0 1 2 1	2 2 6 14 5 1 2 4 8	8 20 34 52 84 48 19 11 29 20	1 0 0 0 0 0 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1	0 5 38 58 42 14 5 2 4 5	0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00	0 2 1 1 1 2 3 0 2 3 2 2 3 2 DN:	0 0 4 0 0 0 0 1 2 1	2 2 6 14 5 1 2 4 8 4	8 20 34 52 84 48 19 11 29 20	1 0 0 0 0 0 0 0 1 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 1	0 5 38 58 42 14 5 2 4 5 3	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00	0 2 1 1 1 2 3 0 2 3 2 2 DN:	0 0 0 4 0 0 0 0 1 2 1 WESTBO	2 2 6 14 5 1 2 4 8 4	8 20 34 52 84 48 19 11 29 20 20	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 1	0 5 38 58 42 14 5 2 4 5 3	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO	0 2 1 1 1 2 3 0 2 3 2 2 DN:	0 0 0 4 4 0 0 0 0 0 1 1 2 1 1 WESTBO	2 2 6 14 5 1 2 4 8 4	8 20 34 52 84 48 19 11 29 20 20 Ped	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 1	0 5 38 58 42 14 5 2 4 5 3	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO	0 2 1 1 1 2 3 0 2 3 2 2 3 2 DN:	0 0 0 4 4 0 0 0 0 0 1 1 2 1 1 WESTBO	2 2 2 6 14 5 1 2 4 8 4 UND	8 20 34 52 84 48 19 11 29 20 20 Ped	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 7-10	0 0 0 0 0 0 0 1 0 1	0 5 38 58 42 14 5 2 4 5 3	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO	0 2 1 1 1 2 3 0 2 3 2 2 DN: Light Ve L	0 0 0 4 0 0 0 0 1 2 1 WESTBO	2 2 6 14 5 1 2 4 8 4 UND	8 20 34 52 84 48 19 11 29 20 20 Ped	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 7-10	0 0 0 0 0 0 0 0 1 0 1	0 5 38 58 42 14 5 2 4 5 3 Sch Pds	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO	0 2 1 1 1 2 3 0 2 3 2 2 DN: Light Ve L	0 0 0 4 0 0 0 0 1 2 1 WESTBO	2 2 6 14 5 1 2 4 8 4 UND	8 20 34 52 84 48 19 11 29 20 20 20 Ped	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 7-10	0 0 0 0 0 0 0 0 1 0 1 	0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00	0 2 1 1 1 2 3 0 2 3 2 2 3 2 2 0 N: Light Ve L 12 16 18 17	0 0 0 4 0 0 0 0 1 2 1 WESTBO hicles T 192 213 251 257	2 2 6 14 5 1 2 4 8 4 UND R 11 12 14 11	8 20 34 52 84 48 19 11 29 20 20 20 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 7-10	0 0 0 0 0 0 0 0 1 0 1 	0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bikes * Bikes *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00 8.15	0 2 1 1 1 2 3 0 2 3 2 2 3 2 DN: Light Ve L 16 18 17 15	0 0 0 4 0 0 0 0 1 2 1 WESTBO westBo 192 213 251 257 281	2 2 2 6 14 5 1 2 2 4 8 4 4 UND R 11 12 14 11 22 2	8 20 34 52 84 48 19 11 29 20 20 20 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 0 1 	0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 0 0	0 0 0 0 0 0 0 0 0 0 0 0	Bus T	R	Bikes * Bikes * Bikes *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00 8.15 8.30	0 2 1 1 1 2 3 0 2 3 2 2 3 2 2 3 2 2 3 1 1 1 1 2 3 3 2 2 1 1 1 1	0 0 0 4 0 0 0 0 1 2 1 WESTBOU hicles T 192 213 251 257 281 255	2 2 2 6 14 5 1 2 4 8 4 4 UND R 11 12 14 11 22 9 9	8 20 34 52 84 48 48 19 11 29 20 20 20 Ped 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7-10 7-10 10 0 0 0 0 0 0 0 0 0 0 4 7 4 8 6	0 0 0 0 0 0 0 1 0 1 	0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 0 0 0	L	Bus T 8 6 9 9 5 5 8 6 6	R	Bikes * Bikes * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending	0 2 1 1 1 2 3 0 2 3 2 2 3 2 2 3 2 2 3 1 1 1 1 2 3 2 3 2	0 0 0 4 0 0 0 0 1 2 1 2 1 WESTBO hicles T 192 213 251 257 281 255 231	2 2 2 6 14 5 1 2 2 4 8 4 4 UND R	8 20 34 52 84 48 48 19 11 29 20 20 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7-10 10 0 0 0 0 0 0 0 0 0 0 1 7-10	0 0 0 0 0 0 0 1 0 1 	Sch Pds 0 0 5 38 58 42 14 5 2 4 5 0 0 0 0 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus T 8 6 9 5 5 8 8 6 4	R	Bikes * Bikes * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00 8.15 8.30 8.45 9.00	0 2 1 1 1 2 3 0 2 3 2 2 3 2 2 3 2 2 3 1 1 1 1 2 3 2 3 2	0 0 0 4 0 0 0 0 1 2 1 WESTBO hicles T 192 213 251 257 281 255 231	2 2 2 6 14 5 1 2 2 4 8 4 4 UND R 11 12 14 11 22 9 9 4 6	8 20 34 48 48 49 11 29 20 20 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7-10 10 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 1 1 AM	0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 0 0 0 0	L 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus T	R	Bikes * Bikes * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00 8.15 8.30 8.45 9.00 9.15	0 2 1 1 1 1 2 3 3 0 0 2 2 3 3 2 2 DN: Light Ve L 12 16 18 17 15 8 4 4 5 9	0 0 0 4 0 0 0 0 1 2 1 2 1 WESTBO hicles T 213 251 257 281 255 231 224	2 2 2 6 14 5 1 2 2 4 8 4 4 UND R 11 12 14 11 22 9 4 6 6 3	8 20 34 48 48 19 11 29 20 20 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7-10 10 10 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 1 	Sch Pds 0 0 5 38 58 42 14 5 3 3 Sch Pds 0 0 0 0 0 0 0 0 0 0 0 0	L	Bus T	R	Bikes * Bikes * 0 * 0 * 0 * 0 * 0 * 0 * 0 *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00 8.15 8.30 8.45 9.00 9.15 9.30	0 2 1 1 1 2 3 0 2 3 2 2 2 2 2 3 2 2 3 1 2 1 1 1 1 2 3 3 2 1 1 1 1	0 0 0 4 0 0 0 0 0 1 2 1 1 WESTBOI hicles T 192 213 251 257 281 255 231 224 143 163	2 2 2 6 14 5 1 2 4 8 4 4 UND R	8 20 34 52 84 48 19 11 29 20 20 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7-10 sticles T 2 4 7 4 8 6 8 7 10 8	0 0 0 0 0 0 0 0 1 1 	0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 0 0 0 0 0 0	L	Bus T	R	Bikes * Bikes * Bikes * Bikes *
2.30 2.45 3.00 3.15 3.30 3.45 4.00 4.15 4.30 4.45 5.00 DIRECTIO Period Ending 7.15 7.30 7.45 8.00 8.15 8.30 8.45 9.00 9.15	0 2 1 1 1 1 2 3 3 0 0 2 2 3 3 2 2 DN: Light Ve L 12 16 18 17 15 8 4 4 5 9	0 0 0 4 0 0 0 0 0 1 2 1 1 WESTBOI hicles T 192 213 251 257 281 255 231 224 143 163 189	2 2 2 6 14 5 1 2 2 4 8 4 4 UND R 11 12 14 11 22 9 4 6 6 3	8 20 34 48 48 19 11 29 20 20 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7-10 10 10 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 1 	Sch Pds 0 0 5 38 58 42 14 5 2 4 5 3 3 Sch Pds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	L	Bus T 8 6 9 9 5 5 8 8 6 4 4 4 3 3 4 4 4	R	Bikes * Bikes * 0 * 0 * 0 * 0 * 0 * 0 * 0 *

IRECTIO	ON:	WESTBOU	JND		PERIOD:	2-5	PM					
eriod	Light Ve	hicles			D.W. Vel	nicles				Bus		
nding	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
2.15	6	267	7	0	6	0	0	0	0	3	0	1
2.30	13	219	2	0	2	0	0	0	0	3	0	0
2.45	8	196	12	0	6	1	0	0	0	6	0	0
3.00	9	321	11	0	3	2	1	0	0	3	0	0
3.15	6	180	5	0	1	1	2	0	0	3	0	2
3.30	12	276	5	0	0	1	1	0	0	6	0	0
3.45	15	236	8	1	4	0	1	0	0	6	0	2
4.00	13	273	7	0	2	0	0	0	0	4	0	2
4.15	8	250	5	0	3	0	0	0	0	4	0	0
4.30	15	299	10	0	2	0	0	0	0	9	0	0
4.45	10	303	7	0	0	1	1	0	0	6	0	0
5.00	5	296	7	0	4	1	1	0	0	6	0	1



STREET:

North/South COLUMBIA AV.

East/West 3rd ST.

Day: WEDNESDAY Date: June 22, 2011 Weather: SUNNY

Hours: 7-10AM 2-5PM Chekrs: KL,BD,TH

School Day: YES District: CENTRAL I/S CODE 8419

	N/B	S/B	E/B	W/B
DUAL-				·
WHEELED	4	6	24	132
BIKES	10	1	7	10
BUSES	0	1	153	124

_	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	18	7.30	21	7.45	295	8.45	334	8.00
PM PK 15 MIN	17	3.30	15	3.15	212	4.30	350	2.45
AM PK HOUR	64	7.30	62	7.30	1118	8.00	1212	7.30
PM PK HOUR	62	3.15	37	2.45	784	4.00	1253	4.00

NORTHBOUND Approach	SOUTHBOUND Approach	TOTAL	XING S/L	XING N/L
---------------------	---------------------	-------	----------	----------

Hours	Lt	Th	Rt 7	Γotal	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	11	6	41	58	7-8	5	7	44	56	114	44	160	26	117
8-9	8	5	41	54	8-9	3	0	32	35	89	82	72	42	32
9-10	8	3	22	33	9-10	1	3	14	18	51	35	3	22	2
2-3	9	2	25	36	2-3	4	3	11	18	54	89	74	69	45
3-4	8	4	44	56	3-4	7	4	26	37	93	101	274	203	119
4-5	9	2	46	57	4-5	8	4	20	32	89	32	55	80	14
		•	•					•						
TOTAL	53	22	219	294	TOTAL	28	21	147	196	490	383	638	442	329

EASTBOUND Approach WESTBOUND Approach TOTAL XING W/L XING E/L

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W		Ped	Sch		Ped	Sch
7-8	14	834	18	866	7-8	67	958	51	1076	1942		21	31	Ī	0	0
8-9	19	1079	20	1118	8-9	34	1042	41	1117	2235		17	46		0	0
9-10	11	761	17	789	9-10	30	791	16	837	1626		14	6		1	0
2-3	8	563	17	588	2-3	53	1021	33	1107	1695		13	7		0	0
3-4	9	493	12	514	3-4	53	986	29	1068	1582		17	30		1	0
4-5	17	750	17	784	4-5	47	1175	31	1253	2037		10	21		0	0
											_			_		
TOTAL	78	4480	101	4659	TOTAL	284	5973	201	6458	11117		92	141		2	0

(Rev Oct 06)

FETSIM COUNT SHEET

North/South St: COLUMBIA AV.

East/West St: 3rd ST.

Date: June 22, 2011

NOTE: THESE COUNTS WERE CALCULATED IN ACCORDANCE WITH THE COUNT DEFINITION OUTLINED

Peak hour volumes were calculated by determining the 1/2 hour during which the total volume on all approaches was a maximum, i.e., from 7.00-7.30 or from 4.15-4.45. Then these volumes were multiplied by 2 to get the hourly volumes. These numbers are not the same as the ones in the Traffic Count Summary forms.

A.M. Fo	rmat		P.M.	LINK	Format	
16	0		26	6	10	
6	24		10	0	48	
10	16		12	784	20	
18	30		32	1226	38	

TRAFFIC COUNT SUMMARY Format

$SB\ APPROACH$

AM PM	Lt 6 10	Rt 24 48	L (0	Th 0 6	Rt 16 26
				W	B APPR	ROACH
	Lt	Rt	L	t	Th	Rt
AM	10	16	30	0	784	18
PM	12	20	3	8	1226	32

%%%%%	%%%%%%	%%%%%%	6%%%%	%%%%%%	6%%%%	%%%%%%%	%%%% 9	%%%%%%%%%	%%%%%%	6%%%%
CALCULA	ATION WOI	RKSPACE								
NORTHB	OUND AM									
Period	Total Veh			Cross	Hour	D.W		Pedestrns		Period
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng
										 7.00
7.15	3	3	2	8	58	0	0	12	8	7.00
7.30 7.45	4 2	0	13	17 18	63	0	0	7 11	18 60	7.15 7.30
8.00	2	3	16 10	15	64 57	0	0	14	74	7.45
8.15	3	2	8	13	54	0	0	17	46	8.00
8.30	2	0	16	18	48	0	0	25	20	8.15
8.45	1	3	7	11	39	0	0	13	5	8.30
9.00	2	0	10	12	36	1	0	27	1	8.45
9.15	3	0	4	7	33	0	0	12	2	9.00
9.30	2	1	6	9		0	0	5	1	9.15
9.45	2	2	4	8		0	0	10	0	9.30
10.00	1	0	8	9		0	0	8	0	9.45
NORTHBO										
NORTHBO	JUND I WI									
Period	Total Veh	icles		Cross	Hour	D.W		Pedestrns		Period
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng
2.15	5	1	10	16	36	0	0	28	42	2.00
2.30	1	0	5	6	31	0	0	16	26	2.15
2.45	2	1	6	9	37	0	0	24	2	2.30
3.00	1	0	4	5	45	0	0	21	4	2.45
3.15	2	1	8	11	56	0	0	38	61	3.00
3.30	3	1	8	12	62	0	0	30	136	3.15
3.45	1	2	14	17	61	0	0	18	50	3.30
4.00	2	0	14	16	59 57	2	0	15	27	3.45
4.15	3	1	13	17	57	0	0	10	11	4.00
4.30	1	1	9			0	0	6	16	
4.45	0	0	15	15		0	0	4	9	4.30
5.00	5	0	9	14		1	0	12	19	4.45
EASTBOU	JND AM									
Period	Total Veh	icles		Cross	Hour	D.W		Pedestrns		Period
Endng	L	T	R 	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng
7.15	1	159	2	162	866	0	9	5	5	7.00
7.30	2	157	3	162	987	1	9	3	0	7.15
7.45	5	240	7	252	1110	2	10	7	13	7.30
8.00	6	278	6	290	1113	1	8	6	13	7.45
8.15	8	267	8	283	1118	2	7	6	35	8.00
8.30	3	276	6	285	1050	1	7	3	3	8.15
8.45	4	247	4	255	984	0	5	6	0	8.30
9.00	4	289	2	295	912	2	3	2	8	8.45
9.15 9.30	1 5	208 211	6	215 219	789	2 1	5 4	6 3	2 1	9.00 9.15
9.45	2	175 167	6	183		1	2	3	0	9.30
10.00	3	167	2	172		2	3	2	3	9.45

%	EASTBOU	ND PM										!
%												!
%	Period	Total Veh	icles		Cross	Hour I	D.W	I	Pedestrns		Period	!
%	Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
%												!
%	2.15	1	131	5	137	588	1	5	5	0	2.00	!
%	2.30	1	139	4	144	621	3	6	3	2	2.15	!
%	2.45	4	140	5	149	579	1	4	3	1	2.30	!
%	3.00	2	153	3	158	525	0	10	2	4	2.45	!
%	3.15	1	163	6	170	514	1	5	3	10	3.00	!
%	3.30	1	100	1	102	543	0	7	3	6	3.15	!
%	3.45	4	86	5	95	618	0	5	5	7	3.30	!
%	4.00	3	144	0	147	735	0	9	6	7	3.45	!
%	4.15	7	188	4	199	784	0	12	1	7	4.00	!
%	4.30	4	170	3	177		1	8	5	8	4.15	!
%	4.45	5	201	6	212		0	3	0	6	4.30	!
%	5.00	1	191	4	196		2	7	4	0	4.45	!
%												

*	FETSIM WORKSPACE	S	EE COMME	NTS BELO	OW					
*					NB				SB	
*	A.M.	VOLUME	BEG		ND				SB	
*	1 111/11	TOTAL	TIME	L	Т	R	TOT	L	Т	
*		853	7.00	7	3	15	25	4	3	
*		1029	7.15	6	0	29	35	2	2	
*		1203	7.30	4	3	26	33	1	4	
*		1265	7.45	5	5	18	28	0	3	
*		1245	8.00	5	2	24	31	2	0	
*		1124	8.15	3	3	23	29	2	0	
*		1079	8.30	3	3	17	23	1	0	
*		947	8.45	5	0	14	19	1	0	
*		811	9.00	5	1	10	16	1	1	
*		823	9.15	4	3	10	17	1	1	
*		866	9.30	3	2	12	17	0	2	
*										
*										
*										
*	MAX 1/2 HOUR	VOLUME PE	1265							
*	TIME MAX PEA	K STARTS	9.30							
*					NB				SB	
*	P.M.	VOLUME	BEG							
*		TOTAL	TIME	L	T	R	TOT	L	T	
*		841	2.00	6	1	15	22	1	2	
*		783	2.15	3	1	11	15	3	0	
*		908	2.30	3	1	10	14	3	1	
*		907	2.45	3	1	12	16	2	5	
*		820	3.00	5	2	16	23	2	4	
*		819	3.15	4	3	22	29	3	0	
*		855	3.30	3	2	28	33	5	0	
*		954	3.45	5	1	27	33	3	0	
*		1020	4.00	4	2	22	28	3	1	
ok:		1100	4.15	1	1	24	26	6	3	
*		1106	4.30	5	0	24	29	5	3	

COMMEN

A. DESIGN RULES FOR CALCULATING HOUR COUNT:

 $^{1. \} FIND \ MAX \ 1/2 \ HOUR \ COUNT \ BY \ ADDING \ 2 \ SUCCESSIVE \ 15 \ MINUTE \ VOLUME \ COUNTS \ WITH \ @SUM \ FNC$ THEN FIND MAX USING @MAX FUNCTION. @VLOOKUP LOOKS FOR THE HIGHEST VOLUME.

%

											%
											%
											%
											%
											%
SOUTHBO	OUND AM	I									%
											%
Period	Total Vel	hicles			Cross	Hour	D.W		Pedestrns		Period %
Endng	L	T	R		Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng %
											%
7.15	3	2		6 9	11	56	0	0	10	0	7.00 %
7.30 7.45	1 1	1	1	1	11 13	60 62	0	0	3 6	11 40	7.15 % 7.30 %
8.00	0	3		8	21	55	0	0	7	66	7.45 %
8.15	0	0		5	15	35	0	0	14	24	8.00 %
8.30	2	0	1	1	13	21	0	0	11	5	8.15 %
8.45	0	0		6	6	15	0	0	13	3	8.30 %
9.00	1	0		0	1	13	0	0	4	0	8.45 %
9.15	0	0		1	1	18	0	0	4	0	9.00 %
9.30	1	1		5	7		1	0	6	0	9.15 %
9.45	0	0 2		4	4		0	0	10 2	2	9.30 %
10.00	0	2		4	6		1	0	2	0	9.45 % %
SOUTHBO	OUND PM	•••••				•••••	••••••••••	•••••••••••••	•••••		
											%
Period	Total Vel	hicles			Cross	Hour	D.W		Pedestrns		Period %
Endng	L	T	R	,	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng %
											%
2.15	0	2		5	7	18	0	0	7	2	2.00 %
2.30	1	0		2	3	22	1	0	8	0	2.15 %
2.45	2	0		2	4	34	0	0	20	5	2.30 %
3.00 3.15	1 1	1 4		2	4 11	37 37	0	1 0	34 52	38 58	2.45 % 3.00 %
3.30	1	0	1	4	15	28	0	0	84	42	3.15 %
3.45	2	0	•	5	7	22	0	0	48	14	3.30 %
4.00	3	0		1	4	28	0	0	19	5	3.45 %
4.15	0	0		2	2	32	0	0	11	2	4.00 %
4.30	3	1		5	9		2	0	29	4	4.15 %
4.45	3	2		8	13		0	0	20	5	4.30 %
5.00	2	1		5	8		1	0	20	3	4.45 %
											%
											%
WESTBOU	IND AM										%
											%
Period	Total Vel	hicles			Cross	Hour	D.W		Pedestrns		Period %
Endng	L	T	R	,	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng %
											%
7.15	12	202		2	226	1076	3	8	0	0	7.00 %
7.30	19	223		4	256	1184	9	6	0	0	7.15 %
7.45	19	267		4	300	1212	8	9	0	0	7.30 %
8.00	17	266		.1	294	1164	4	5	0	0	7.45 %
8.15	15	297	2	22	334	1117	8	8	0	0	8.00 %
8.30	8	267		9	284	952	6	6	0	0	8.15 %
8.45	5	243		4	252	852	9	4	0	0	8.30 %
9.00	6	235		6	247	809	8	4	0	0	8.45 %
9.15	10	156		3	169	837	11	3	0	0	9.00 %
9.30	5	175		4	184		8	4	1	0	9.15 %
9.45	6	199		4	209		6	4	0	0	9.30 %
10.00	9	261		5	275		5	4	0	0	9.45 %

WESTBOUND PM	%

										/0
Period	Total Veh	icles		Cross	Hour	D.W	F	Pedestrns		Period %
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng %
										%
2.15	12	270	7	289	1107	6	3	0	0	2.00 %
2.30	15	222	2	239	1016	2	3	0	0	2.15 %
2.45	14	203	12	229	1078	7	6	0	0	2.30 %
3.00	12	326	12	350	1119	6	3	0	0	2.45 %
3.15	7	184	7	198	1068	4	3	0	0	3.00 %
3.30	12	283	6	301	1140	2	6	0	0	3.15 %
3.45	19	242	9	270	1174	5	6	1	0	3.30 %
4.00	15	277	7	299	1232	2	4	0	0	3.45 %
4.15	11	254	5	270	1253	3	4	0	0	4.00 %
4.30	17	308	10	335		2	9	0	0	4.15 %
4.45	10	310	8	328		2	6	0	0	4.30 %
5.00	9	303	8	320		6	6	0	0	4.45 %
										0/

								*
	EB				WB			*
								*
T I	. T	R	TOT	L	T	R	TOT	*
22 3	316	5	324	31	425	26	482	*
24 7	397	10	414	38	490	28	556	*
34 11	518	13	542	36	533	25	594	*
36 14	545	14	573	32	563	33	628	*
28 11	543	14	568	23	564	31	618	*
19 7	523	10	540	13	510	13	536	*
7 8	536	6	550	11	478	10	499	*
2 5	497	8	510	16	391	9	416	*
8 6	419	9	434	15	331	7	353	*
11 7	386	9	402	11	374	8	393	*
10 5	342	8	355	15	460	9	484	*
								*
								*
								*
								*
								*
	EB				WB			*
								*
T I	. T	R	TOT	L	T	R	TOT	*
10 2	270	9	281	27	492	9	528	*
7 5	279	9	293	29	425	14	468	*
8 6	293	8	307	26	529	24	579	*
15 3	316	9	328	19	510	19	548	*
26 2	263	7	272	19	467	13	499	*
22 5	186	6	197	31	525	15	571	*
11 7	230	5	242	34	519	16	569	*
6 10		4	346	26	531	12	569	*
11 11		7	376	28	562	15	605	*
22 9		9	389	27	618	18	663	*
21 6	392	10	408	19	613	16	648	*

^{2.} TAKE MAX 1/2 HOUR VOLUMES AND MULTIPLY BY TWO TO GET HOURLY VOLUMES CONSISTENT WITH DEFINITION OF VOLUME IN FETSIM '89 ORIENTATION MANUAL.

TION

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B. ALT-W WILL EXECUTE THE PRINTING MACRO FOR THIS FETSIM COUNT CAN THEN SIMPLY

HIT ALT-S TO PRINT THE SUMMARY SHEET AND THEN ALT-W TO PRINT OUR SHEETS.

CALC DATE: June 22, 2011

CHK DATE:

DISTRICT: CENTRAL

Major St:3rd ST.Critical Approach Speed:mphMinor St:COLUMBIA AV.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	2-3	3-4	4-5
Both Approaches	500	350	600	420						
Major Street	(400)	(280)	(480)	(336)	1942	2235	1626	1695	1582	2037
Highest Approch	150	105	200	140						
Minor street	(120)	(84)	(160)	(112)	58	54	33	36	56	57

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 REOUIREMENTS (80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R]	Hour			
LANES		1	2 or	more	7-8	8-9	9-10	2-3	3-4	4-5
Both Approaches	750	525	900	630						
Major Street	(600)	(420)	(720)	(504)	1942	2235	1626	1695	1582	2037
HighestApprch	75	53	100	70						
Minor Street	(60)	(42)	(80)	(56)	58	54	33	36	56	57

*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	2-3	3-4	4-5			
Both Approach	es no	600	420									
Major Street	median	(480)	(336)	1942	2235	1626	1695	1582	2037			
J	Raised	1000	700									
Volume	4'median	(800)	(560)									
Peds on highest volume		150	105									
x-walk xing m	ajor st	(120)	(84)	52	63	20	20	47	31			

IF MIDBLOCK SIGNAL PROPOSED

MIN. REOUIREMENT DISTANCE TO NEAREST ESTABLISHED CROSSWALK

150 FEET

N/E:

FT

S/W:

FT

YES

NO

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 WARRANT 1 - MINIMUM VEHICULAR VOLUME

SATISFIED 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. IL 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

2456 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'INOR 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 - Combinatio	on of Warrants			SATISFIED	YES	NO
REQUIREMENT TWO WARRANTS SATISFIED	WARRA 1 - MINIMUM VEHICULA 2 - INTERRUPTION OF C	AR VOLUME	VEEIC	(X)	FULFILLED	
80%	3 - MINIMUM PEDESTRI		ATTIC		YES NO	
WARRANT 9 - Four Hour	Volume			SATISFIED	YES	NO
Approach Lanes		One	2 or more	Ho 8-9 4-5	ur 7-8 2-3	
Both Approaches, Major St	reet			2235 203	7 1942 1695	
Highest Approaches, Minor *Refer to Fig. 9-2A (URBA	· Street N AREAS) or Figure 9-2B (R	RURAL AREAS) to	determine if this v	54 5 varrant is satisfied.	7 58 36	
WARRANT 10 - Peak Hou	r Delay			SATISFIED	YES	NO
controlled by a STOP sign of	ed for traffic on one minor streequals or exceeds four vehicle vehicle-hours for a two-lane a	e-hours for a			YES	NO
	minor street approach equals ic or 150 vph for two moving				YES	NO
800 vph for intersections wi	e serviced during the hour equith four or more approaches o					
intersections with three app	roaches				YES	NO
WARRANT 11 - Peak Hour	Volume			SATISFIED*	YES	NO
Approach Lanes		One	2 or more	Hour 8-9		
ripprouen Eunes		One	more	0)		
Both Approaches, Major S	treet			2235		
Highest Approaches, Minor *Refer to Fig. 9-2C (URBA)	· Street N AREAS) or Figure 9-2D (R	RURAL AREAS) to	determine if this v	54 varrant is satisfied.		
	t is not necessarily justification t of way assignment must be		y, congestion, conf	usion or other		

2289		CH	CI	CJ		CK	CL	CM
2094	TOTAL EACH CELL	200	00	2289	1659	1731	1638	2094
2000								
1731		MAX 2289 2094		NEXT 2000 0		NEXT		
							0 0	
		228	39		1659		1659	
		228	39		1731		1731	
	2094 2000	2094 TOTAL EACH CELL 2000	2094 TOTAL EACH CELL 200 2000 1731 MAX 228 209 228	2094 TOTAL EACH CELL 2000 2000 1731 MAX 2289	2094 TOTAL EACH CELL 2000 2289 2000 1731 MAX NEX 2289 2094 2289	2094 TOTAL EACH CELL 2000 2289 1659 2000 1731 MAX NEXT 2289 2000 2094 0 2289 1659	2094 TOTAL EACH CELL 2000 2289 1659 1731 2000 1731 MAX NEXT 2289 2000 2094 0 2289 1659	2094 TOTAL EACH CELL 2000 2289 1659 1731 1638 2000 1731 MAX NEXT NEXT 2289 2000 0 0 2094 0 0 0 2289 1659 1659