*******TRAFFIC CHECKER DATA STANDARD COUNT

NS St: ELMGROVE ST./5 FWY. S/B OFF RAMP Chekrs: JC

EW St: RIVERSIDE DR. Code: 20063

Date: 6/25/2015 Sch? YES Weather: SUNNY

Day: THURSDAY

Dist: HOLLYWOOD

DIRECTION: NORTHBOUND PERIOD: 7-10 AM PERIOD: 3-6 PM

Period	Light Vehicles				D.W. Vehicles				Bus			
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
7.15	3	0	12	0	0	0	1	0	0	0	0	0
7.30	0	0	13	0	0	0	2	0	0	0	0	0
7.45	1	0	15	0	0	0	0	0	0	0	0	0
8.00	2	0	12	0	0	0	0	0	0	0	0	0
8.15	3	0	42	0	0	0	5	0	0	0	0	0
8.30	0	0	35	0	0	0	1	0	0	0	0	0
8.45	1	0	41	0	0	0	4	0	0	0	0	0
9.00	1	1	48	0	0	0	0	0	0	0	0	0
9.15	0	0	45	0	0	0	1	0	0	0	0	0
9.30	2	0	13	0	0	0	0	0	0	0	0	0
9.45	1	0	12	0	0	0	0	0	0	0	0	0
10.00	2	0	14	0	0	0	2	0	0	0	0	0

DIRECTION: NORTHBOUND PERIOD: 3-6 PM

Period	Light Vehicles				D.W. Vehicles				Bus			
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
3.15	0	2	9	0	0	0	0	0	0	0	0	0
3.30	1	0	18	0	0	0	0	0	0	0	0	0
3.45	3	1	19	0	0	0	1	0	0	0	0	0
4.00	0	0	14	0	0	0	2	0	0	0	0	0
4.15	3	0	16	0	0	0	1	0	0	0	0	0
4.30	1	0	14	0	0	0	1	0	0	0	0	0
4.45	2	0	12	0	0	0	0	0	0	0	0	0
5.00	3	0	22	0	0	0	0	0	0	0	0	0
5.15	2	2	31	0	0	0	1	0	0	0	0	0
5.30	3	2	35	0	0	0	0	0	0	0	0	0
5.45	1	2	32	0	0	0	0	0	0	0	0	0
6.00	2	1	26	0	0	0	1	0	0	0	0	0

DIRECTION: EASTBOUND PERIOD: 7-10 AM

Period	Light Vehicles				D.W. Vehicles				Bus			
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
7.15	0	74	0	3	0	6	0	0	0	1	0	0
7.30	1	90	0	0	0	7	0	0	0	0	0	0
7.45	0	166	0	2	0	2	0	0	0	1	0	0
8.00	1	122	0	0	0	1	0	0	0	0	0	0
8.15	2	137	0	1	0	0	0	0	0	0	0	0
8.30	2	131	0	1	0	7	0	0	0	1	0	0
8.45	4	183	0	3	0	4	0	0	0	1	0	0
9.00	0	197	0	0	0	2	0	0	0	1	0	0
9.15	1	163	0	2	0	12	0	0	0	0	0	0
9.30	1	155	0	4	0	1	0	0	0	1	0	0
9.45	2	147	0	2	0	2	0	0	0	1	0	0
10.00	2	136	0	1	0	2	0	0	0	0	0	0

DIRECTION: EASTBOUND PERIOD: 3-6 PM

Period Ending	Light Vehicles L	T	R	Ped	D.W. Vehicles L	T	R	Sch Pds	Bus L	T	R	Bikes
3.15	0	134	0	1	0	4	0	0	0	1	0	0
3.30	1	216	0	0	0	10	0	0	0	0	0	0
3.45	2	199	0	1	0	4	0	0	0	0	0	0
4.00	1	169	0	1	0	3	0	0	0	0	0	0
4.15	2	197	0	0	0	5	0	0	0	0	0	0
4.30	1	166	0	2	0	7	0	0	0	1	0	0
4.45	3	171	0	1	0	6	0	0	0	0	0	0
5.00	1	178	0	0	0	3	0	0	0	1	0	0
5.15	1	168	0	0	0	4	0	0	0	0	0	0
5.30	2	174	0	0	0	5	0	0	0	1	0	1
5.45	3	176	0	0	0	2	0	0	0	0	0	0
6.00	4	167	0	1	0	3	0	0	0	1	0	0

****

Printing Macros

alt-D: Print Data Sheet
:prsA1.aa81~lcaqg

alt-S: Print Summary Sheet
{calc}
:prsAC1.BA59~lcaqg

alt-B: Print both sheets
:prsA1.AA81~lcaqg
:prsAC1.BA59~lcaqg

alt-W: Print FETSIM Counts
:prsAC62.BA120~lcaqg

alt-R: Print First Sheet of Signal Warrant
:prsCC1.CP63~lml1~qcaqg

alt-O: Print Second Sheet of Signal Warrant
:prsCS1.DG51~lml1~qcaqg

alt-M: Print Third Sheet of Signal Warrant
:prsDK1.EA49~lcaqg

Other Macros

alt-C: Calculations
{CALC}
{CALC}

Comments

COUNTS1.WKS written by Walter Okitsu
3-6-85.

COUNTS2.WKS written by Walter Okitsu
3-11-85.
Modification on 5-21-87
Update to .WK1 on 3-28-89

Filing Macros

alt-J: Save a new file
/ruJ95~/cL6~J95~
/few
junk
~y
{Esc}
/ruJ100~/cL6~J100~
/fxf
junk
~A1.AA81~
/rpJ95~/rpj100~

alt-F: Save an old file
/ruJ95~/cL6~J95~
/few

alt-G: Get an old file
/ruJ113~/xlWhat file you want? ~J113~
/wgpd/reC13.M24~/reC31.M42~
/reC50.M61~/reC68.M79~
/reP13.Z24~/reP31.Z42~
/reP50.Z61~/reP68.Z79~
/wgpe
{home}/fcce
SAMPLE
~/rpj89~
/xgC99~ (goto altC)

/rua1..a81~/fxv{esc}{esc}
{?}~A1..BA81~

alt-i saves summary sheet only
/fxv{esc}{esc}
{?}~ac1..ba59~

old alt-i
/fxv{esc}{esc}
{?}~ac1..ba59~

COUNTS1.WK1 created by Michael May
3-28-89 for FETSIM'89 group.
Modified version of the original program
to yield 1/2 hour volumes for AM & PM periods

COUNTS3.WK1 created by Michael May
3-28-89 for FETSIM'89 group.
Modified version of COUNTS2.WKS to
yield one hour, alternating
mid-day counts.

COUNTSR.WK3 in WYSIWYG settings was
programmed by Romy Ricafranca of the
Department of Transportation on April 23, 1992
utilizing State of the Art Intel486DX PC
running at 50 MHZ with 256 KCache
and utilizing Lotus for Windows.

BIKES COUNT

N/B	S/B	E/B	W/B
0	0	1	4

DIRECTION: SOUTHBOUND PERIOD: 7-10 AM

Period	Light Vehicles				D.W. Vehicles				Bus			
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
7.15	6	0	1	4	0	0	0	0	0	0	0	0
7.30	4	0	2	0	0	0	0	0	0	0	0	0
7.45	8	0	3	1	0	0	0	0	0	0	0	0
8.00	4	0	2	1	0	0	0	0	0	0	0	0
8.15	8	0	6	0	0	0	0	0	0	0	0	0
8.30	7	0	4	0	0	0	0	0	0	0	0	0
8.45	8	0	3	2	0	0	0	0	0	0	0	0
9.00	6	0	5	1	0	0	0	0	0	0	0	0
9.15	8	0	1	1	0	0	0	0	0	0	0	0
9.30	2	0	2	4	0	0	0	0	0	0	0	0
9.45	5	0	3	2	0	0	0	0	0	0	0	0
10.00	4	0	1	2	0	0	0	0	0	0	0	0

DIRECTION: SOUTHBOUND PERIOD: 3-6 PM

Period	Light Vehicles				D.W. Vehicles				Bus			
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
3.15	2	0	0	1	0	0	0	0	0	0	0	0
3.30	7	0	3	0	0	0	0	0	0	0	0	0
3.45	4	0	2	1	0	0	0	0	0	0	0	0
4.00	7	0	1	0	0	0	0	0	0	0	0	0
4.15	3	0	2	0	0	0	0	0	0	0	0	0
4.30	2	0	2	0	0	0	0	0	0	0	0	0
4.45	3	0	1	0	0	0	0	0	0	0	0	0
5.00	3	0	0	1	0	0	0	0	0	0	0	0
5.15	1	0	2	0	0	0	0	0	0	0	0	0
5.30	2	0	4	1	0	0	0	0	0	0	0	0
5.45	5	0	1	0	0	0	0	0	0	0	0	0
6.00	3	0	4	0	0	0	0	0	0	0	0	0

DIRECTION: WESTBOUND PERIOD: 7-10 AM

Period	Light Vehicles				D.W. Vehicles				Bus			
Ending	L	T	R	Ped	L	T	R	Sch Pds	L	T	R	Bikes
7.15	0	45	1	0	0	2	0	0	0	1	0	0
7.30	0	57	0	0	0	2	0	0	0	1	0	0
7.45	0	57	1	0	0	0	0	0	0	0	0	1
8.00	0	55	0	0	0	1	0	0	0	0	0	0
8.15	0	72	3	0	0	2	0	0	0	0	0	0
8.30	0	58	1	0	0	3	0	0	0	1	0	0
8.45	0	135	4	0	0	4	0	0	0	0	0	0
9.00	0	117	5	0	0	4	0	0	0	0	0	0
9.15	0	118	3	0	0	4	0	0	0	1	0	0
9.30	0	101	2	0	0	1	0	0	0	0	0	0
9.45	0	98	0	0	0	1	0	0	0	1	0	0
10.00	0	94	3	0	0	1	0	0	0	0	0	0

DIRECTION: WESTBOUND PERIOD: 3-6 PM

Period Ending	Light Vehicles L	T	R	Ped	D.W. Vehicles L	T	R	Sch Pds	Bus L	T	R	Bikes
3.15	0	121	6	0	0	5	0	0	0	1	0	0
3.30	0	164	3	0	0	2	0	0	0	1	0	1
3.45	0	191	2	0	0	0	0	0	0	0	0	0
4.00	0	136	5	0	0	4	0	0	0	0	0	0
4.15	0	159	6	0	0	1	0	0	0	1	0	1
4.30	0	202	4	0	0	0	0	0	0	1	0	0
4.45	0	188	5	0	0	2	0	0	0	0	0	0
5.00	0	243	3	0	0	1	0	0	0	0	0	0
5.15	0	269	5	0	0	1	0	0	0	1	0	0
5.30	0	244	8	0	0	3	0	0	0	2	0	1
5.45	0	291	7	0	0	1	0	0	0	1	0	0
6.00	0	286	7	0	0	3	0	0	0	2	0	0

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South ELMGROVE ST./5 FWY. S/B OFF RAMP

East/West RIVERSIDE DR.

Day: THURSDAY **Date:** June 25, 2015 **Weather:** SUNNY

Hours: 7-10AM 3-6PM **Chekrs:** JC

School Day: YES **District:** HOLLYWOOD **I/S CODE** 20063

	N/B	S/B	E/B	W/B
DUAL-WHEELED	23	0	102	48
BIKES	0	0	1	4
BUSES	0	0	12	15

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	50	8.00	14	8.00	200	8.45	143	8.30
PM PK 15 MIN	40	5.15	10	3.15	227	3.15	300	5.30
AM PK HOUR	182	8.00	47	8.00	726	8.30	499	8.30
PM PK HOUR	141	5.00	29	3.15	809	3.15	1131	5.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	0	55	61
8-9	5	1	176	182
9-10	5	0	87	92
3-4	4	3	63	70
4-5	9	0	66	75
5-6	8	7	126	141
TOTAL	37	11	573	621

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	22	0	8	30
8-9	29	0	18	47
9-10	19	0	7	26
3-4	20	0	6	26
4-5	11	0	5	16
5-6	11	0	11	22
TOTAL	112	0	55	167

TOTAL N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch
91	0	0	6	0
229	0	0	3	0
118	0	0	9	0
96	0	0	2	0
91	0	0	1	0
163	0	0	1	0
788	0	0	22	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	470	0	472
8-9	8	664	0	672
9-10	6	620	0	626
3-4	4	740	0	744
4-5	7	735	0	742
5-6	10	701	0	711
TOTAL	37	3930	0	3967

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	221	2	223
8-9	0	396	13	409
9-10	0	420	8	428
3-4	0	625	16	641
4-5	0	798	18	816
5-6	0	1104	27	1131
TOTAL	0	3564	84	3648

TOTAL E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
695	5	0	0	0
1081	5	0	0	0
1054	9	0	0	0
1385	3	0	0	0
1558	3	0	0	0
1842	1	0	0	0
7615	26	0	0	0

(Rev Oct 06)

CHECK 0 22 27 4

City of Los Angeles
Department of Transportation

FETSIM COUNT SHEET (R 3-89)

North/South St: ELMGROVE ST./5 FWY. S/B OFF RAMP

East/West St: RIVERSIDE DR.

Date: June 25, 2015

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. Format			P.M.	LINK	Format
8	18		10	0	16
6	56		6	6	118
8	0		14	698	0
6	0		28	1168	0

TRAFFIC COUNT SUMMARY Format

SB APPROACH

	Lt	Rt	Lt	Th	Rt	
AM	6	56	18	6	8	9.30
PM	6	118	16	0	10	5.30

WB APPROACH

	Lt	Rt	Lt	Th	Rt
AM	8	0	0	698	6
PM	14	0	0	1168	28

**** **** **** **** **** ********** **** **** **** **** **** ********** ********** **** **** **** ****

%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%%

% CALCULATION WORKSPACE !

% !

% !

% !

% !

% NORTHBOUND AM !

% !

% Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	!
% Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
% ----	----	----	----	----	----	----	----	----	----	----	!
% 7.15	3	0	13	16	61	1	0	0	0	7.00	!
% 7.30	0	0	15	15	95	2	0	0	0	7.15	!
% 7.45	1	0	15	16	116	0	0	0	0	7.30	!
% 8.00	2	0	12	14	146	0	0	0	0	7.45	!
% 8.15	3	0	47	50	182	5	0	0	0	8.00	!
% 8.30	0	0	36	36	178	1	0	0	0	8.15	!
% 8.45	1	0	45	46	157	4	0	0	0	8.30	!
% 9.00	1	1	48	50	124	0	0	0	0	8.45	!
% 9.15	0	0	46	46	92	1	0	0	0	9.00	!
% 9.30	2	0	13	15		0	0	0	0	9.15	!
% 9.45	1	0	12	13		0	0	0	0	9.30	!
% 10.00	2	0	16	18		2	0	0	0	9.45	!

% .... !

% NORTHBOUND PM !

% !

% Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	!
% Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
% ----	----	----	----	----	----	----	----	----	----	----	!
% 3.15	0	2	9	11	70	0	0	0	0	3.00	!
% 3.30	1	0	18	19	79	0	0	0	0	3.15	!
% 3.45	3	1	20	24	76	1	0	0	0	3.30	!
% 4.00	0	0	16	16	66	2	0	0	0	3.45	!
% 4.15	3	0	17	20	75	1	0	0	0	4.00	!
% 4.30	1	0	15	16	91	1	0	0	0	4.15	!
% 4.45	2	0	12	14	115	0	0	0	0	4.30	!
% 5.00	3	0	22	25	136	0	0	0	0	4.45	!
% 5.15	2	2	32	36	141	1	0	0	0	5.00	!
% 5.30	3	2	35	40		0	0	0	0	5.15	!
% 5.45	1	2	32	35		0	0	0	0	5.30	!
% 6.00	2	1	27	30		1	0	0	0	5.45	!

% !

% ---

% EASTBOUND AM !

% !

% Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	!
% Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
% ----	----	----	----	----	----	----	----	----	----	----	!
% 7.15	0	81	0	81	472	6	1	3	0	7.00	!
% 7.30	1	97	0	98	530	7	0	0	0	7.15	!
% 7.45	0	169	0	169	573	2	1	2	0	7.30	!
% 8.00	1	123	0	124	596	1	0	0	0	7.45	!
% 8.15	2	137	0	139	672	0	0	1	0	8.00	!
% 8.30	2	139	0	141	709	7	1	1	0	8.15	!
% 8.45	4	188	0	192	726	4	1	3	0	8.30	!
% 9.00	0	200	0	200	686	2	1	0	0	8.45	!
% 9.15	1	175	0	176	626	12	0	2	0	9.00	!
% 9.30	1	157	0	158		1	1	4	0	9.15	!
% 9.45	2	150	0	152		2	1	2	0	9.30	!
% 10.00	2	138	0	140		2	0	1	0	9.45	!

% .... !

EASTBOUND PM

Period Endng	Total Vehicles L	T	R	Cross Tot.	Hour Tot.	D.W Veh.	Bus	Pedestrns Ped	Sch	Period Begng
3.15	0	139	0	139	744	4	1	1	0	3.00
3.30	1	226	0	227	809	10	0	0	0	3.15
3.45	2	203	0	205	757	4	0	1	0	3.30
4.00	1	172	0	173	732	3	0	1	0	3.45
4.15	2	202	0	204	742	5	0	0	0	4.00
4.30	1	174	0	175	711	7	1	2	0	4.15
4.45	3	177	0	180	718	6	0	1	0	4.30
5.00	1	182	0	183	719	3	1	0	0	4.45
5.15	1	172	0	173	711	4	0	0	0	5.00
5.30	2	180	0	182		5	1	0	0	5.15
5.45	3	178	0	181		2	0	0	0	5.30
6.00	4	171	0	175		3	1	1	0	5.45

%%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%%

FETSIM WORKSPACE SEE COMMENTS BELOW

A.M.	VOLUME TOTAL	BEG TIME	NB L	NB T	NB R	NB TOT	SB L	SB T	SB R
	332	7.00	3	0	28	31	10	0	3
	433	7.15	1	0	30	31	12	0	5
	454	7.30	3	0	27	30	12	0	5
	480	7.45	5	0	59	64	12	0	8
	531	8.00	3	0	83	86	15	0	10
	643	8.15	1	0	81	82	15	0	7
	779	8.30	2	1	93	96	14	0	8
	744	8.45	1	1	94	96	14	0	6
	638	9.00	2	0	59	61	10	0	3
	554	9.15	3	0	25	28	7	0	5
	534	9.30	3	0	28	31	9	0	4

MAX 1/2 HOUR VOLUME PE 779

TIME MAX PEAK STARTS 9.30

P.M.	VOLUME TOTAL	BEG TIME	NB L	NB T	NB R	NB TOT	SB L	SB T	SB R
	711	3.00	1	2	27	30	9	0	3
	854	3.15	4	1	38	43	11	0	5
	770	3.30	3	1	36	40	11	0	3
	738	3.45	3	0	33	36	10	0	3
	798	4.00	4	0	32	36	5	0	4
	795	4.15	3	0	27	30	5	0	3
	851	4.30	5	0	34	39	6	0	1
	946	4.45	5	2	54	61	4	0	2
	973	5.00	5	4	67	76	3	0	6
	1007	5.15	4	4	67	75	7	0	5
	1032	5.30	3	3	59	65	8	0	5

MAX 1/2 HOUR VOLUME PE 1032

TIME MAX PEAK STARTS 5.30

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.

%%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %

%

%

%

%

%

%

%

SOUTHBOUND AM %

%

Period	Total Vehicles			Cross	Hour	D.W	Pedestrns		Period	%
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	%
7.15	6	0	1	7	30	0	0	4	0	7.00	%
7.30	4	0	2	6	37	0	0	0	0	7.15	%
7.45	8	0	3	11	42	0	0	1	0	7.30	%
8.00	4	0	2	6	42	0	0	1	0	7.45	%
8.15	8	0	6	14	47	0	0	0	0	8.00	%
8.30	7	0	4	11	42	0	0	0	0	8.15	%
8.45	8	0	3	11	35	0	0	2	0	8.30	%
9.00	6	0	5	11	32	0	0	1	0	8.45	%
9.15	8	0	1	9	26	0	0	1	0	9.00	%
9.30	2	0	2	4		0	0	4	0	9.15	%
9.45	5	0	3	8		0	0	2	0	9.30	%
10.00	4	0	1	5		0	0	2	0	9.45	%

..... %

SOUTHBOUND PM %

%

Period	Total Vehicles			Cross	Hour	D.W	Pedestrns		Period	%
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	%
3.15	2	0	0	2	26	0	0	1	0	3.00	%
3.30	7	0	3	10	29	0	0	0	0	3.15	%
3.45	4	0	2	6	23	0	0	1	0	3.30	%
4.00	7	0	1	8	21	0	0	0	0	3.45	%
4.15	3	0	2	5	16	0	0	0	0	4.00	%
4.30	2	0	2	4	14	0	0	0	0	4.15	%
4.45	3	0	1	4	16	0	0	0	0	4.30	%
5.00	3	0	0	3	18	0	0	1	0	4.45	%
5.15	1	0	2	3	22	0	0	0	0	5.00	%
5.30	2	0	4	6		0	0	1	0	5.15	%
5.45	5	0	1	6		0	0	0	0	5.30	%
6.00	3	0	4	7		0	0	0	0	5.45	%

%

----------%

WESTBOUND AM %

%

Period	Total Vehicles			Cross	Hour	D.W	Pedestrns		Period	%
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	%
7.15	0	48	1	49	223	2	1	0	0	7.00	%
7.30	0	60	0	60	251	2	1	0	0	7.15	%
7.45	0	57	1	58	254	0	0	0	0	7.30	%
8.00	0	56	0	56	339	1	0	0	0	7.45	%
8.15	0	74	3	77	409	2	0	0	0	8.00	%
8.30	0	62	1	63	458	3	1	0	0	8.15	%
8.45	0	139	4	143	499	4	0	0	0	8.30	%
9.00	0	121	5	126	456	4	0	0	0	8.45	%
9.15	0	123	3	126	428	4	1	0	0	9.00	%
9.30	0	102	2	104		1	0	0	0	9.15	%
9.45	0	100	0	100		1	1	0	0	9.30	%
10.00	0	95	3	98		1	0	0	0	9.45	%

..... %

WESTBOUND PM

Period Endng	Total Vehicles L	T	R	Cross Tot.	Hour Tot.	D.W Veh.	Pedestrns Bus	Ped	Sch	Period Begng
3.15	0	127	6	133	641	5	1	0	0	3.00
3.30	0	167	3	170	675	2	1	0	0	3.15
3.45	0	191	2	193	712	0	0	0	0	3.30
4.00	0	140	5	145	714	4	0	0	0	3.45
4.15	0	161	6	167	816	1	1	0	0	4.00
4.30	0	203	4	207	925	0	1	0	0	4.15
4.45	0	190	5	195	975	2	0	0	0	4.30
5.00	0	244	3	247	1080	1	0	0	0	4.45
5.15	0	271	5	276	1131	1	1	0	0	5.00
5.30	0	249	8	257		3	2	0	0	5.15
5.45	0	293	7	300		1	1	0	0	5.30
6.00	0	291	7	298		3	2	0	0	5.45

%%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %%%%% %

****

EB				WB				
TOT	L	T	R	TOT	L	T	R	TOT
13	1	178	0	179	0	108	1	109
17	1	266	0	267	0	117	1	118
17	1	292	0	293	0	113	1	114
20	3	260	0	263	0	130	3	133
25	4	276	0	280	0	136	4	140
22	6	327	0	333	0	201	5	206
22	4	388	0	392	0	260	9	269
20	1	375	0	376	0	244	8	252
13	2	332	0	334	0	225	5	230
12	3	307	0	310	0	202	2	204
13	4	288	0	292	0	195	3	198

EB				WB				
TOT	L	T	R	TOT	L	T	R	TOT
12	1	365	0	366	0	294	9	303
16	3	429	0	432	0	358	5	363
14	3	375	0	378	0	331	7	338
13	3	374	0	377	0	301	11	312
9	3	376	0	379	0	364	10	374
8	4	351	0	355	0	393	9	402
7	4	359	0	363	0	434	8	442
6	2	354	0	356	0	515	8	523
9	3	352	0	355	0	520	13	533
12	5	358	0	363	0	542	15	557
13	7	349	0	356	0	584	14	598

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.

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
TION OUR SHEETS.

TRAFFIC SIGNAL WARRANTS

CALC DATE: June 25, 2015

CHK DATE:

DISTRICT: HOLLYWOOD

Major St: RIVERSIDE DR. Critical Approach Speed: mph

Minor St: ELMGROVE ST./5 FWY. S/B OFF RAMP 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)	695	1081	1054	1385	1558	1842
Highest Approch	150	105	200	140						
Minor street	(120)	(84)	(160)	(112)	61	182	92	70	75	141

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	3-4	4-5	5-6
Both Approaches	750	525	900	630						
Major Street	(600)	(420)	(720)	(504)	695	1081	1054	1385	1558	1842
HighestApprch	75	53	100	70						
Minor Street	(60)	(42)	(80)	(56)	61	182	92	70	75	141

*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)	695	1081	1054	1385	1558	1842	
	Raised	1000	700							
Volume	4'median	(800)	(560)							
Peds on highest volume		150	105							
x-walk xing major st		(120)	(84)	5	5	9	3	3	1	

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		
	2110 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 5-6	3-4	8-9
Both Approaches, Major Street			1842	1385	1081
Highest Approaches, Minor Street	141	75	70	182	

*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 5-6
Both Approaches , Major Street			1842
Highest Approaches, Minor Street	141		

*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.

CALCULATIONS

MAX OF WARRANT PAIRS	1983		CH	CI	CJ	CK	CL	CM			
NEXT MAX	1633	TOTAL EACH CELL	756	1263	1146	1455	1633	1983			
NEXT MAX	1455										
NEXT MAX	1263		MAX		NEXT		NEXT				
			1983		756		756				
			1983		1263		1263				
			1983		1146		1146				
			1983		1455		0				
			1983		0		0				
			1633		0		0				