

Withdrawn

GENERAL ORDINANCE NO. 21, 2012

AN ORDINANCE AMENDING CHAPTER 8, ARTICLE 1, SECTION 8-10, STOP INTERSECTIONS – SCHEDULE A AND SECTION 8-11, MULTIWAY STOP INTERSECTIONS – SCHEDULE B OF THE TERRE HAUTE CITY CODE.

SECTION 1. Terre Haute City Code, Chapter 8, Article 1, Section 8-10, Stop Intersections – Schedule A, is hereby amended by deleting the following stop intersection designation:

Sec. 8-10 Stop Intersections – Schedule A.

	TRAFFIC ON	SHALL STOP FOR TRAFFIC ON	
1455	Elm St.	7 <sup>th</sup> St.	

SECTION 2. The Terre Haute City Code, Chapter 8, Article 1, Section 8-11, Multi-Way Stop Intersections – Schedule B., is hereby amended by inserting the following stop intersection designation:

Sec. 8-11 Multi-Way Stop Intersections – Schedule B.

	Streets	Designation
327	Elm St. & 7 <sup>th</sup> St.	(4-Way)

SECTION 3. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

WHEREAS, an emergency exists for the immediate taking effect of the Ordinance, the same shall be in full force and effect from and after its passage by the Common Council of Terre Haute, Indiana and its approval by the Mayor and publication as required by law.

Introduced by: \_\_\_\_\_ John Mullican, Councilman

Passed in open Council this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_, President

ATTEST: \_\_\_\_\_ Charles P. Hanley, City Clerk

Presented by me to the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_ Charles P. Hanley, City Clerk

Approved by me, the Mayor, this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_ Duke A. Bennett, Mayor

ATTEST: \_\_\_\_\_ Charles P. Hanley, City Clerk

## Multi-way Stop Study

Intersection of North 7<sup>th</sup> Street and Elm Street

A multi-way stop study was completed at the intersection of 7<sup>th</sup> Street and Elm Street (see Figure 1) to determine if this intersection would warrant a multi-way stop. The multi-way stop study includes a traffic count at each approach of the intersection, a pedestrian count, investigating the accident history of the intersection, and checking the sight prism on the intersection. The Manual on Uniform Traffic Control Devices (MUTCD), which was compiled by the Federal Highway Administration, sets the standards for traffic control devices, including stop intersections, nationwide.

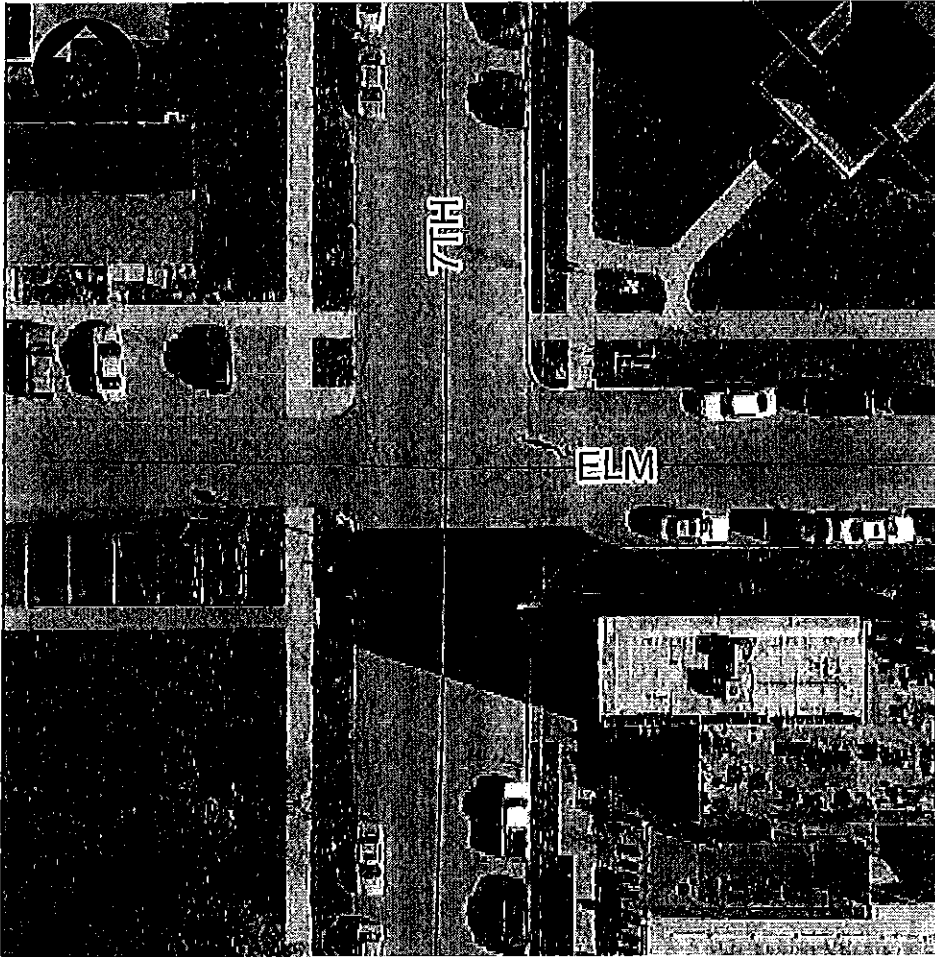


Figure 1: Intersection of N. 7<sup>th</sup> St. and Elm St.

The accident investigation includes obtaining accident reports, for the past three years, from the West Central Indiana Economic Development District and reviewing the accident reports to determine which, if any, could be corrected by changing this intersection to a multi-way stop intersection. In order to warrant a multi-way stop based on accident history by MUTCD standards an intersection must have five or more reported accidents susceptible to correction by a multi-way stop in a 12 month period. In the past 3 years there were 5 incidents that could have been corrected by a multi-way stop, but 5 did not occur within a 12 month period.

The traffic study consists of placing traffic counters on each approach of the intersection (see Figure 2) to obtain the volume of vehicles that pass through the intersection.

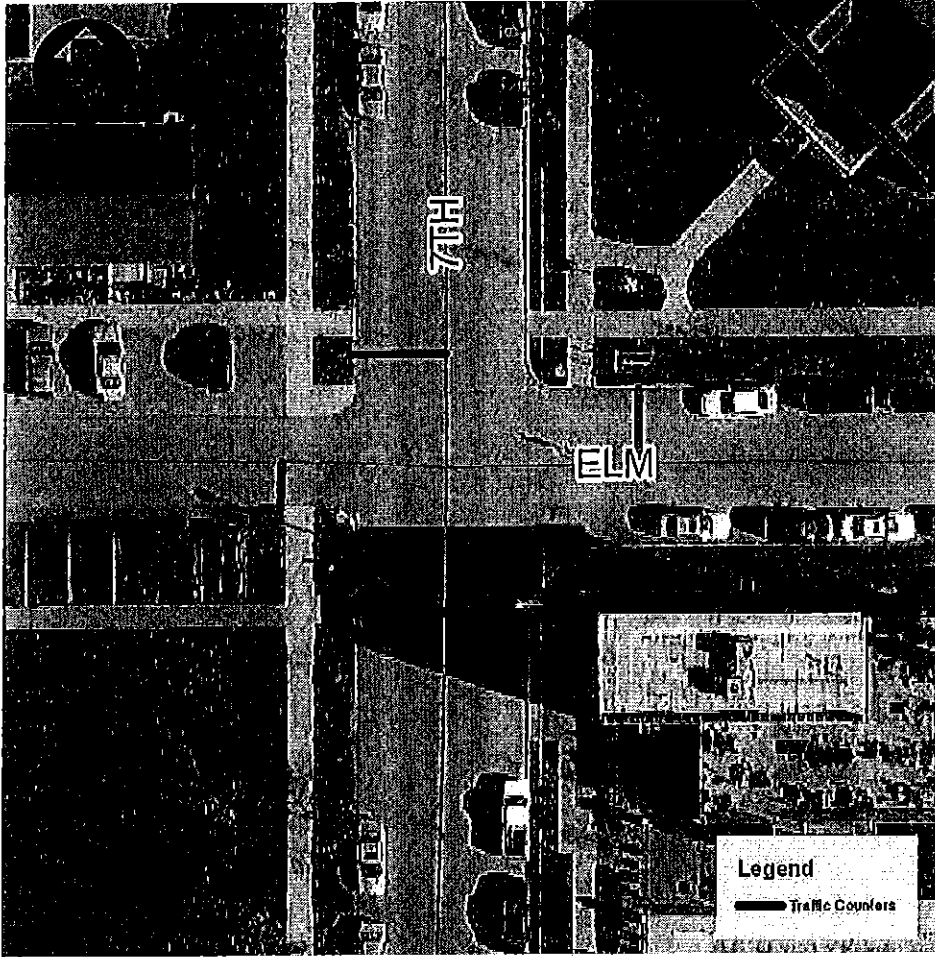


Figure 2: Traffic Counter Locations

In order to warrant a multi-way stop based on traffic volume by MUTCD standards the traffic volume of the major street must meet or exceed 300 vehicles per hour (both lanes) for any eight hour period, and the volume of the minor approach must meet or exceed 200 vehicles and pedestrians per hour (both lanes) for the same eight hour period. Traffic counters were placed at the intersection from August 30, 2012 to September 7, 2012 on Elm Street and from September 14, 2012 to September 20, 2012 on 7<sup>th</sup> Street. Pedestrian counts were conducted on warm sunny days (when pedestrians are most active) during the hours of 8:00-9:00 am, 12:00-1:00 pm, and 3:00-4:00 pm, which seem to cover the peak times that classes let out. While the average vehicular volumes were used for the warrant study, the maximum pedestrian volumes were used to account for the shorter study period. The maximum pedestrian volume on the Elm Street Approach was determined to be 84 pedestrians per hour by multiplying the maximum 15 minute volume by four, this is a conservative approach and resulted in using a pedestrian count that is nearly twice the number of pedestrians that were actually counted in an hour (See Figure 3).

Pedestrian Count		
Date/Time:	7th St.	Elm St.
8/24/2012		
8:15-8:30 am	12	2
8:30-8:45 am	19	1
8:45-9:00 am	13	5
9/11/2012		
12:00-12:15 pm	22	10
12:15-12:30 pm	20	9
12:30-12:45 pm	13	5
12:45-1:00 pm	4	3
9/13/2012		
3:00-3:15 pm	11	10
3:15-3:30 pm	23	21
3:30-3:45 pm	8	7
3:45-4:00 pm	5	8

Figure 3: Pedestrian Count Data

According to the traffic study completed by the engineering department the highest average hourly volume for 7<sup>th</sup> Street (major approach) was 260 vehicles per hour, which does not meet the required minimum of 300 vehicles per hour (See Figure 4). Highest hourly volume for Elm Street (minor approach) was 140 vehicles/pedestrians per hour, which also does not meet the required minimum of 200 vehicles/pedestrians per hour (See Figure 4). The pedestrian volume used for the Elm Street approach was 84 pedestrians per hour, and that volume was applied to each hour of the day as a conservative estimate based on the count volume. It should be noted that the pedestrian count

7th Street			
Time:	NB:	SB:	Total:
0:00	31	22	53
1:00	22	17	39
2:00	17	14	31
3:00	14	8	22
4:00	6	3	9
5:00	13	10	23
6:00	23	23	46
7:00	44	102	146
8:00	58	105	163
9:00	77	96	173
10:00	99	89	188
11:00	113	104	217
12:00	122	132	254
13:00	133	127	260
14:00	120	114	234
15:00	120	132	252
16:00	131	123	254
17:00	111	123	234
18:00	101	93	194
19:00	84	66	150
20:00	98	51	149
21:00	87	52	139
22:00	73	39	112
23:00	50	34	84
	Indicates traffic volume meets warrant		
	Indicates traffic volume does not meet warrant		
*Major approach: 300 vehicles per hour required for 8 hours to meet warrant			

Elm Street				
Time:	WB:	EB:	Ped:	Total:
0:00	14	14	84	112
1:00	10	9	84	103
2:00	5	6	84	95
3:00	5	5	84	94
4:00	3	2	84	89
5:00	3	3	84	90
6:00	4	2	84	90
7:00	8	9	84	101
8:00	9	9	84	102
9:00	18	14	84	116
10:00	19	17	84	120
11:00	23	19	84	126
12:00	29	27	84	140
13:00	29	26	84	139
14:00	32	20	84	136
15:00	29	24	84	137
16:00	27	27	84	138
17:00	24	25	84	133
18:00	22	25	84	131
19:00	24	19	84	127
20:00	23	27	84	134
21:00	23	26	84	133
22:00	22	19	84	125
23:00	18	19	84	121
	Indicates traffic volume meets warrant			
	Indicates traffic volume does not meet warrant			
*200 vehicles and pedestrians per hour required for same 8 hours that the major approach exceeds 300 vehicles per hour to meet warrant.				

Figure 4: Traffic Count Data

The sight prism, which is an imaginary envelope that extends a certain distance in each direction, the inside of the sight prism should be free from obstructions so that motorist approaching the intersection can see potentially conflicting traffic. The sight prism defined in the *City Code* extends 110 feet along each leg of the intersection and is depicted in yellow in Figure 5. The sight prism defined by the *City Code* does have obstructions, but as cars are required to stop at the stop sign on Elm Street per existing conditions, the legs of the sight prism can be shortened to where the driver will be stopped looking for conflicting traffic. In addition to modifying the length of the sight prism on Elm Street, Figure 5 also depicts lengthening the sight prism on the 7<sup>th</sup> Street approaches to 200 feet, which is the stopping sight distance as defined by the American Association of State Highway and Transportation Officials (AASHTO). This distance would give motorists travelling on 7<sup>th</sup> Street adequate time to stop if a vehicle entered the intersection at Elm Street. The modified sight prism is depicted in red and is free of permanent obstructions.

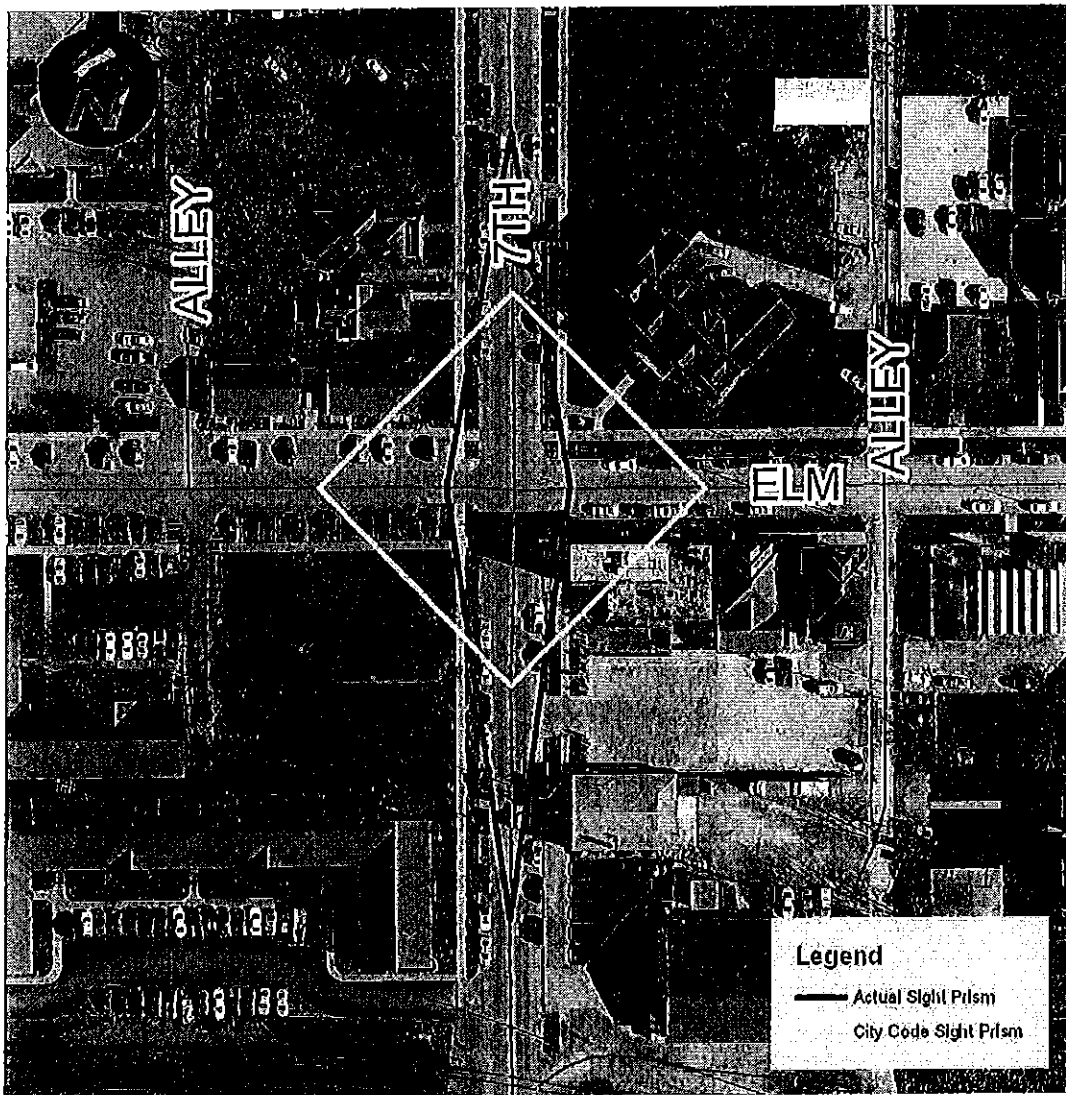


Figure 5: Intersection Sight Prism

The intersection of 7<sup>th</sup> Street and Elm Street does not warrant a multi-way stop according to MUTCD standards on accident history, vehicle volume, or sight distance. Although some unwarranted multi-way stops do exist throughout Terre Haute, the Terre Haute City Engineers Office would not recommend installing a multi-way stop at this intersection. Unwarranted multi-way stops do not reduce speed on a roadway and they also encourage drivers to disregard the stop sign, which could create a hazardous situation for traffic or pedestrians expecting them to stop.

It was noted during the traffic study that the parking around the intersection does not meet the requirements of the *City Code*. As an alternative to installing a multi-way stop at this intersection, the Department of Engineering recommends installing crosswalk striping at the intersection and designating a no parking zone within 20 feet of the crosswalks, as required by the *City Code*. The no parking zones will make pedestrians more visible to motorists and allow motorists on Elm Street to better see traffic on 7<sup>th</sup> Street.

# Basic Volume Report: ELM EB

Station ID : ELM EB

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : ELM EB.DB

Last Connected Device Type : Apollo

Version Number : 1.41

Serial Number : 87725

Number of Lanes : 1

Posted Speed Limit :

## Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

## Lane #1 Basic Volume Data From: 15:00 - 08/30/2012 To: 07:59 - 09/07/2012

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
083012	T																45	34	27	22	30	26	22	28	26	260
083112	F	16	13	4	3	3	1	2	10	12	23	22	32	23	42	27	47	23	22	18	21	14	8	28	25	436
Month Total:		16	13	4	3	3	1	2	10	12	23	22	32	23	42	27	92	57	49	40	51	40	30	54	51	698
Percent:		2%	2%	1%	0%	0%	0%	0%	1%	2%	3%	3%	6%	3%	6%	4%	13%	8%	7%	6%	7%	6%	4%	8%	7%	
ADT:		16	13	4	3	3	1	2	10	12	23	22	32	23	42	27	46	29	26	20	26	20	15	27	26	486

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent
DW Totals :	0	0	0	0	260	436	0	Weekday (Mon-Fri) :	696 100%
# Days :	0.0	0.0	0.0	0.0	0.4	1.0	0.0	ADT :	506
ADT :	0	0	0	0	693	436	0	Weekend (Sat-Sun) :	0 0%
Percent :	0%	0%	0%	0%	37%	63%	0%	ADT :	0

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090112	S	21	16	14	6	7	1	1	3	7	9	10	16	16	14	10	9	12	9	7	12	18	10	11	18	256
090212	S	16	9	6	8	1	1	1	3	1	6	3	15	13	11	12	12	14	16	15	14	22	21	21	20	260
090312	M	24	7	10	10	1	1	0	4	2	5	11	14	18	24	16	22	14	22	21	19	24	22	16	14	319
090412	T	9	3	4	3	2	3	6	11	11	10	27	23	32	33	31	38	36	30	19	18	34	31	14	13	449
090512	W	11	8	2	1	1	0	2	14	19	19	32	27	38	34	32	29	40	34	39	29	31	33	25	22	522
090812	T	10	8	0	2	4	8	3	17	15	24	21	18	47	37	21	36	43	36	48	22	33	41	29	25	546
090712	F	11	12	6	4	0	6	4	8																	50
Month Total:		101	62	42	34	16	19	18	60	55	82	104	113	162	163	122	146	169	147	147	114	162	168	116	112	2402
Percent:		4%	3%	2%	1%	1%	1%	1%	2%	2%	3%	4%	5%	7%	6%	5%	6%	7%	6%	6%	5%	7%	7%	6%	6%	
ADT:		14	9	6	6	2	3	2	9	9	14	17	19	27	26	20	24	27	25	25	19	27	26	19	19	393

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals:	260	319	449	522	546	50	256	Weekday (Mon-Fri):	1886	79%
# Days:	1.0	1.0	1.0	1.0	1.0	0.3	1.0	ADT:	435	
ADT:	260	319	449	522	546	150	256	Weekend (Sat-Sun):	516	21%
Percent:	11%	13%	19%	22%	23%	2%	11%	ADT:	258	



8

# Basic Volume Summary: ELM EB

Grand Total For Data From: 15:00 - 08/30/2012 To: 07:59 - 09/07/2012

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	116	76	48	37	19	20	18	70	67	105	126	145	185	195	149	238	216	196	187	165	202	188	170	163	3098
TOTAL	116	76	46	37	10	20	18	70	67	105	126	145	185	195	149	238	216	198	187	165	202	188	170	163	3098

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	4%	2%	1%	1%	1%	1%	1%	2%	2%	3%	4%	5%	6%	6%	5%	8%	7%	6%	6%	5%	7%	6%	5%	5%
TOTAL	4%	2%	1%	1%	1%	1%	1%	2%	2%	3%	4%	5%	6%	6%	5%	8%	7%	6%	6%	5%	7%	6%	5%	5%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	15	9	6	5	2	3	2	9	10	15	18	21	26	28	21	30	27	25	23	21	25	24	21	20	400
TOTAL	15	9	6	5	2	3	2	9	10	15	18	21	26	28	21	30	27	25	23	21	25	24	21	20	400

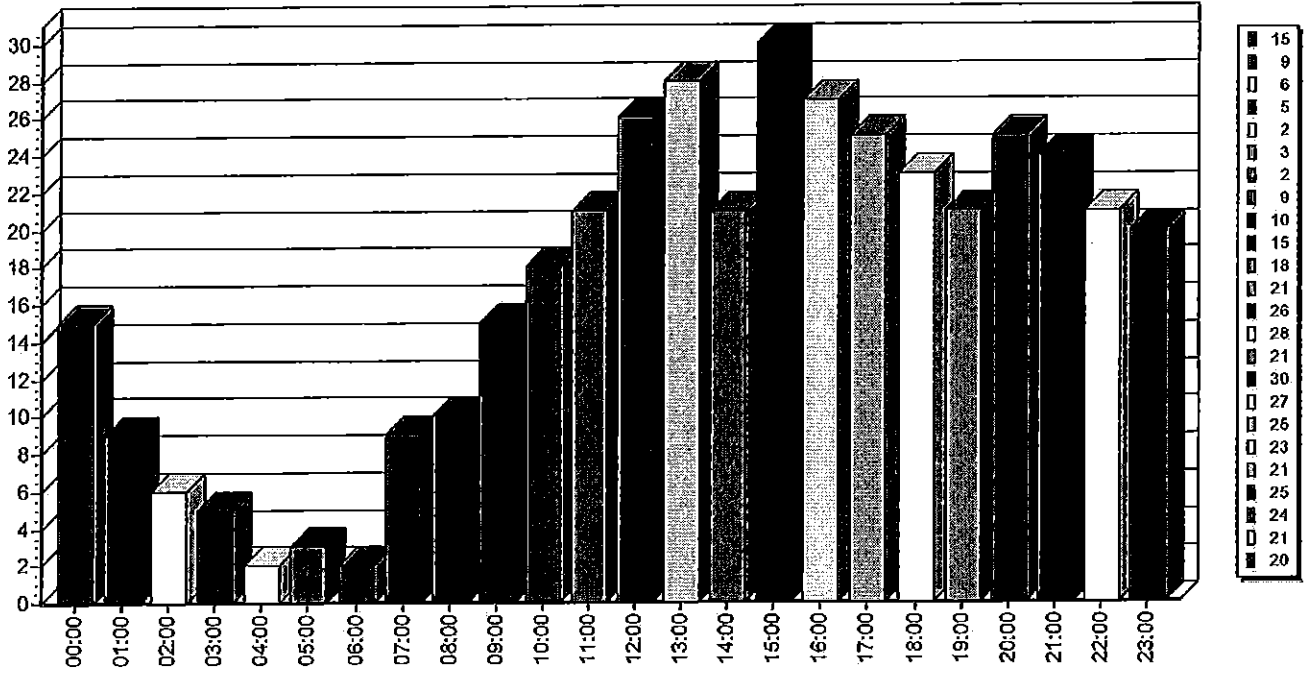
### LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat			
DW Totals :	260	319	449	522	806	486	256	Weekday (Mon-Fri) :	2582	83%
# Days :	1.0	1.0	1.0	1.0	1.4	1.3	1.0	ADT :	452	
ADT :	260	319	449	522	586	365	256	Weekend (Sat-Sun) :	516	17%
Percent :	8%	10%	14%	17%	26%	16%	8%	ADT :	258	

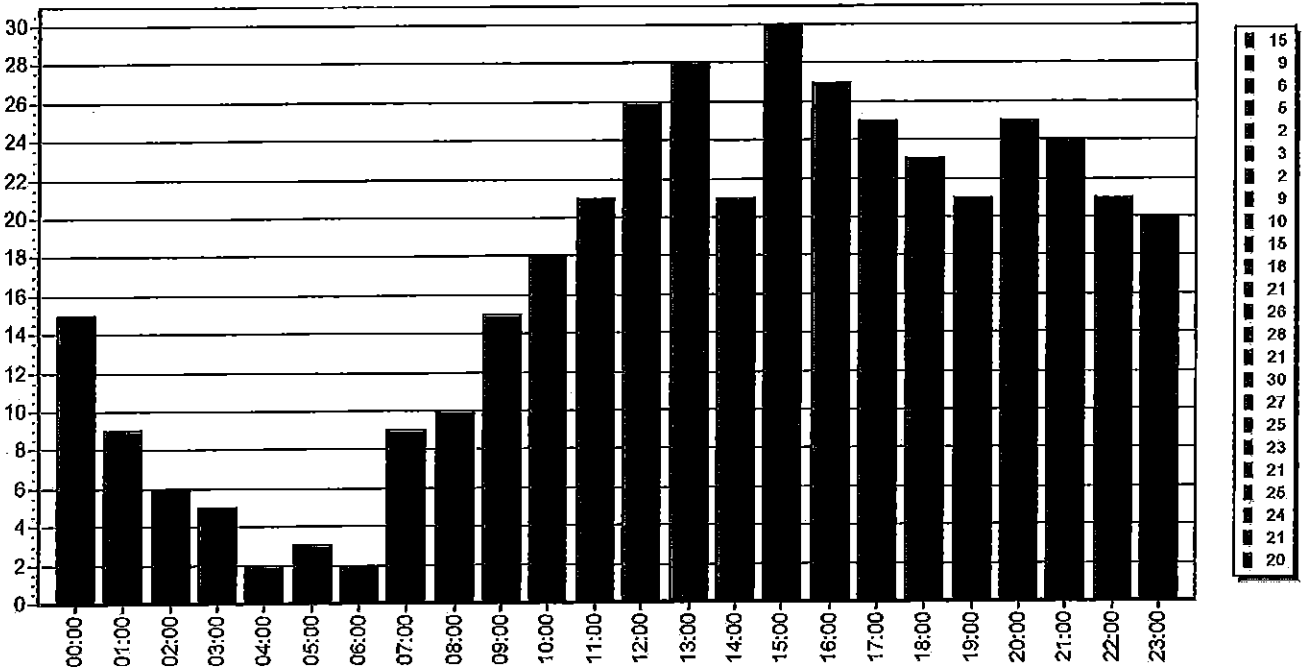
### ALL LANES

	Sun	Mon	Tue	Wed	Thu	Fri	Sat			
DW Totals :	260	319	449	522	806	486	256	Weekday (Mon-Fri) :	2582	83%
# Days :	1.0	1.0	1.0	1.0	1.4	1.3	1.0	ADT :	452	
ADT :	260	319	449	522	586	365	256	Weekend (Sat-Sun) :	516	17%
Percent :	8%	10%	14%	17%	26%	16%	8%	ADT :	258	

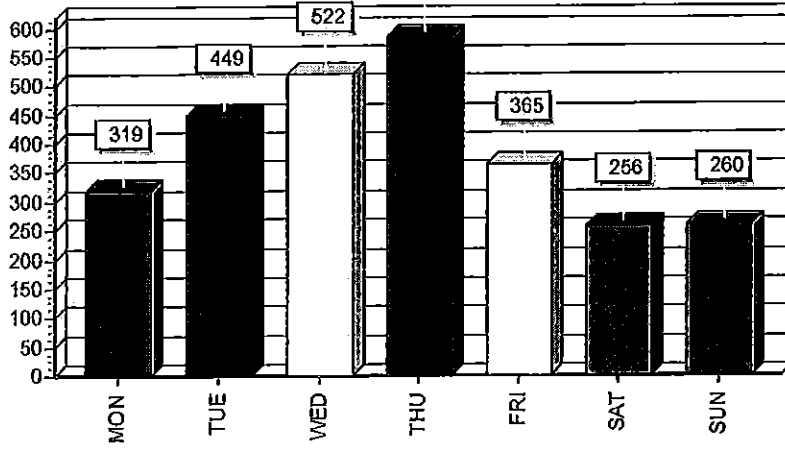
ADT Volume vs. Time (all lanes combined)



ADT Volume vs. Time (lane comparison)

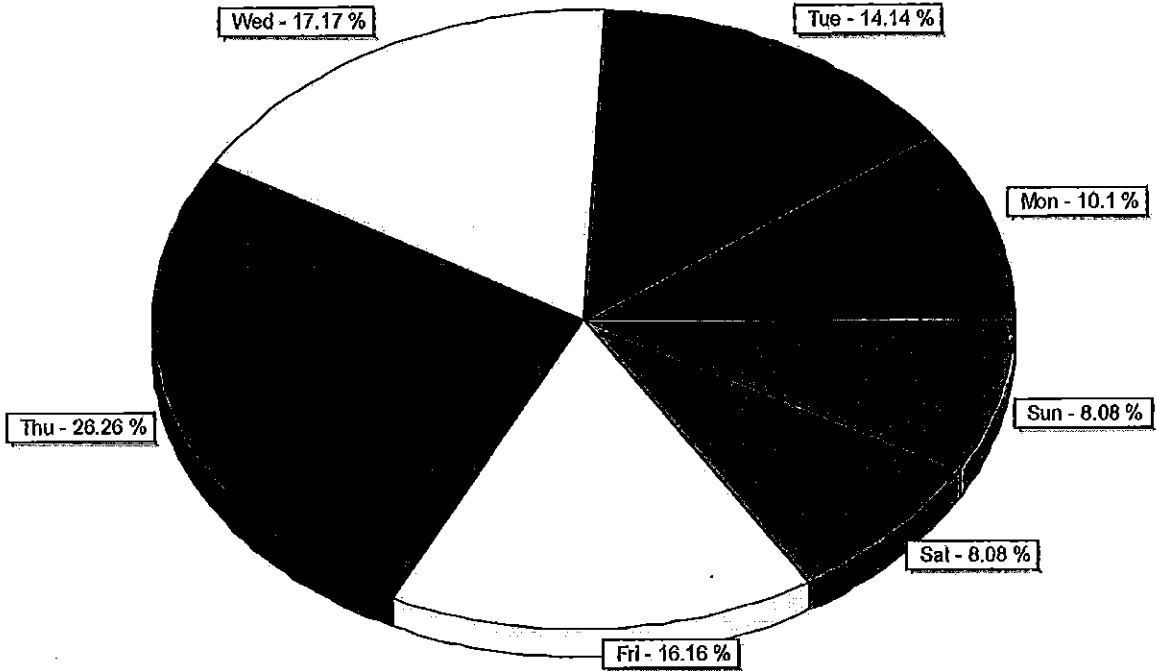


ADT By Day of **586**k (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	319	319	1.0
Tue	449	449	1.0
Wed	522	522	1.0
Thu	586	806	1.4
Fri	365	486	1.3
Sat	256	256	1.0
Sun	260	260	1.0

Percent of Totals by Day of Week



# Basic Volume Report: ELM WB

**Station ID : ELM WB**  
 Info Line 1 :  
 Info Line 2 :  
 GPS Lat/Lon :  
 DB File : ELM WB.DB

Last Connected Device Type : Apollo  
 Version Number : 1.41  
 Serial Number : 87727  
 Number of Lanes : 1  
 Posted Speed Limit :

## Lane #1 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Normal	Axle	Yes	

## Lane #1 Basic Volume Data From: 15:00 - 08/30/2012 To: 07:59 - 09/07/2012

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
083012	T																65	44	35	31	46	40	36	19	25	341
083112	F	9	13	4	3	1	3	3	24	17	31	40	29	29	61	34	41	31	19	42	31	24	31	27	24	661
Month Total:		9	13	4	3	1	3	3	24	17	31	40	29	29	61	34	106	76	54	73	77	64	67	46	49	902
Percent:		1%	1%	0%	0%	0%	0%	0%	3%	2%	3%	4%	3%	3%	6%	4%	12%	8%	6%	8%	9%	7%	7%	5%	6%	
ADT:		9	13	4	3	1	3	3	24	17	31	40	29	29	61	34	53	38	27	37	39	32	34	23	25	609

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals:	0	0	0	0	341	561	0	Weekday (Mon-Fri):	902	100%
# Days:	0.0	0.0	0.0	0.0	0.4	1.0	0.0	ADT:	656	
ADT:	0	0	0	0	909	561	0	Weekend (Sat-Sun):	0	0%
Percent:	0%	0%	0%	0%	38%	62%	0%	ADT:	0	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090112	S	20	25	7	19	6	2	1	2	5	14	12	11	13	19	17	13	6	9	10	21	13	13	21	13	291
090212	S	7	11	8	3	2	1	2	4	4	6	6	21	21	13	24	16	18	9	22	23	31	23	20	26	321
090312	M	13	12	8	5	3	1	5	3	5	11	11	15	28	18	26	24	26	26	13	15	16	14	16	12	324
090412	T	9	6	3	0	4	2	5	13	7	27	27	29	26	44	39	30	40	31	23	30	31	28	22	15	491
090512	W	14	5	1	0	2	1	6	11	14	25	30	38	36	45	43	40	30	38	23	22	25	24	24	18	515
090612	T	13	7	0	1	4	9	5	12	18	26	25	22	51	35	42	50	41	29	41	33	25	33	31	28	679
090712	F	25	6	5	9	2	2	4	8																	61
Month Total :		101	72	32	37	23	18	28	63	63	109	111	136	176	174	191	173	169	142	132	144	140	136	134	110	2582
Percent :		4%	3%	1%	1%	1%	1%	2%	2%	4%	4%	5%	7%	7%	7%	7%	7%	6%	6%	5%	6%	5%	5%	6%	4%	
ADT :		14	10	6	5	3	3	4	8	9	18	19	23	29	29	32	29	27	24	22	24	23	23	22	18	423

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	321	324	491	515	579	61	291	Weekday (Mon-Fri) :	1970	76%
# Days :	1.0	1.0	1.0	1.0	1.0	0.3	1.0	ADT :	455	
ADT :	321	324	491	515	579	183	291	Weekend (Sat-Sun)	612	24%
Percent :	12%	13%	19%	20%	22%	2%	11%	ADT :	306	



# Basic Volume Summary: ELM WB

Grand Total For Data From: 15:00 - 08/30/2012 To: 07:59 - 09/07/2012

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	110	85	38	40	24	21	31	77	70	140	151	185	204	225	225	279	234	196	205	221	204	202	180	159	3484
TOTAL	110	85	38	40	24	21	31	77	70	140	151	185	204	225	225	279	234	196	205	221	204	202	180	159	3484

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	3%	2%	1%	1%	1%	1%	1%	2%	2%	4%	4%	5%	6%	6%	6%	8%	7%	6%	6%	6%	6%	6%	5%	5%
TOTAL	3%	2%	1%	1%	1%	1%	1%	2%	2%	4%	4%	6%	6%	6%	6%	8%	7%	6%	6%	6%	6%	6%	5%	5%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	14	11	6	5	3	3	4	10	10	20	22	24	29	32	32	35	29	25	28	28	26	25	23	20	461
TOTAL	14	11	6	5	3	3	4	10	10	20	22	24	29	32	32	35	29	25	26	28	26	25	23	20	461

### LANE #1

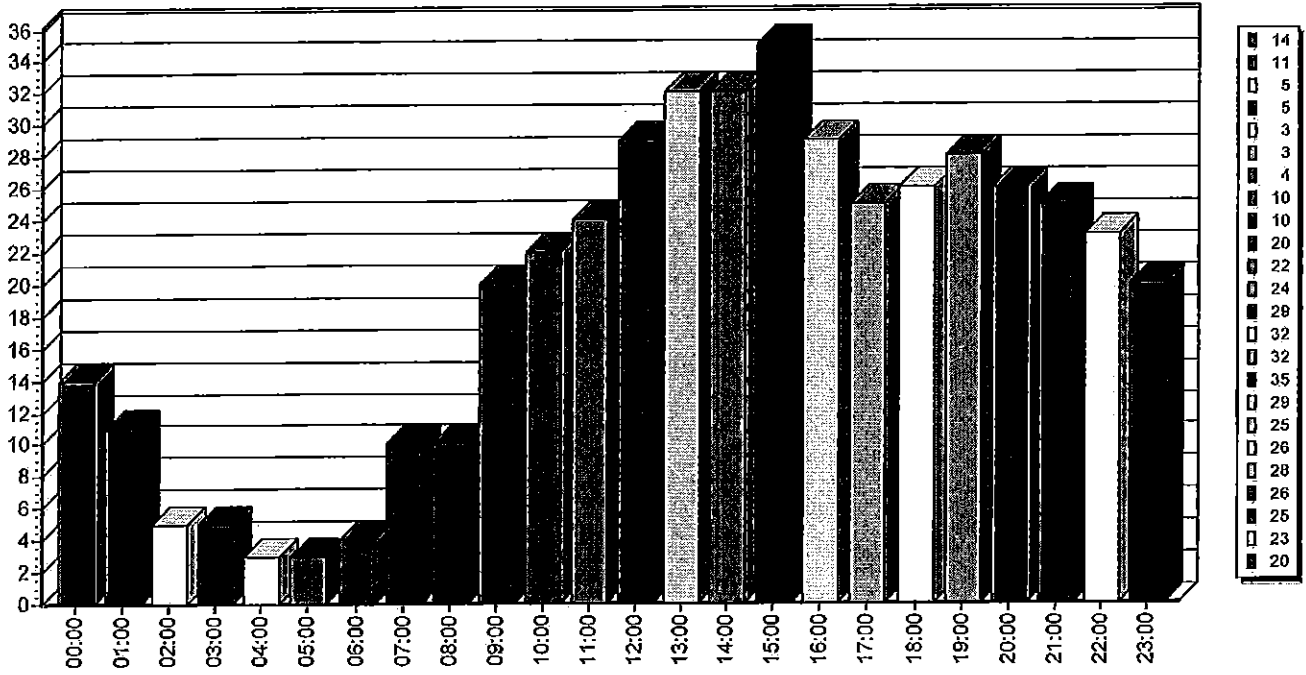
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	321	324	491	515	920	622	291	Weekday (Mon-Fri) :	2872	82%
# Days :	1.0	1.0	1.0	1.0	1.4	1.3	1.0	ADT :	503	
ADT :	321	324	491	515	669	467	291	Weekend (Sat-Sun) :	612	18%
Percent :	9%	9%	14%	15%	26%	18%	8%	ADT :	306	

### ALL LANES

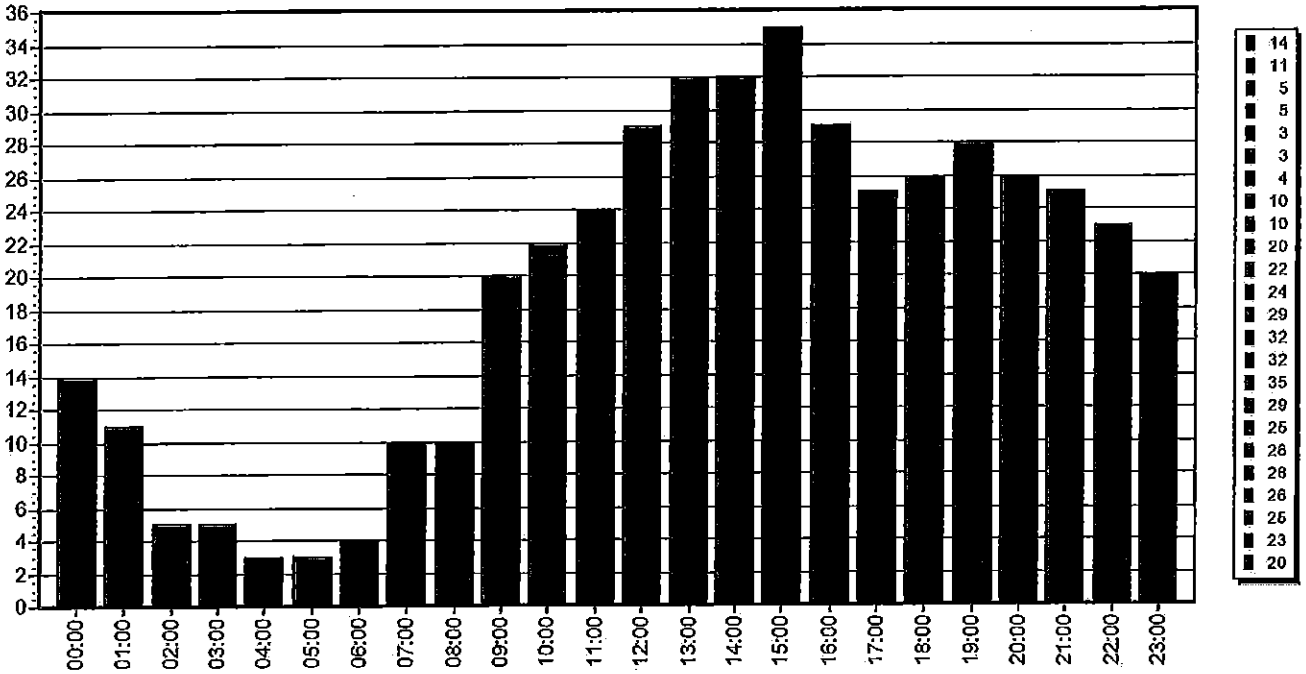
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	321	324	491	515	920	622	291	Weekday (Mon-Fri) :	2872	82%
# Days :	1.0	1.0	1.0	1.0	1.4	1.3	1.0	ADT :	503	
ADT :	321	324	491	515	669	467	291	Weekend (Sat-Sun) :	612	18%
Percent :	9%	9%	14%	15%	26%	18%	8%	ADT :	306	



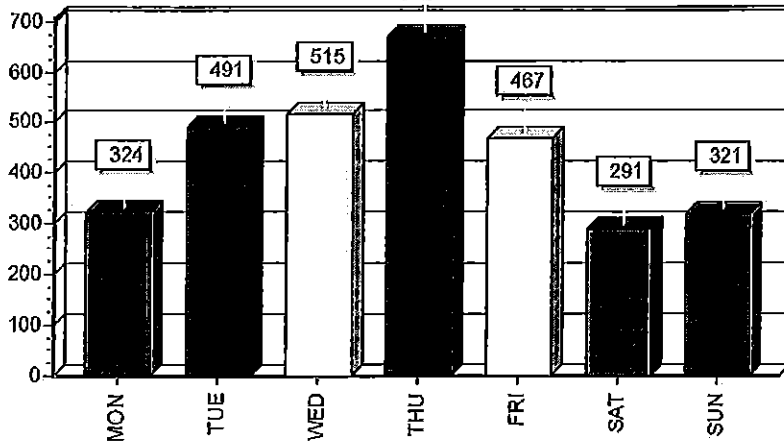
ADT Volume vs. Time (all lanes combined)



ADT Volume vs. Time (lane comparison)

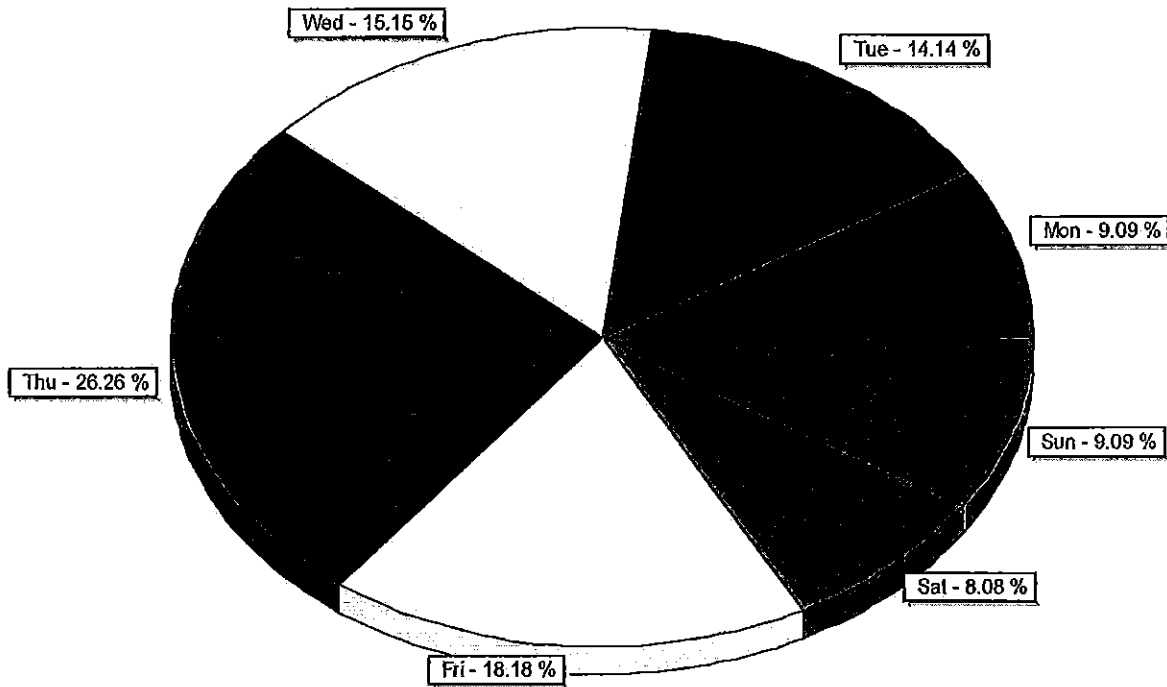


ADT By Day of 669k (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	324	324	1.0
Tue	491	491	1.0
Wed	515	515	1.0
Thu	669	920	1.4
Fri	467	622	1.3
Sat	291	291	1.0
Sun	321	321	1.0

Percent of Totals by Day of Week



# Basic Volume Report: 7TH NB

Station ID : 7TH NB

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : 7TH NB.DB

Last Connected Device Type : Apollo

Version Number : 1.41

Serial Number : 87727

Number of Lanes : 1

Posted Speed Limit :

## Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

## Lane #1 Basic Volume Data From: 15:00 - 09/14/2012 To: 14:59 - 09/20/2012

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
091412	F																85	96	90	73	59	94	90	85	83	765
091512	S	61	42	21	30	4	7	9	8	14	30	39	62	41	53	45	43	35	47	59	61	74	76	68	42	951
091612	S	40	30	41	16	10	8	6	16	19	23	59	68	71	80	64	58	86	75	80	73	73	66	53	26	1129
091712	M	17	14	12	9	6	11	26	51	84	99	127	135	137	167	201	188	181	137	140	98	85	113	78	39	2144
091812	T	31	7	11	13	5	17	27	83	80	105	124	141	162	168	158	176	216	169	118	109	140	91	68	42	2228
091912	W	28	24	6	3	5	18	34	87	74	104	121	137	162	188	147	170	174	168	136	111	120	88	85	85	2195
092012	T	20	16	12	11	7	19	30	60	79	102	121	146	170	173	108										1080
Month Total :		187	133	103	81	37	80	137	264	350	463	591	679	733	799	721	720	787	668	606	501	566	524	436	297	10480
Percent :		2%	1%	1%	1%	0%	1%	1%	3%	3%	4%	6%	6%	7%	8%	7%	7%	8%	0%	6%	5%	6%	5%	4%	3%	
ADT :		31	22	17	14	6	13	23	44	58	77	99	113	122	133	120	120	131	111	101	84	98	87	73	60	1747

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	1129	2144	2226	2195	1080	755	951	Weekday (Mon-Fri) :	8400	80%
# Days :	1.0	1.0	1.0	1.0	0.6	0.4	1.0	ADT :	2100	
ADT :	1129	2144	2226	2195	1728	2013	951	Weekend (Sat-Sun) :	2080	20%
Percent :	11%	20%	21%	21%	10%	7%	9%	ADT :	1040	



# Basic Volume Summary: 7TH NB

Grand Total For Data From: 15:00 - 09/14/2012 To: 14:59 - 09/20/2012

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	187	133	103	81	37	80	137	264	350	463	591	679	733	799	721	720	787	666	606	501	586	524	435	297	10480
TOTAL	187	133	103	81	37	80	137	264	350	463	591	679	733	799	721	720	787	666	606	501	586	524	435	297	10480

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	2%	1%	1%	1%	0%	1%	1%	3%	3%	4%	6%	6%	7%	8%	7%	7%	6%	6%	6%	6%	6%	5%	4%	3%
TOTAL	2%	1%	1%	1%	0%	1%	1%	3%	3%	4%	6%	6%	7%	8%	7%	7%	6%	6%	6%	6%	6%	5%	4%	3%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	31	22	17	14	6	13	23	44	58	77	99	113	122	133	120	120	131	111	101	84	98	87	73	50	1747
TOTAL	31	22	17	14	6	13	23	44	58	77	99	113	122	133	120	120	131	111	101	84	98	87	73	50	1747

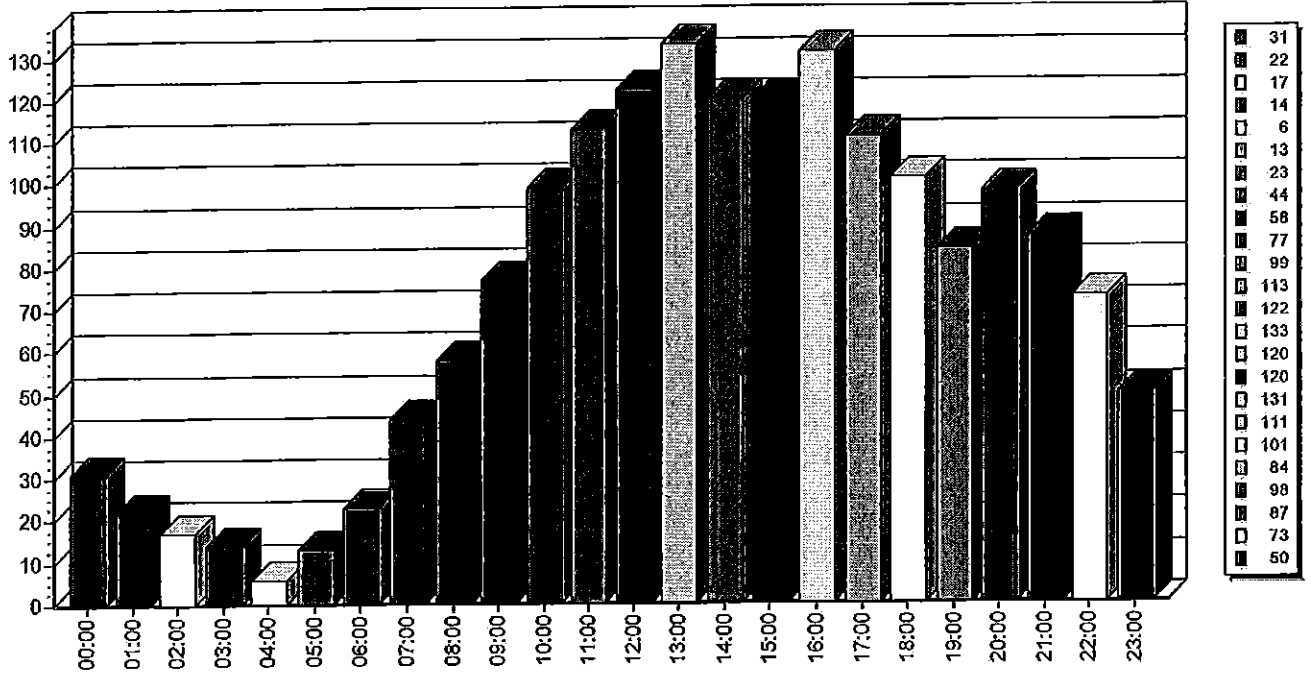
### LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	1129	2144	2226	2195	1080	755	951	Weekday (Mon-Fri) :	8400	80%
# Days :	1.0	1.0	1.0	1.0	0.6	0.4	1.0	ADT :	2100	
ADT :	1129	2144	2226	2195	1728	2013	951	Weekend (Sat-Sun) :	2080	20%
Percent :	11%	20%	21%	21%	10%	7%	9%	ADT :	1040	

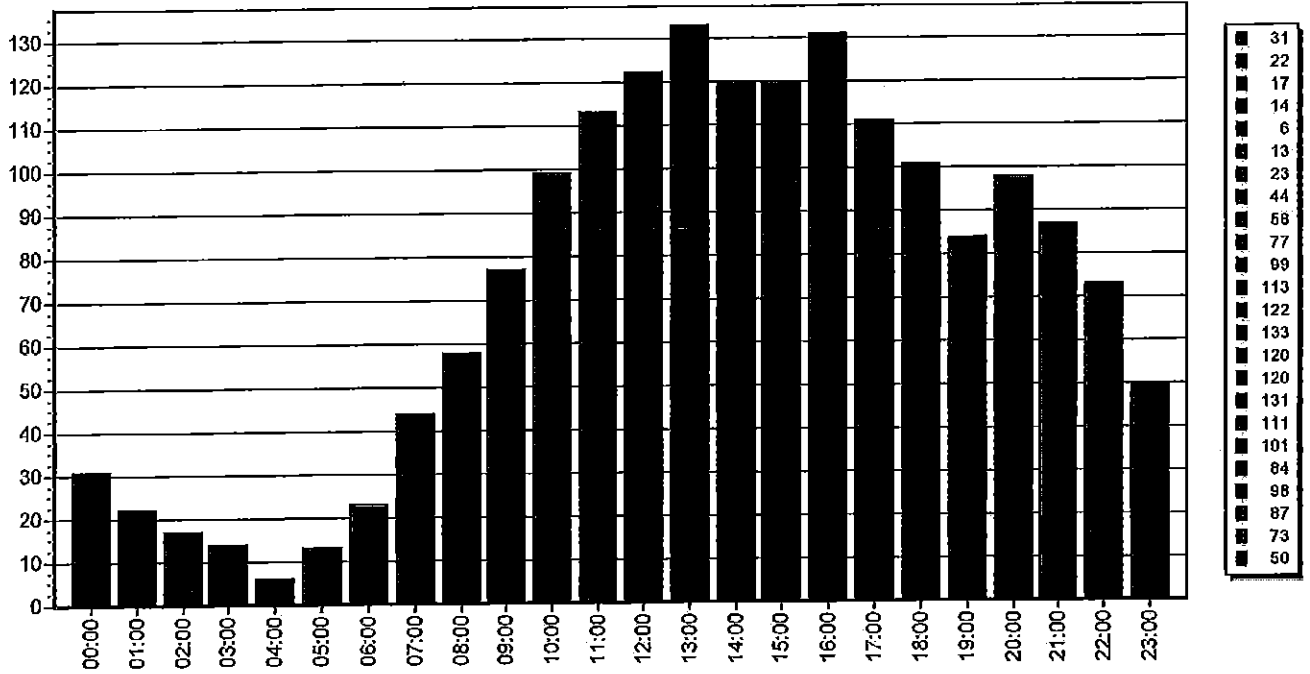
### ALL LANES

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	1129	2144	2226	2195	1080	755	951	Weekday (Mon-Fri) :	8400	80%
# Days :	1.0	1.0	1.0	1.0	0.6	0.4	1.0	ADT :	2100	
ADT :	1129	2144	2226	2195	1728	2013	951	Weekend (Sat-Sun) :	2080	20%
Percent :	11%	20%	21%	21%	10%	7%	9%	ADT :	1040	

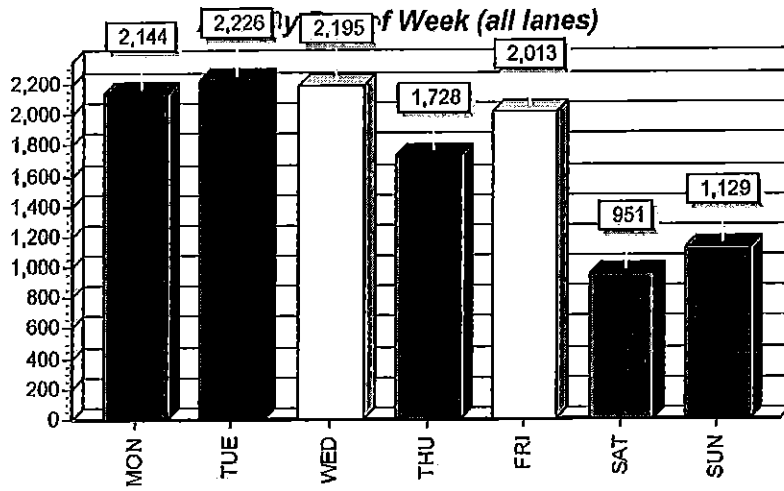
ADT Volume vs. Time (all lanes combined)



ADT Volume vs. Time (lane comparison)

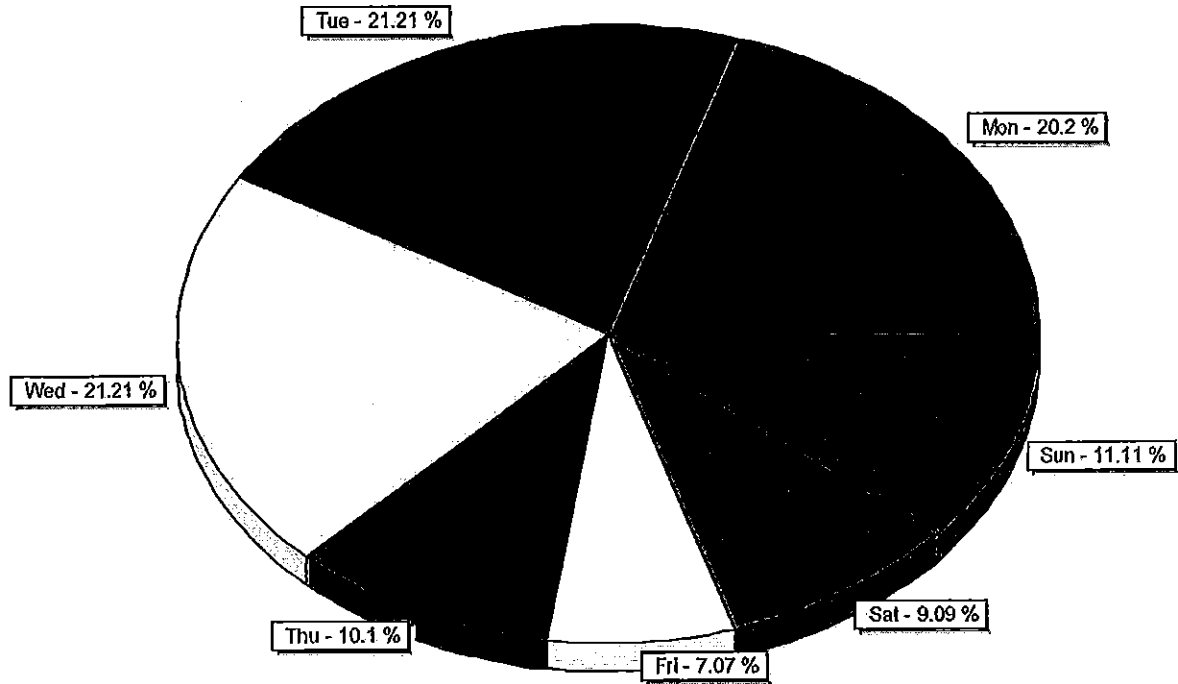


7TH NB Charts For Data From: 15:00 - 09/14/2012 To: 14:59 - 09/20/2012



DAY	ADT	TOTAL	# DAYS
Mon	2144	2144	1.0
Tue	2226	2226	1.0
Wed	2195	2195	1.0
Thu	1728	1080	0.6
Fri	2013	755	0.4
Sat	951	951	1.0
Sun	1129	1129	1.0

Percent of Totals by Day of Week



# Basic Volume Report: 7TH SB

Station ID : 7TH SB

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : 7TH SB.DB

Last Connected Device Type : Apollo

Version Number : 1.41

Serial Number : 87725

Number of Lanes : 1

Posted Speed Limit :

## Lane #1 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Normal	Axle	Yes	

## Lane #1 Basic Volume Data From: 15:00 - 09/14/2012 To: 13:59 - 09/20/2012

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
091412	F																143	115	134	34	0	0	56	45	42	569
091512	S	34	35	17	12	4	7	18	28	36	58	62	102	77	74	70	71	69	120	86	73	57	59	34	46	1258
091612	S	28	30	29	12	6	1	8	13	20	41	38	39	78	66	61	70	69	52	61	58	46	40	38	28	930
091712	M	12	12	4	7	2	8	30	120	166	137	150	135	149	138	157	164	181	132	110	70	65	62	37	30	2107
091812	T	18	8	13	6	2	17	29	145	123	66	0	0	167	170	145	189	137	154	135	89	70	49	41	33	1806
091912	W	21	7	9	7	2	14	26	139	147	145	123	160	135	145	128	153	164	144	131	107	67	47	42	24	2086
092012	T	19	12	11	5	3	14	25	155	117	128	169	186	185	169											1188
Month Total:		132	104	83	49	19	61	135	609	629	575	532	622	791	762	670	790	735	736	567	397	305	313	235	203	9944
Percent:		1%	1%	1%	0%	0%	1%	1%	6%	6%	6%	6%	6%	8%	8%	6%	8%	7%	7%	6%	4%	3%	3%	2%	2%	
ADT:		22	17	14	8	3	10	23	102	105	96	89	104	132	127	114	132	123	123	93	66	51	52	39	34	1679

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	930	2107	1806	2086	1188	569	1258	Weekday (Mon-Fri) :	7756	78%
# Days :	1.0	1.0	1.0	1.0	0.6	0.4	1.0	ADT :	1959	
ADT :	930	2107	1806	2086	2037	1517	1258	Weekend (Sat-Sun) :	2188	22%
Percent :	9%	21%	18%	21%	12%	6%	13%	ADT :	1094	





# Basic Volume Summary: 7TH SB

Grand Total For Data From: 15:00 - 09/14/2012 To: 13:59 - 09/20/2012

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	132	104	83	49	19	61	135	609	629	575	532	622	791	782	670	790	735	736	557	307	305	313	235	203	9944
TOTAL	132	104	83	49	19	61	135	609	629	575	532	622	791	782	670	790	735	736	557	397	305	313	235	203	9944

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	1%	1%	0%	0%	1%	1%	0%	6%	6%	5%	6%	8%	8%	6%	8%	7%	7%	6%	4%	3%	3%	2%	2%
TOTAL	1%	1%	1%	0%	0%	1%	1%	6%	6%	6%	5%	6%	8%	0%	6%	8%	7%	7%	6%	4%	3%	3%	2%	2%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	22	17	14	8	3	10	23	102	105	96	89	104	132	127	114	132	123	123	93	66	51	52	39	34	1679
TOTAL	22	17	14	8	3	10	23	102	105	96	89	104	132	127	114	132	123	123	93	66	51	52	39	34	1679

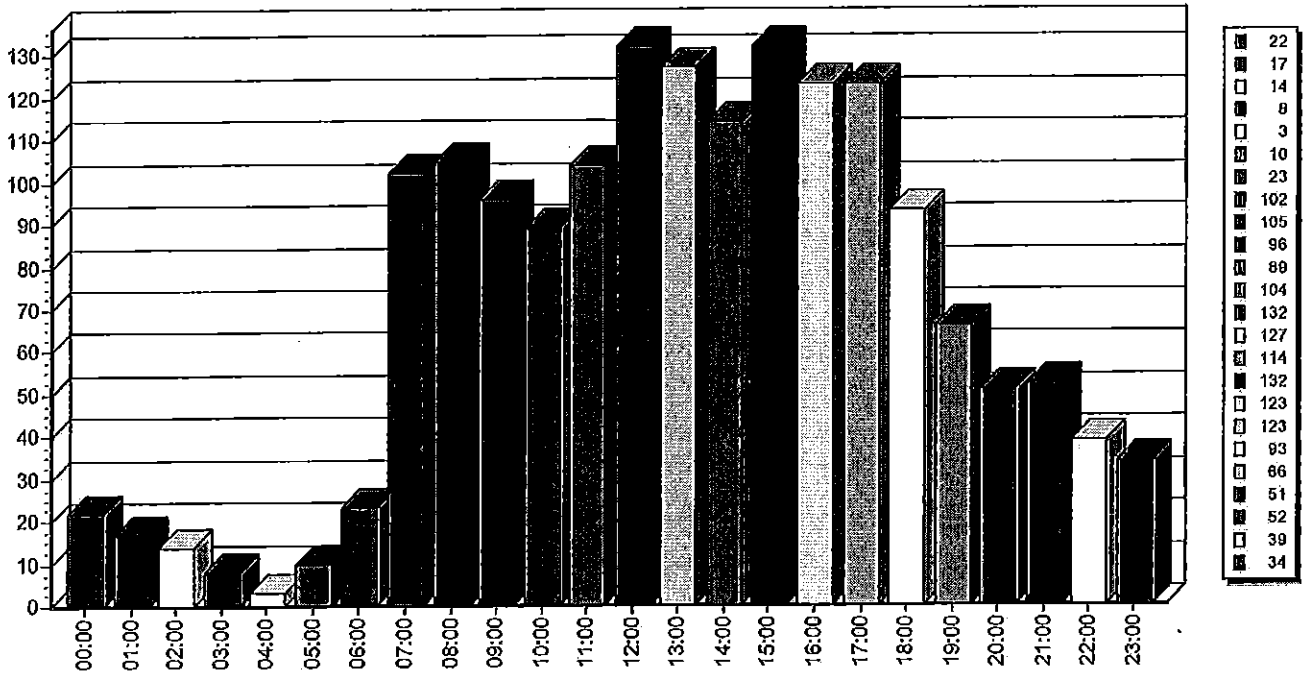
### LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	930	2107	1806	2086	1188	569	1258	Weekday (Mon-Fri) :	7756	78%
# Days :	1.0	1.0	1.0	1.0	0.6	0.4	1.0	ADT :	1959	
ADT :	930	2107	1806	2086	2037	1517	1258	Weekend (Sat-Sun) :	2188	22%
Percent :	9%	21%	18%	21%	12%	6%	13%	ADT :	1094	

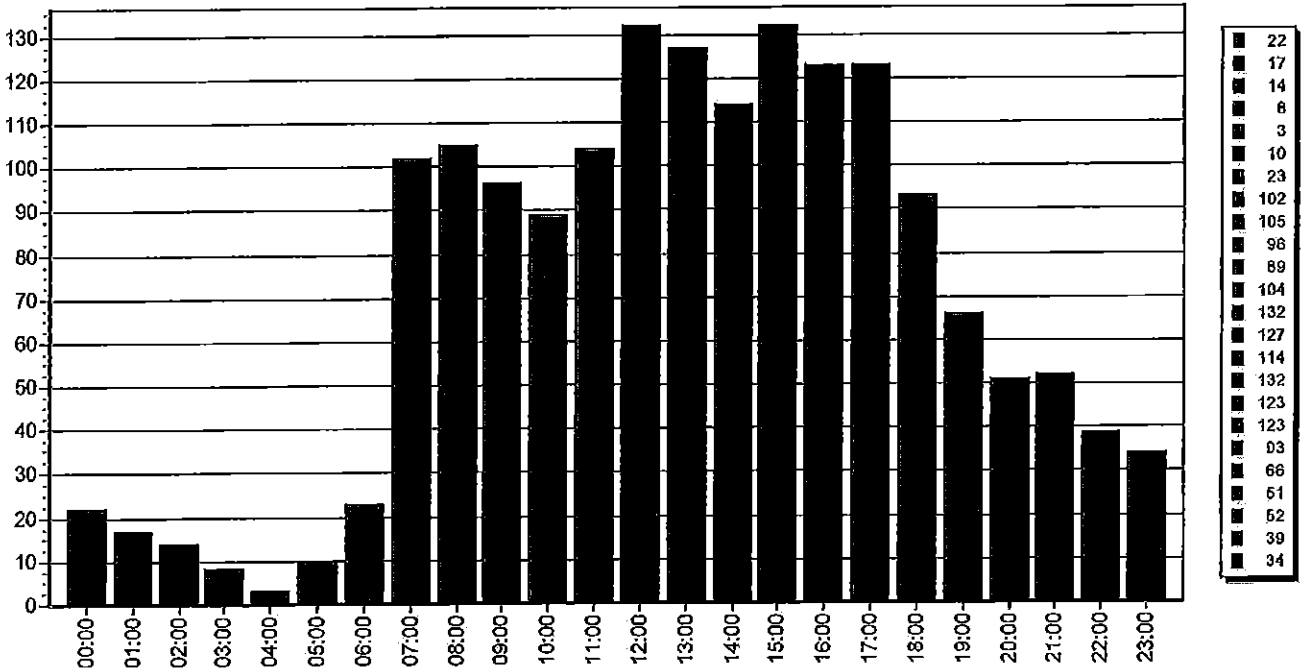
### ALL LANES

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	930	2107	1806	2086	1188	569	1258	Weekday (Mon-Fri) :	7756	78%
# Days :	1.0	1.0	1.0	1.0	0.6	0.4	1.0	ADT :	1959	
ADT :	930	2107	1806	2086	2037	1517	1258	Weekend (Sat-Sun) :	2188	22%
Percent :	9%	21%	18%	21%	12%	6%	13%	ADT :	1094	

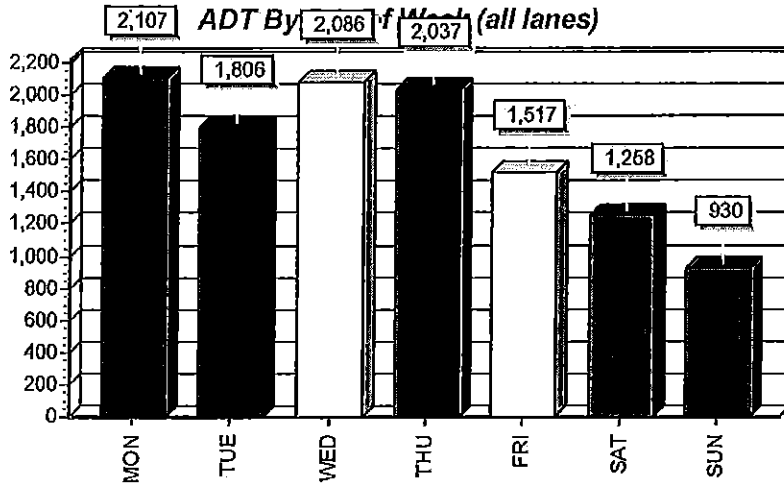
ADT Volume vs. Time (all lanes combined)



ADT Volume vs. Time (lane comparison)



7TH SB Charts For Data From: 15:00 - 09/14/2012 To: 13:59 - 09/20/2012



DAY	ADT	TOTAL	# DAYS
Mon	2107	2107	1.0
Tue	1806	1806	1.0
Wed	2086	2086	1.0
Thu	2037	1188	0.6
Fri	1517	569	0.4
Sat	1258	1258	1.0
Sun	930	930	1.0

Percent of Totals by Day of Week

